APPENDIX P2.D

Virtual Information Sessions and Other Forums/Events with Indigenous Communities

P2.D.1 – Community Specific Virtual Information Sessions

- P2.D.1.1 – Virtual Information Sessions held in Round 1
- P2.D.1.2 – Presentations of Round 1 Virtual Information Sessions
- P2.D.1.3 – Summaries of Virtual Information Sessions held in Round 1
- P2.D.1.4 – Virtual Information Sessions held in Round 2
- P2.D.1.5 – Presentations of Round 2 Virtual Information Sessions
- P2.D.1.6 – Summaries of Virtual Information Sessions held in Round 2
- P2.D.1.7 – Virtual Information Sessions held in Round 3
- P2.D.1.8 – Presentations of Round 3 Virtual Information Sessions
- P2.D.1.9 – Summaries of Virtual Information Sessions held in Round 3

P2.D.2 – Other Forums/Events

- P2.D.2.1 – Aboriginal and Treaty Rights and Interests Forum #1 Materials
- P2.D.2.2 – Summary of Aboriginal and Treaty Rights and Interests Forum #1
- P2.D.2.3 – Aboriginal and Treaty Rights and Interests Forum #2 Materials
- P2.D.2.4 – Summary of Aboriginal and Treaty Rights and Interests Forum #2
- P2.D.2.5 – Three Projects Gathering and Expo Materials (2024 and 2025)
- P2.D.2.6 – Summary of the Three Projects Gathering and Expo (2024 and 2025 events)

AtkinsRéalis

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APPENDIX P2.D.1

Community Specific Virtual Information Sessions

- P2.D.1.1 – Virtual Information Sessions held in Round 1

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Webequie FN Information Session

Join us for a community information session to talk about the Webequie Supply Road Environmental Assessment/Impact Assessment. We will provide you with an update, discuss the comments Webequie First Nation provided us during the Terms of Reference phase, and the different studies we are doing.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

April 4, 2022 at 12 pm - 1:30 pm EST

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Aroland First Nation Information Session

Join us for a community information session to talk about the Webequie Supply Road Environmental Assessment/Impact Assessment. We will provide you with an update, discuss the comments **Aroland First Nation** provided us during the Terms of Reference phase, and the different studies we are doing.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

June 13, 2022 at 12 pm - 1:30 pm EST

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Attawapiskat FN Information Session

Join us for a community information session to talk about the Webequie Supply Road Environmental Assessment/Impact Assessment. We will provide you with an update, discuss the comments Attawapiskat First Nation provided us during the Terms of Reference phase, and the different studies we are doing.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

April 25, 2022 at 12 pm - 1:30 pm EST

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Constance Lake First Nation Information Session

Join us for a community information session to talk about the Webequie Supply Road Environmental Assessment/Impact Assessment. We will provide you with an update, discuss the comments **Constance Lake First Nation** provided us during the Terms of Reference phase, and the different studies we are doing.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

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Eabametoong First Nation Information Session

Join us for a community information session to talk about the Webequie Supply Road Environmental Assessment/Impact Assessment. We will provide you with an update, discuss the comments **Eabametoong First Nation** provided us during the Terms of Reference phase, and the different studies we are doing.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

May 30, 2022 at 12 pm - 1:30 pm EST
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Fort Albany FN Information Session

Join us for a community information session to talk about the Webequie Supply Road Environmental Assessment/Impact Assessment. We will provide you with an update, discuss the comments Fort Albany First Nation provided us during the Terms of Reference phase, and the different studies we are doing.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

May 2, 2022 at 12 pm - 1:30 pm EST

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MEETING ID: 876 1575 7796
PASSCODE: 192041

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Ginoogaming First Nation Information Session

Join us for a community information session to talk about the Webequie Supply Road Environmental Assessment/Impact Assessment. We will provide you with an update, discuss the comments **Ginoogaming First Nation** provided us during the Terms of Reference phase, and the different studies we are doing.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

June 27, 2022 at 12 pm - 1:30 pm EST

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Kasabonika Lake First Nation Information Session

Join us for a community information session to talk about the Webequie Supply Road Environmental Assessment/Impact Assessment. We will provide you with an update, discuss the comments **Kasabonika First Nation** provided us during the Terms of Reference phase, and the different studies we are doing.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

May 24, 2022 at 12 pm - 1:30 pm EST
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Kashechewan FN Information Session

Join us for a community information session to talk about the Webequie Supply Road Environmental Assessment/Impact Assessment. We will provide you with an update, discuss the comments Kashechewan First Nation provided us during the Terms of Reference phase, and the different studies we are doing.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

April 19, 2022 at 12 pm - 1:30 pm EST

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Kingfisher Lake First Nation Information Session

Join us for a community information session to talk about the Webequie Supply Road Environmental Assessment/Impact Assessment. We will provide you with an update, discuss the comments Kingfisher Lake First Nation provided us during the Terms of Reference phase, and the different studies we are doing.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

July 11, 2022 at 12 pm - 1:30 pm EST

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Kitchenuhmaykoosib Inninuwug Information Session

Join us for a community information session to talk about the Webequie Supply Road Environmental Assessment/Impact Assessment. We will provide you with an update, discuss the comments **Kitchenuhmaykoosib Inninuwug** provided us during the Terms of Reference phase, and the different studies we are doing.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

July 4, 2022 at 12 pm - 1:30 pm EST

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Long Lake #58 First Nation Information Session

Join us for a community information session to talk about the Webequie Supply Road Environmental Assessment/Impact Assessment. We will provide you with an update, discuss the comments **Long Lake #58 First Nation** provided us during the Terms of Reference phase, and the different studies we are doing.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

July 18, 2022 at 12 pm - 1:30 pm EST

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Marten Falls First Nation Information Session

Join us for a community information session to talk about the Webequie Supply Road Environmental Assessment/Impact Assessment. We will provide you with an update, discuss the comments **Marten Falls First Nation** provided us during the Terms of Reference phase, and the different studies we are doing.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

May 9, 2022 at 12 pm - 1:30 pm EST

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Métis Nation of Ontario – Region 2 Information Session

Join us for a community information session to talk about the Webequie Supply Road Environmental Assessment/Impact Assessment. We will provide you with an update, discuss the comments **Métis Nation of Ontario – Region 2** provided us during the Terms of Reference phase, and the different studies we are doing.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

August 29, 2022 at 12 pm - 1:30 pm EST

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Mishkeegogamang First Nation Information Session

Join us for a community information session to talk about the Webequie Supply Road Environmental Assessment/Impact Assessment. We will provide you with an update, discuss the comments **Mishkeegogamang First Nation** provided us during the Terms of Reference phase, and the different studies we are doing.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

July 25, 2022 at 12 pm - 1:30 pm EST

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Neskantaga First Nation Information Session

Join us for a community information session to talk about the Webequie Supply Road Environmental Assessment/Impact Assessment. We will provide you with an update, discuss the comments **Neskantaga First Nation** provided us during the Terms of Reference phase, and the different studies we are doing.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

May 16, 2022 at 12 pm - 1:30 pm EST

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Nibinamik First Nation Information Session

Join us for a community information session to talk about the Webequie Supply Road Environmental Assessment/Impact Assessment. We will provide you with an update, discuss the comments **Nibinamik First Nation** provided us during the Terms of Reference phase, and the different studies we are doing.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

June 6, 2022 at 12 pm - 1:30 pm EST

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North Caribou Lake First Nation Information Session

Join us for a community information session to talk about the Webequie Supply Road Environmental Assessment/Impact Assessment. We will provide you with an update, discuss the comments **North Caribou Lake First Nation** provided us during the Terms of Reference phase, and the different studies we are doing.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

August 2, 2022 at 12 pm - 1:30 pm EST

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Wapekeka First Nation Information Session

Join us for a community information session to talk about the Webequie Supply Road Environmental Assessment/Impact Assessment. We will provide you with an update, discuss the comments **Wapekeka First Nation** provided us during the Terms of Reference phase, and the different studies we are doing.

We will also be available to answer your questions LIVE! Be sure to participate to have all your WSR questions answered.

Zoom Session

August 8, 2022 at 12 pm - 1:30 pm EST

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Wawakapewin First Nation Information Session

Join us for a community information session to talk about the Webequie Supply Road Environmental Assessment/Impact Assessment. We will provide you with an update, discuss the comments **Wawakapewin First Nation** provided us during the Terms of Reference phase, and the different studies we are doing.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

August 15, 2022 at 12 pm - 1:30 pm EST

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Weenusk FN Information Session

Join us for a community information session to talk about the Webequie Supply Road Environmental Assessment/Impact Assessment. We will provide you with an update, discuss the comments Weenusk First Nation provided us during the Terms of Reference phase, and the different studies we are doing.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

April 11, 2022 at 12 pm - 1:30 pm EST

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Wunnumin Lake First Nation Information Session

Join us for a community information session to talk about the Webequie Supply Road Environmental Assessment/Impact Assessment. We will provide you with an update, discuss the comments **Wunnumin Lake First Nation** provided us during the Terms of Reference phase, and the different studies we are doing.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

August 22, 2022 at 12 pm - 1:30 pm EST

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APPENDIX P2.D.1

Community Specific Virtual Information Sessions

- P2.D.1.2 – Summaries of Virtual Information Sessions held in Round 1

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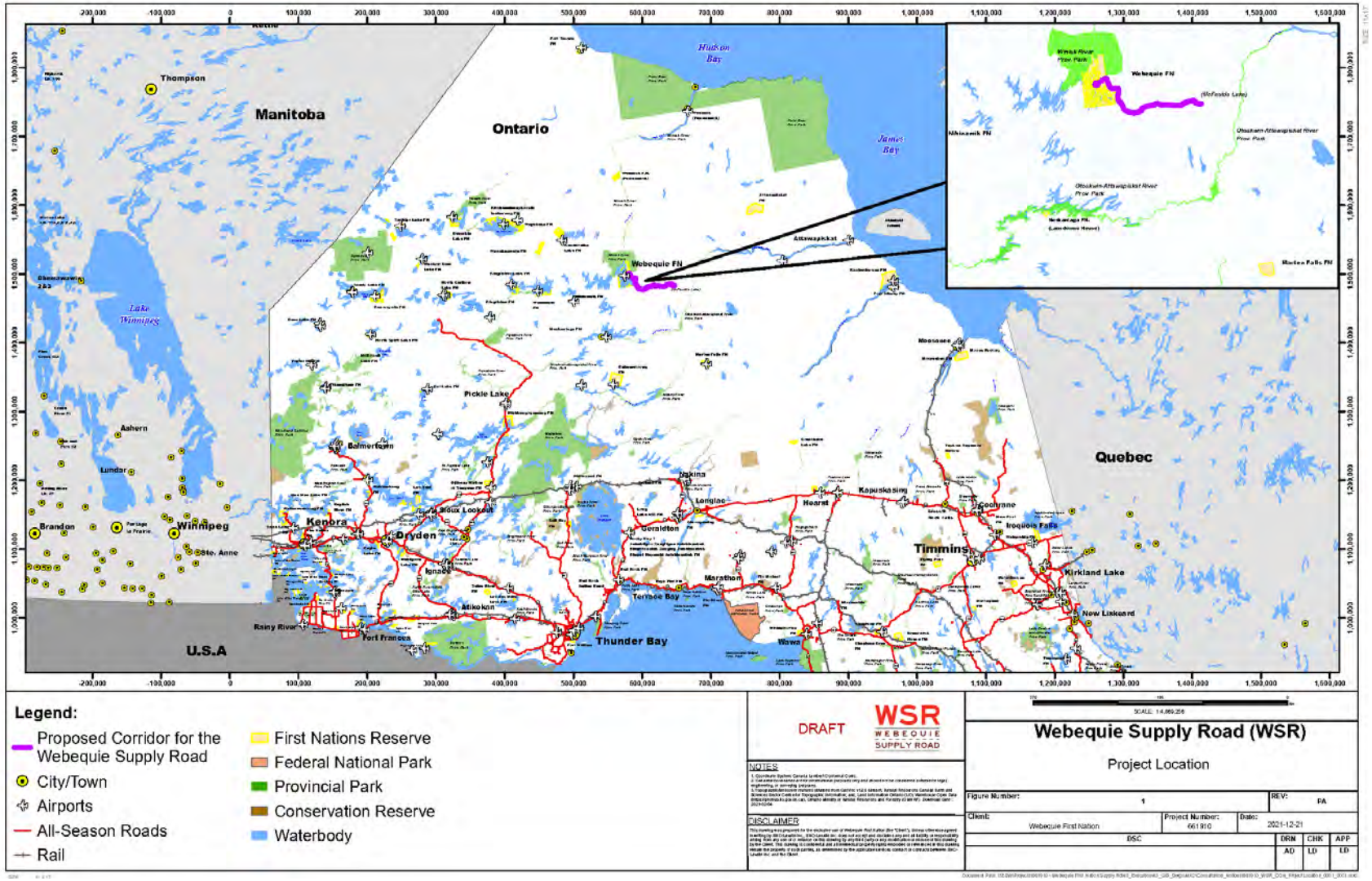
Environmental & Impact Assessment

Environmental Assessment Phase Round 1- Spring 2022

TODAY'S TOPICS

1. 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
7. Consideration and Evaluation of Alternatives (routes; aggregate areas)
8. Consultation Approach and Next Steps

PROJECT LOCATION



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SUPPLY ROAD

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

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SUPPLY ROAD

PROJECT DESCRIPTION

107 km

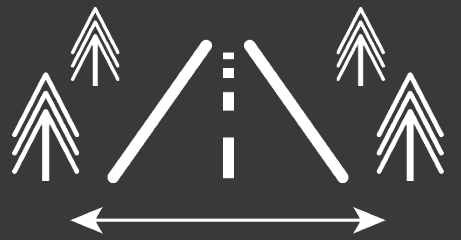
All-season road from Webequie First Nation (WFN) Airport to McFaulds Lake

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 (right-of-way) for two lane gravel surface

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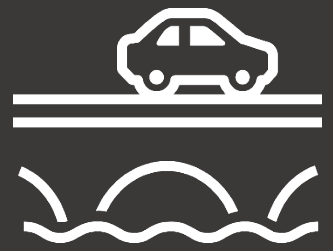
PROJECT DESCRIPTION



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

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ENVIRONMENTAL ASSESSMENT (EA) & IMPACT ASSESSMENT (IA) PROCESS OVERVIEW

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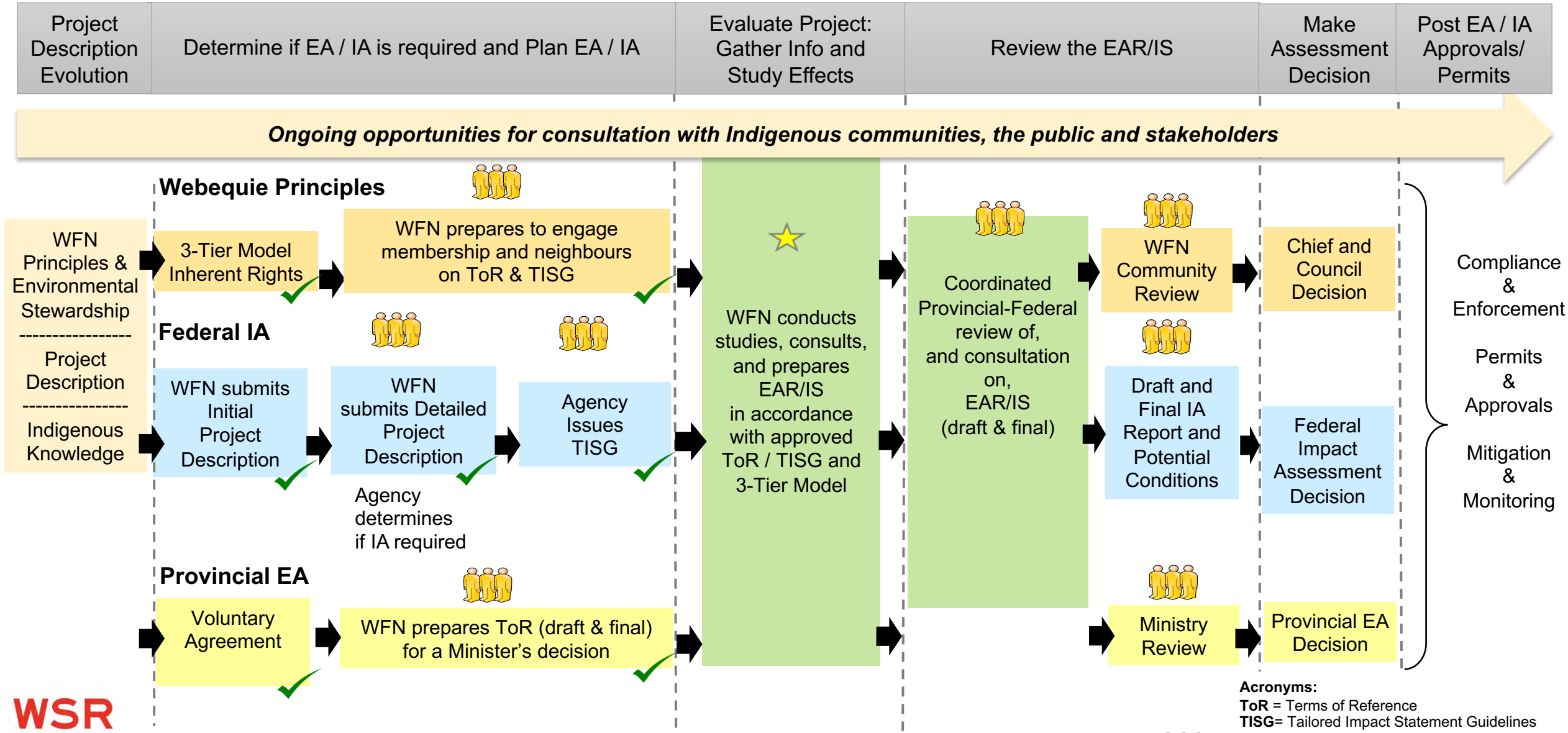
Coordinated Provincial-Federal Assessment Process



WSR WEBEQUIE SUPPLY ROAD

We are here ★ Step completed ✓ Formal opportunity for Indigenous consultation & public participation

Acronyms:
ToR = Terms of Reference
TISG= Tailored Impact Statement Guidelines
EAR/IS = Environmental Assessment Report/ Impact Statement

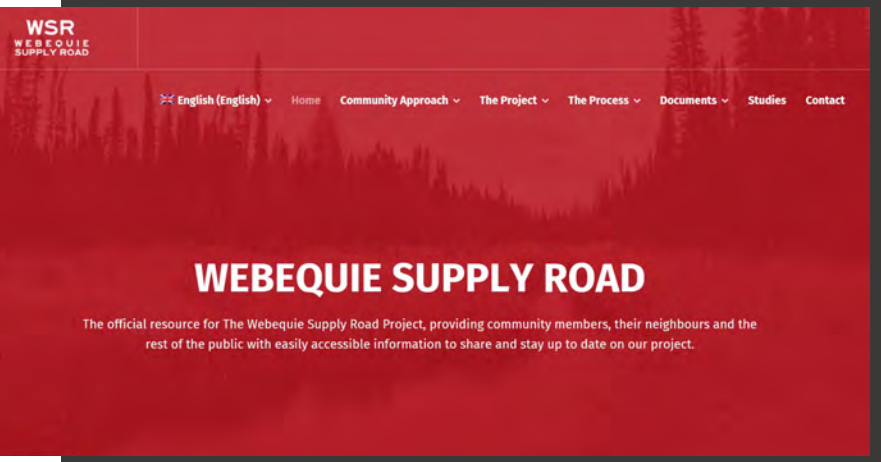
COORDINATED PROVINCIAL & FEDERAL EA PROCESS

- 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
TO DATE

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

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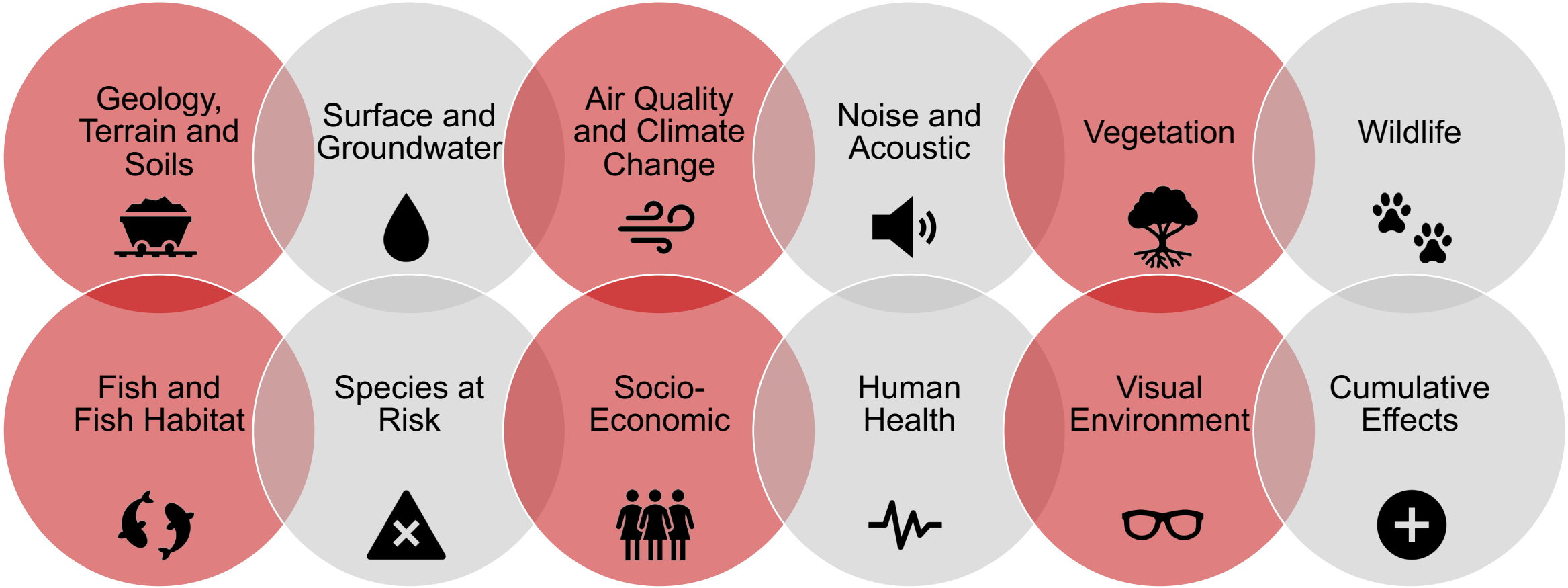
TECHNICAL STUDY PLANS



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

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ASSESSMENT APPROACH

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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

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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

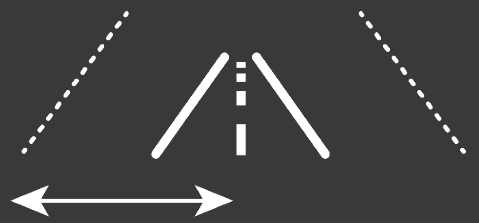
- Are used to define the study area for baseline data collection/studies and the effects assessment
- May vary depending on the valued component (wildlife, surface water, socio-economic)
- Have been established to focus on the two route alternatives for the project within the proposed preliminary 2 km 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:

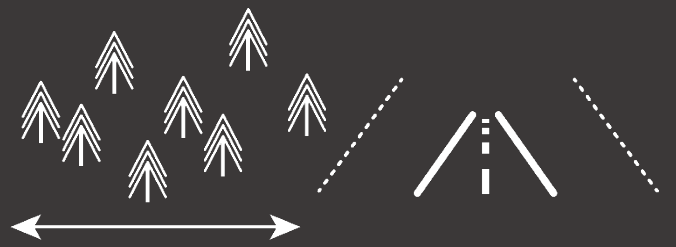
35m right-of-way

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



1km buffer from 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

WSR
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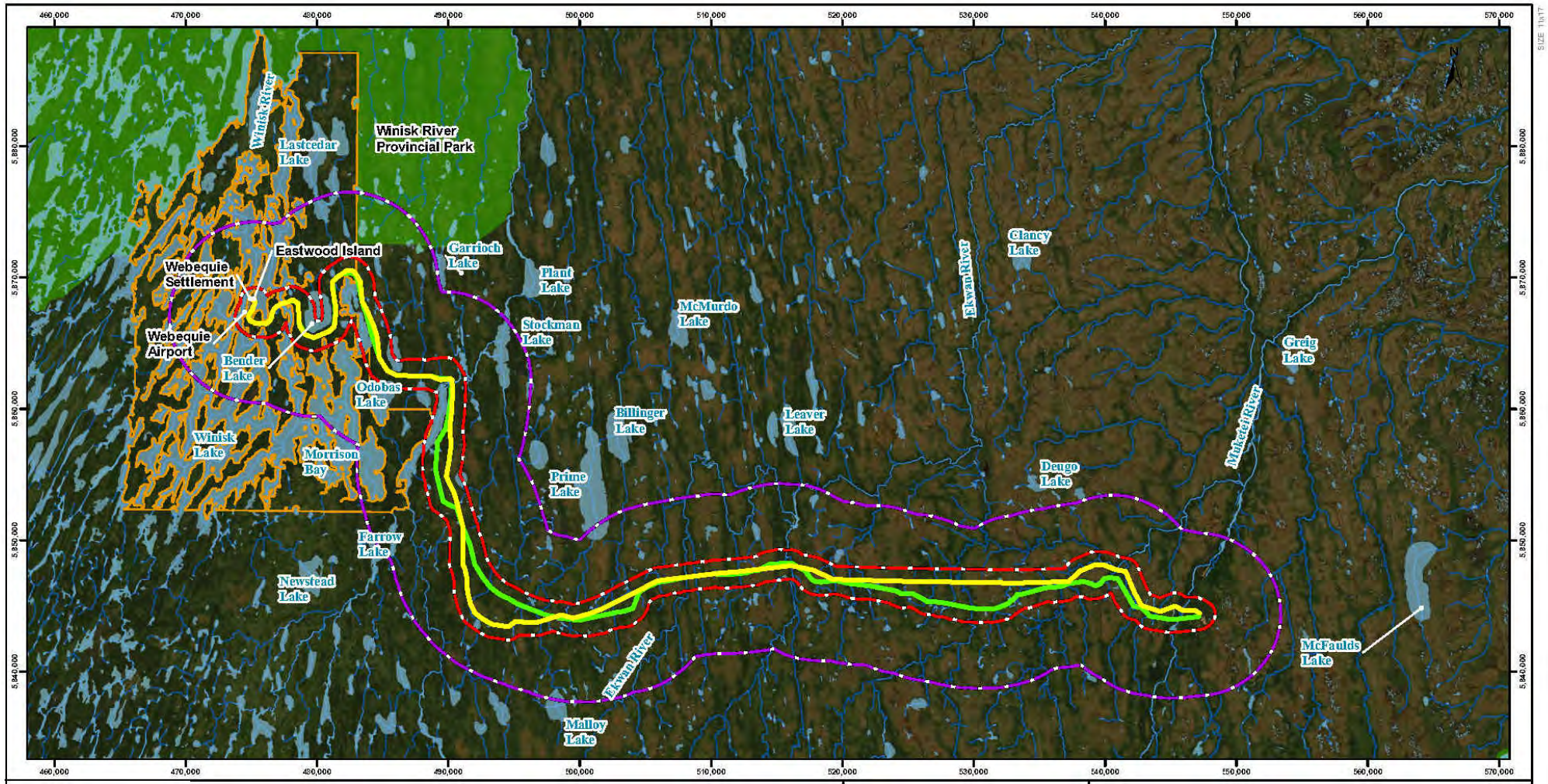

Legend

Route Label

- Alternative 1
- Alternative 2
- Local Study Area (LSA 1km from Centreline of Route Alternative 1 and Alternative 2)
- Regional Study Area (RSA 5km from either side of LSA Boundary)
- Webequie First Nation Reserve
- Waterbody
- Watercourse
- Winisk River Provincial Park

DRAFT

WSR WEBEQUIE SUPPLY ROAD

NOTES

1. Coordinate System: NAD 1983 UTM Zone 15N
2. Cadastral boundaries are for informational purposes only and should not be considered suitable for legal engineering, or surveying purposes
3. Topographic base layer is a multi-sourced layer from CanVec v12.6 dataset - Natural Resources Canada Earth and Sciences Sector Centre for Topographic Information and Land Information Ontario (LIO) Warehouse Open Data https://geohub.lio.gov.on.ca - Ontario Ministry of Natural Resources and Forestry (OMNRF) - Download Date 2021-10-04

DISCLAIMER

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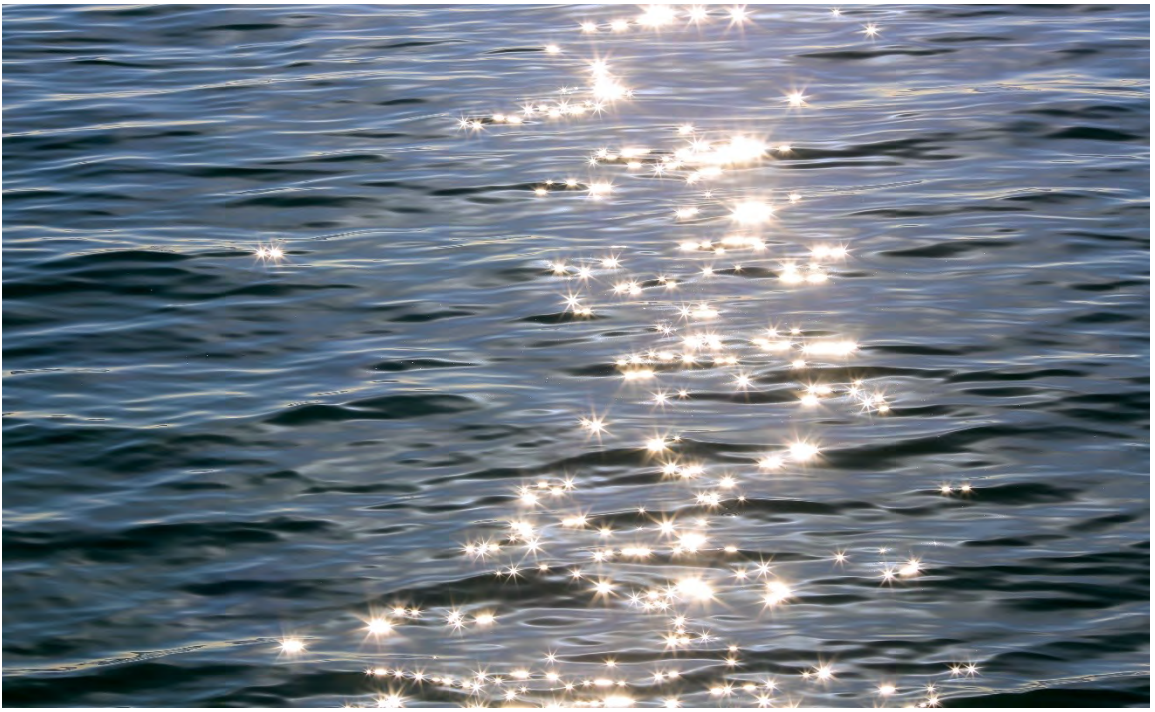
Webequie Supply Road (WSR)

Preliminary General Study Areas

Figure Number:		REV: PA
Client: Webequie First Nation	Project Number: 661910	Date: 2021-11-23
DSC	DRN: AD	CHK: CW / APP: CW

WSR WEBEQUIE SUPPLY ROAD

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 **right now**
- 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

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SELECT VALUED COMPONENTS

-STUDY AREAS

-CRITERIA & INDICATORS

-BASELINE STUDIES

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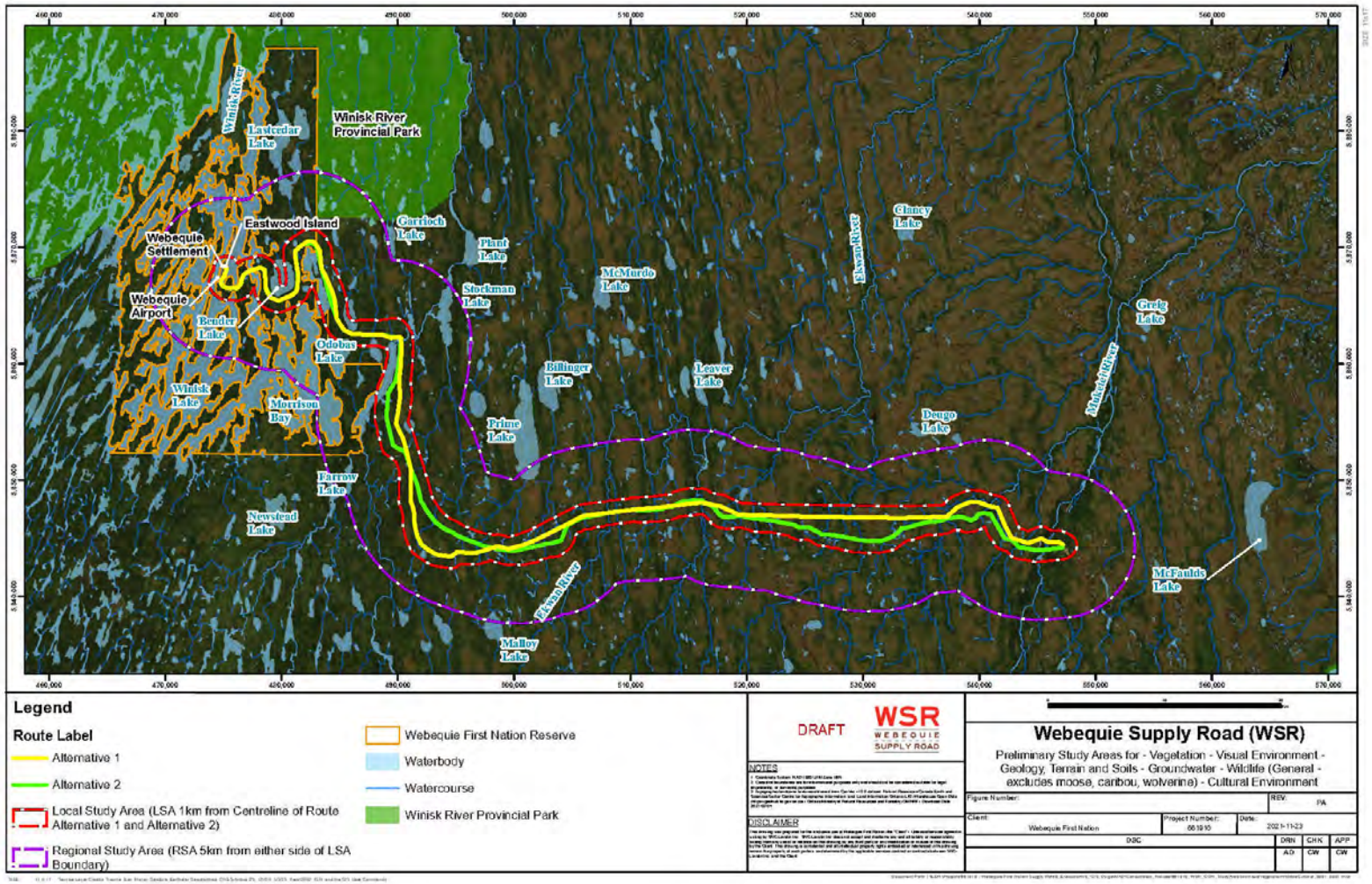
WILDLIFE

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



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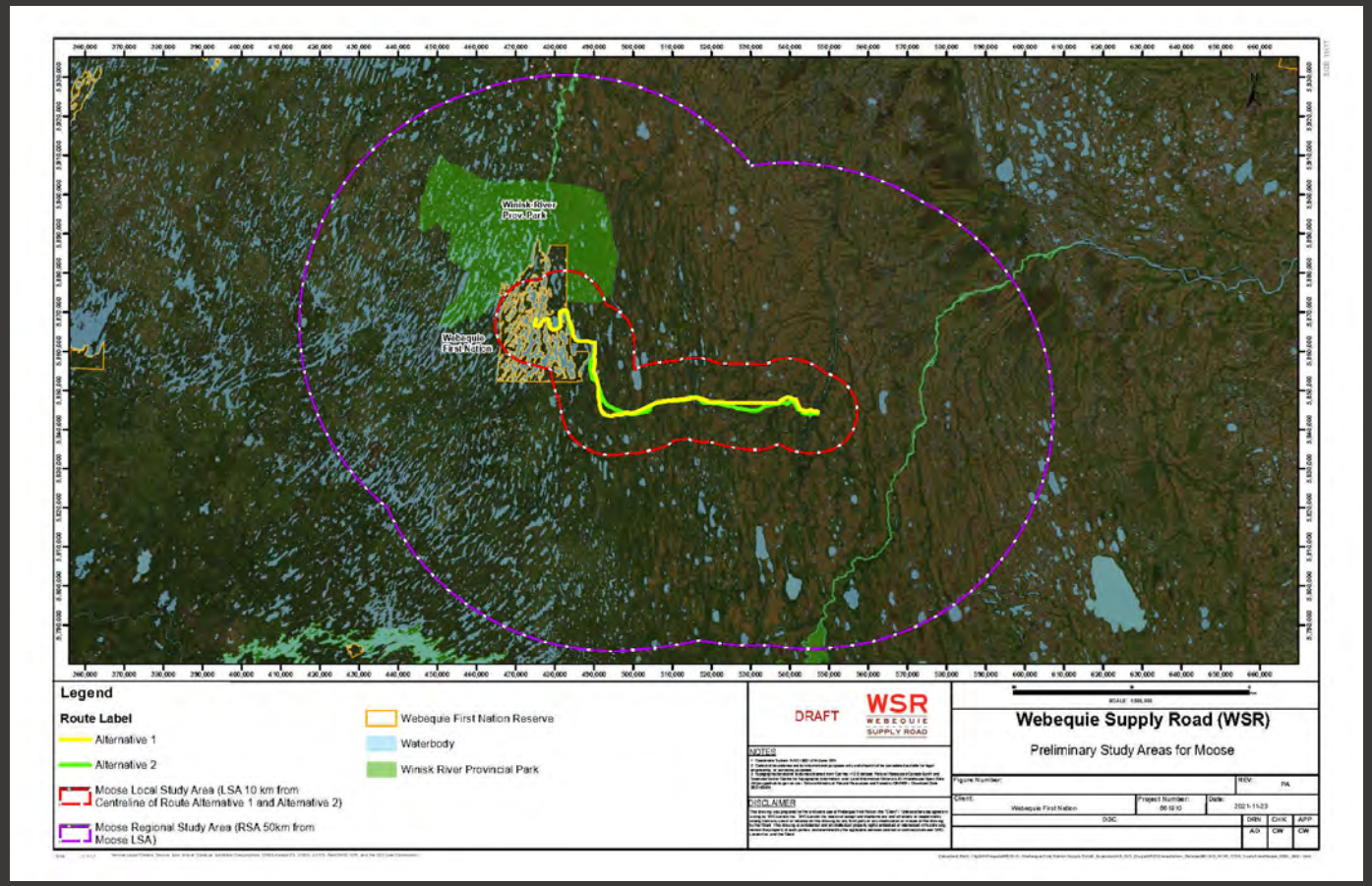
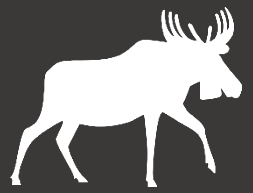
WILDLIFE STUDY AREAS MOOSE





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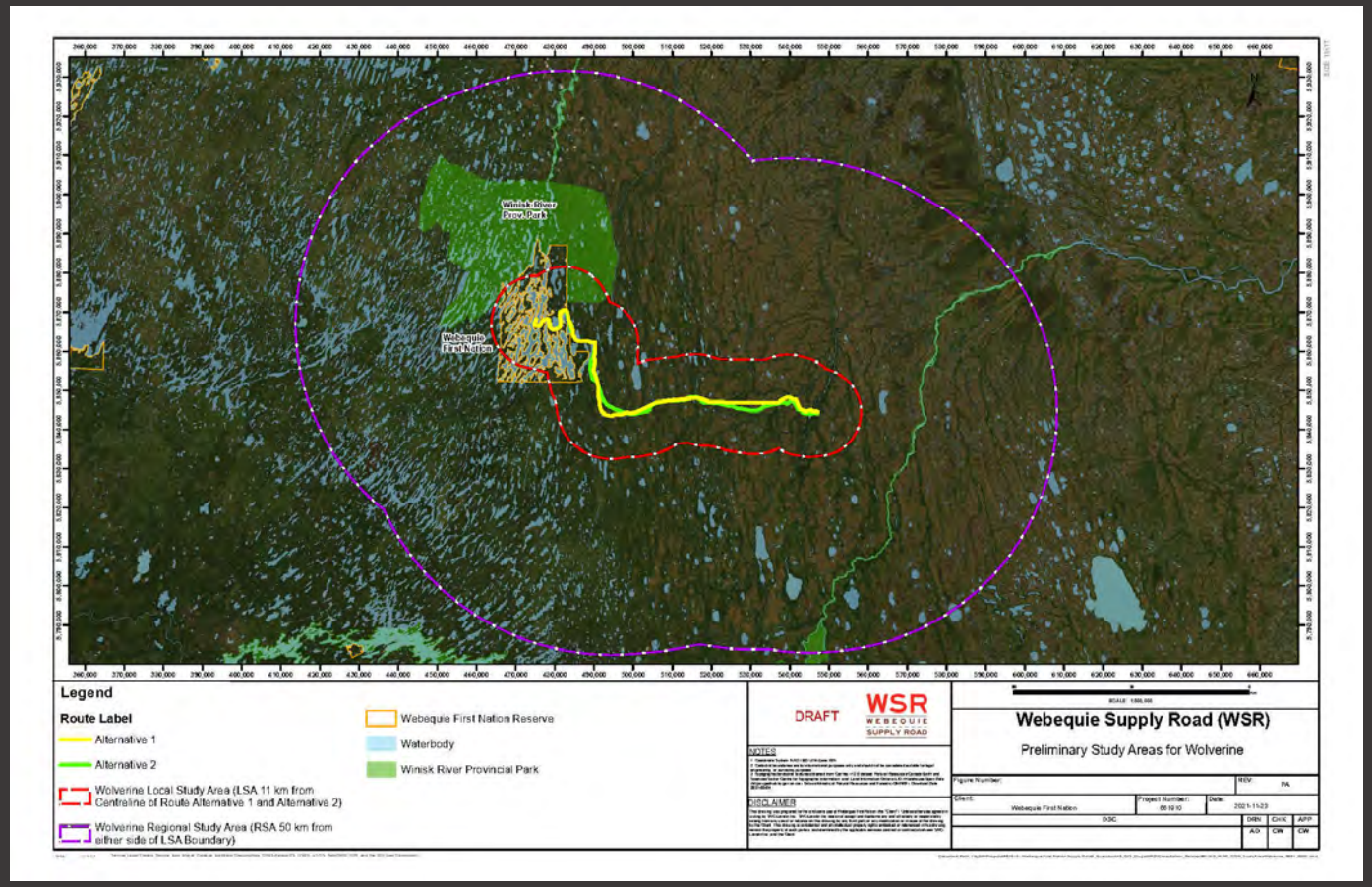
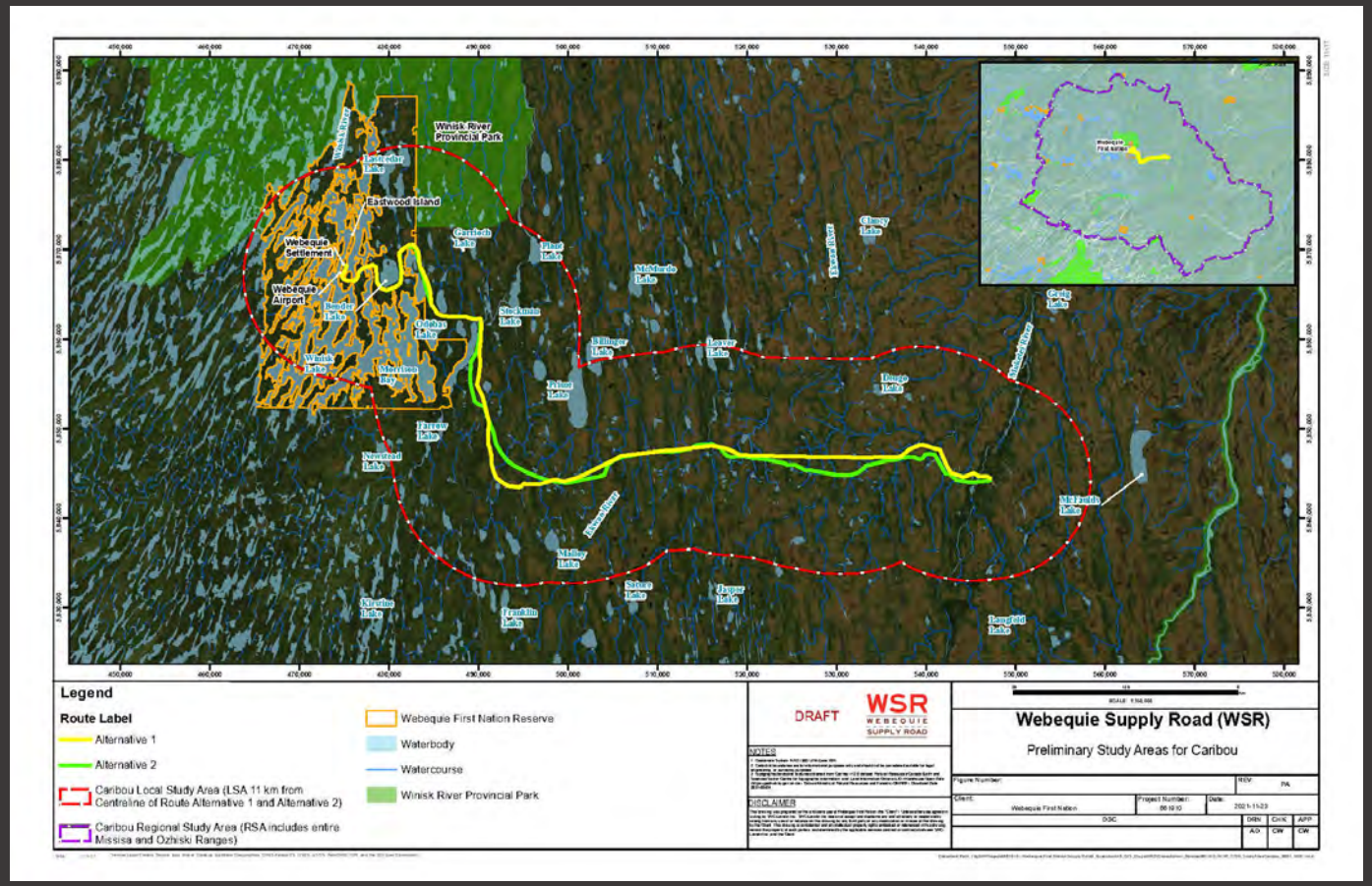
WILDLIFE STUDY AREAS WOLVERINE



WILDLIFE STUDY AREAS CARIBOU



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WILDLIFE

CRITERIA AND INDICATORS

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

**SAR= Species at Risk*

WILDLIFE

CRITERIA AND INDICATORS

Criteria/ Valued Component (VC)	Indicators

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

Designated Significant Wildlife Habitat	› Area (hectares) of significant wildlife habitat crossed or fragmented

WILDLIFE

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:

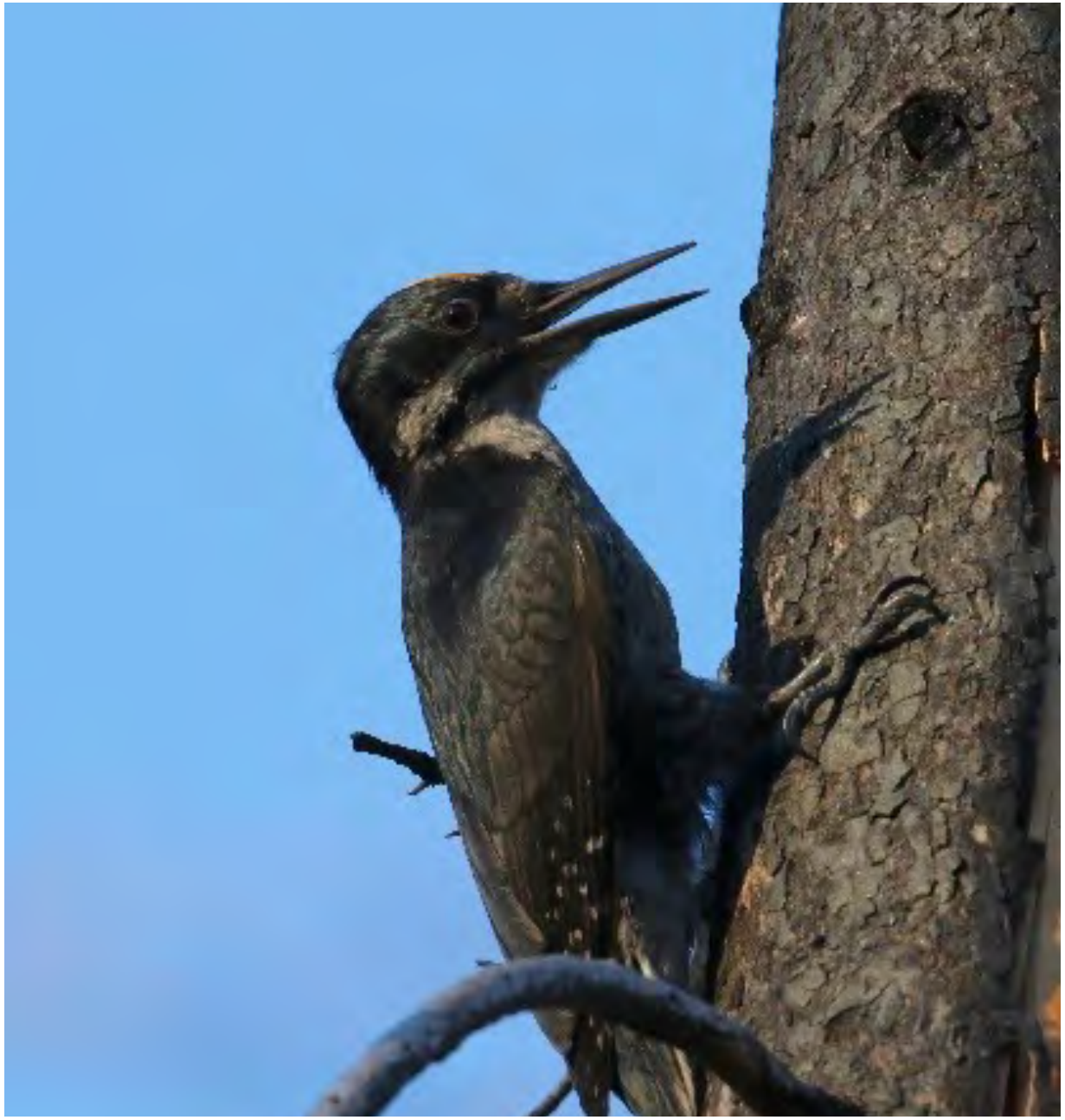
- Large lakes (e.g., Winisk, Bender, Winiskisis Channel) serve as staging areas for waterfowl
- Smaller lakes and rivers are not readily used by migrating waterfowl

WILDLIFE

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)

WILDLIFE

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)

WILDLIFE

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)

Photos from Caribou Collaring Study (2021)

WILDLIFE

BASELINE STUDIES – WOLVERINE/AMPHIBIANS

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

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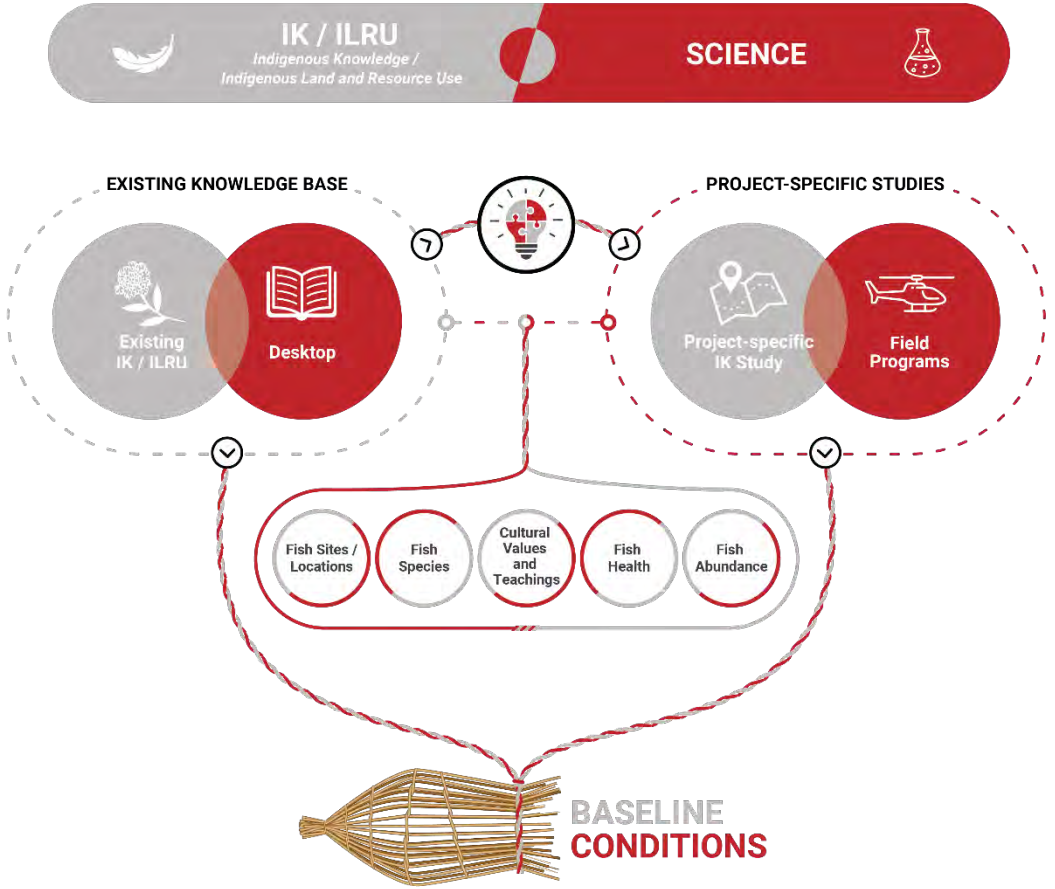
INDIGENOUS KNOWLEDGE PROGRAM

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



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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

CONSIDERATION AND EVALUATION OF ALTERNATIVES

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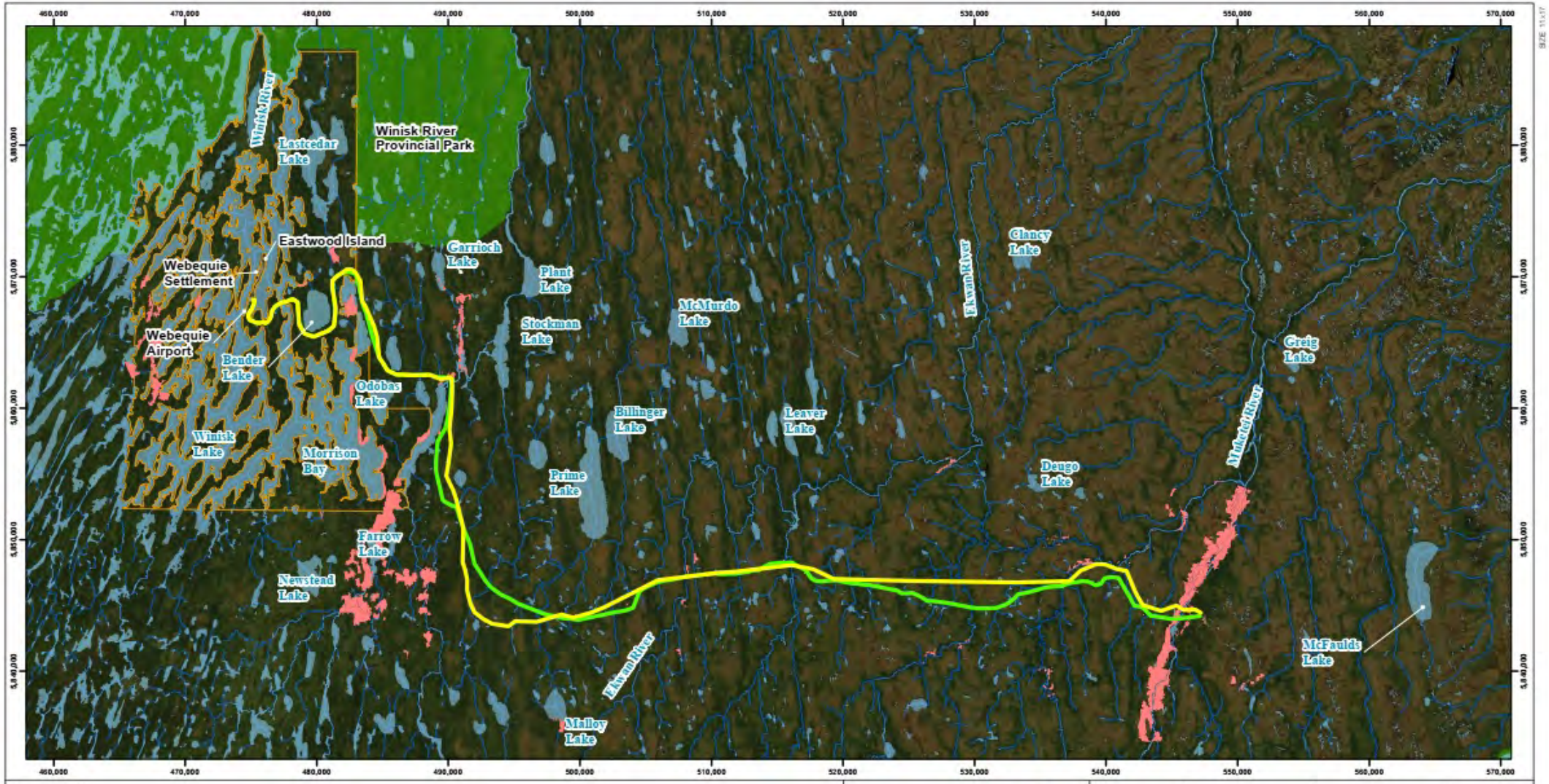
EVALUATION OF ALTERNATIVE ROUTES AND AGGREGATE/ROCK SOURCES

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)*



Legend

Route Alternatives

- Alternative 1 (Community Preferred Route)
- Alternative 2 (Optimal Terrain and Soil Route)
- Potential Aggregate/Rock Sources
- Webequie First Nation Reserve
- Waterbody
- Watercourse
- Winisk River Provincial Park

DRAFT

WSR WEBEQUIE SUPPLY ROAD

NOTES

DISCLAIMER

Webequie Supply Road (WSR)

Alternative Routes and Potential Aggregate/Rock Sources

Figure Number:		REV: PA
Client: Webequie First Nation	Project Number: 661910	Date: 2021-11-17
DSC	DRN: AD	CHK: CW / APP: CW

WSR WEBEQUIE SUPPLY ROAD

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

CONSULTATION APPROACH & NEXT STEPS

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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?

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

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APPENDIX P2.D.1

Community Specific Virtual Information Sessions

- P2.D.1.3 – Summaries of Virtual Information Sessions held in Round 1

WEBEQUIE SUPPLY ROAD
COMMUNITY INFORMATION SESSION

Webequie First Nation
April 4, 2022 – 12:00 pm to 1:30 pm

INTRODUCTION

The Livestream was commenced at approximately 12:05 pm.

- **There were no community member participants present.**
- Don Parkinson and Michael Fox welcomed attendees, provided an introduction to the current status of the WSR Project, and reviewed the order of events for today's session.

PRESENTATION

- *Tony (Maverick) started the voiceover presentation video, which was about 30 minutes long.*

QUESTIONS & ANSWERS

- Don Parkinson explained that himself and Michael Fox would now review comments raised to date by Webequie FN community members regarding the Project, as follows:

1. **Q:** What are the potential impacts to water quality and fish habitat?
   A: Michael Fox noted that the Project Team recognizes various watersheds and waterways in the Study Area are important for travel and drinking water. Additionally, there is a recognition that these valued components are connected – leading to potential pathway effects. Pathway effects are being considered and studied as part of the Environmental Assessment (EA) process. Federal and provincial government experts – known internally as the Government Review Team (GRT) - and members of the public were involved in the review period for the Draft Terms of Reference (ToR) and will review the Environmental Assessment Report/ Impact Statement (EAR/IS), in addition to Indigenous communities. As technical subject matter experts, GRT members provide comments that ensure both Indigenous Knowledge and technical/ Western Science considerations are incorporated.
2. **Q:** How is the need for additional infrastructure in Webequie FN beyond the all-season road (i.e., improved health facilities, healing facilities, etc.) being considered to help confront associated impacts?
   A: The need for these types of facilities is being considered as part of the ongoing socio-economic impact assessment. First, the socio-economic baseline will determine existing conditions in the community; then, as part of the impact assessment, methods will be

identified to mitigate any potential negative impacts and reinforce positive impacts. The WSR will serve as an economic development road – however, it is understood that this means different things for different people. It will also provide ease of access to different areas such as other communities, trails, waterways, and more. The current routing for the road was largely shaped by Indigenous Knowledge, and does not actually reflect the fastest route, but it avoids certain areas and integrates minor refinements per the community's recommendations. The Project Team realizes the importance of having a healthy workforce and incorporating mental and physical health and well-being into all aspects of the Project. Additionally, one of the key objectives of the road is improving quality of life in the community.

3. **Q:** Are impacts on land users and animals being considered?
   A: Yes – as part of the ongoing studies, the Project Team is working to understand where land users and animals go, the nature of their travel patterns, and how the Project can avoid related impacts. Additionally, we are not just looking at species, but also at their habitats. The Project Team is using a robust environmental assessment/ impact assessment approach that includes both a provincial and a federal assessment. For example, as part of the wildlife baseline studies, caribou collaring studies have been conducted – which involve collaring 30 caribou to understand species distribution and minimize impacts. Additionally, almost 100 Acoustic Recording Units have been set up across the study area to record animal noises and understand their distribution.
   A: It should also be noted that a Gender-Based Analysis + (GBA+) lens is being utilized by the Project Team to bring in a diverse range of views and voices (women, men, youth, Elders, etc.) and gain varying perspectives on different elements of the Project. The Socio-Economic program involves surveys, key informant interviews and focus groups with the objective of capturing a range of voices and ideas and integrating these into the Project.

- Don Parkinson noted that no further questions had been received during the session, and thanked attendees for joining. He noted that the Project Team looks forward to visiting the community soon for further discussion and engagement. Finally, Don encouraged community members to attend the April 6th radio show and live streaming session which would be focused on Socio-Economic studies.

Livestream ended at approximately 12:55 pm.

WEBEQUIE SUPPLY ROAD
COMMUNITY INFORMATION SESSION

Aroland First Nation
June 13, 2022 – 12:00 pm to 1:30 pm

INTRODUCTION

The Livestream was commenced at approximately 12:04 pm

- **There were no community member participants present.**
- Don Parkinson welcomed attendees and provided an introduction to the current status of the WSR Project, noting that this community information session will be available to view on the Project website after the livestream is finished.

PRESENTATION

- *The voiceover presentation video began at 12:07 PM EST and ended at 12:37 PM.*

QUESTIONS & ANSWERS

- Following the presentation, Don Parkinson reviewed questions that had been raised by Aroland regarding the WSR Project to date/during the Terms of Reference (ToR) phase, as follows:

    1. **Q:** How will Cumulative Effects of the Project be assessed?
       A: The EA for the WSR Project includes a Cumulative Effects Assessment to ensure these types of effects are studied in a detailed, comprehensive way. This involves assessing the project in the context of other projects that are underway in the Region- including past, present, and “reasonably foreseeable” future projects. A Regional Effects Assessment is also underway by the federal government, which will use information from our project as well as other EAs that are happening in the area to study potential effects on the region as a whole.

- Don Parkinson noted that no further questions had been received from Aroland at this time and encouraged community members to attend upcoming consultation and engagement activities including livestream/ radio sessions on Wawatay Radio. He also noted that the Webequie Project Team is available any time to answer questions and comments. and would be glad to visit the community for an in-person visit.
- Don Parkinson thanked attendees.

Livestream ended at 12:40 PM EST.

WEBEQUIE SUPPLY ROAD
COMMUNITY INFORMATION SESSION

Attawapiskat First Nation
April 25, 2022 – 12:00 pm to 1:30 pm

INTRODUCTION

The Livestream was commenced at approximately 12:08 pm

- **There were no community member registrants.**
- Marian Tibor McMahon provided an introduction to the current status of the WSR project and discussed the purpose of today's session, as well as other consultation opportunities/resources available for Attawapiskat First Nation.
- Don Parkinson provided a brief introduction, summarized the topics to be covered in the upcoming video presentation, and noted that a Q&A period would follow.

PRESENTATION

- *The voiceover presentation video began at 12:15 AM EST and ended at 12:44 PM.*

QUESTIONS & ANSWERS

- Following the presentation, Don Parkinson reviewed questions that have been raised by Attawapiskat regarding the WSR Project to date, as follows:

1. **Q:** How will issues related to hydrology/drainage of peatlands be addressed?
   A: This is a significant consideration for the WPT, both from a design and an environmental perspective. We have detailed study plans that show community members how we are going to study these potential impacts on water and thoroughly assess potential concerns related to building on a muskeg. From the design & construction side, we are also looking at best practices (successful projects that have addressed these types of issues).
2. **Q:** How will potential combined effects on fish & wildlife be considered?
   A: Cumulative effects are a key overarching consideration as part of our ongoing studies and will be assessed in order to determine how potential impacts interact with one another. It is important to note that each study is not done in a vacuum, and that the combined effects of different impacts are also being studied.

3. **Q:** The potential disruption of intact mature forest may have impacts on caribou habitat, which could lead to an introduction of moose and other predators and affect the size of the caribou population for hunting. How will this be considered?
   A: The WPT has spent a significant amount of time and effort conducting caribou surveys over the past few years, including winter and collaring surveys. We are tracking these animals in real-time in order to collect data on the areas they are using at different times of year and ensure that the preferred routes do not interfere with those areas. Attawapiskat is encouraged, along with other communities, to participate in the Indigenous Knowledge and Land Use program to share further knowledge regarding caribou and their habitat. Finally, findings related to both the caribou and hydrology studies (and other studies as applicable) will be shared with the community, once available.
4. **Q:** How will potential impacts related to dust emissions from aggregate/gravel use and processing (i.e. impacts to human health and environment) be avoided?
   A: The WPT is looking at how other projects have mitigated these types of effects to help shape our recommendations and determine mitigation measures, ensuring health and environmental impacts are avoided wherever possible. We are also conducting an air quality assessment that is devoted to identifying and helping mitigate these types of impacts.

- Marian Tibor McMahon discussed upcoming consultation opportunities - including the next radio show which will discuss air quality - as well as resources that are available for sharing comments and feedback (i.e., the project website) and a potential community visit based on Attawapiskat's interest/availability.
- Don Parkinson and Marian Tibor McMahon thanked attendees.

Livestream ended at 12:54 pm.

WEBEQUIE SUPPLY ROAD
COMMUNITY INFORMATION SESSION

Constance Lake First Nation
June 20, 2022 – 12:00 pm to 1:30 pm

INTRODUCTION

The Livestream was commenced at approximately 12:05 pm.

- **There were no community member participants present.**
- Michael Fox welcomed attendees and provided an introduction to the current status of the WSR Project, noting that this community information session will be available to view on the Project website after the livestream is finished.
- Michael Fox also introduced Leslie Spence as the community coordinator and off-reserve liaison for the WSR Project. Finally, he introduced Laura Dumbrell who would be joining on today's session.
- Laura Dumbrell greeted attendees and explained that this session was a key component of the consultation and engagement program for the WSR Project. She introduced the video presentation and noted that a Q&A session would follow.

PRESENTATION

- *The voiceover presentation video began at 12:08 AM EST and ended at 12:39 PM.*

QUESTIONS & ANSWERS

- Following the presentation, Michael Fox and Laura Dumbrell reviewed questions that had been raised by Constance Lake regarding the WSR Project during the ToR phase, as follows:

1. **Q:** Addressing insufficient resources to conduct thorough review of the ToR within the comment deadline?
   A: The Project Team has supported communities to address resourcing/capacity issues by helping them access capacity funding from the province and will continue to do so on an as-needed basis throughout the EA/IA phase. Additionally, the standard ToR commenting period was extended significantly to account for these resourcing issues which acted as a barrier to providing comments under the allocated timeline.

2. **Q:** Overcoming COVID-19 related restrictions?
   A: The Project Team understands that restrictions have been community-specific and have occurred in "waves" that have affected the ability of communities to participate in engagement/consultation for ongoing Projects across the Region. While there have been limitations on the amount of in-community engagement to date, the Project Team has provided innovative and effective ways for potentially affected and interested parties to engage on the Project in the face of COVID-19 challenges. There are a number of virtual consultation options available, including radio and live streaming sessions (like today's), videos and opportunities to provide comments on the Project website, and the virtual-reality style open house on the Project website which replicates the experience of being in an open house environment and provides boards with project information.
3. **Q:** How will waters, fish, land, animals (especially moose and caribou) and air quality surrounding the project and associated watersheds be protected and how will the need for a rigorous environmental monitoring program throughout the life of the project be addressed?
   A: These valued components are being studied as part of the ongoing natural environment program, including specific wildlife and wildlife habitat studies and air quality/atmospheric studies. This includes ongoing field studies such as Caribou collaring and aerial surveys; fish and fish habitat surveys, bird and bat surveys, species at risk assessment, air quality studies, and others which will help to establish existing environmental conditions that will help evaluate and compare alternatives and identify potential effects from the Project, as well as recommend mitigation and monitoring measures. Additionally, an Environmental Management Plan will be prepared as part of the lead-up to construction and operation of the supply road. It is expected that this will include discrete environmental protection plans with procedure and best management practices to avoid and/or minimize potential effects to the valued components cited in your comments, as well as provide a monitoring framework designed to verify the prediction of the effects assessment in the EA/IA and ensure that environmental commitments and obligations are fulfilled and mitigation/restoration/enhancement measures are effective.
4. **Q:** How will the need for Indigenous Knowledge (IK) data gathering and mapping be addressed to ensure any potential project impacts are understood and accommodated in the project EA?
   A: The Project Team understands the importance of gathering IK to inform the EA/IA and is committed to establishing IK as a cornerstone for decision-making on the Project. The IK and Land and Resource Use program (IKLRU) is currently underway based on the funding agreements executed to date. An invitation letter for the program was sent in December and we welcome Constance Lake's participation.
5. **Q:** How will respect for community engagement protocols be demonstrated?
   A: The Project Team will ensure that all existing community engagement protocols are fully understood and adhered to throughout the ongoing consultation and engagement program. We ask that Constance Lake shares these protocols with us so we can ensure

that they are integrated into our approach. We would be happy to meet with the community to work together on this.

6. **Q:** How will the need for a regional assessment involving all neighboring communities be addressed?
   A: We understand that a draft terms of reference (scope of work) for the Regional Assessment (RA) for the Ring of Fire Area has been released by the Impact Assessment Agency of Canada for review and comments from the public stakeholders and Indigenous communities/organizations. The RA is separate process from the WSR Project EA/IA. As required by the Tailored Impact Statement Guidelines for the WSR Project, and the federal Impact Assessment Act, relevant information generated through the Regional Assessment will be used to inform the WSR Project effects assessment as the developed information becomes available.
7. **Q:** What are potential implications for health and safety of community members from increased traffic (assumes MFCAR and NRL) on highways and waterways?
   A: The implications of introducing a connection to the provincial highway in the WSR project area will be included as part of the cumulative effects assessment (CEA) for the Project. It will include consideration of traffic, health and safety concerns as well as general changes in the experience of being on the land. Examples include: changes in traffic volumes and operating capacity, changes in demand on emergency and protective services, changes to availability of and access to public services, changes to crime rates, substance use, women's safety, gender-based violence, and public safety services, changes in navigable waterways and on users, changes in the experience of lands and resources for cultural purposes, etc.
8. **Q:** How will the Project impact moose populations due to increased traffic and tourism (assumes MFCAR and NRL) on highways and waterways?
   A: Moose are a key species being studied as part of the wildlife/ wildlife habitat assessment. The Project Team recognizes the prevalence of this species in the Region and ongoing studies will help obtain information on the location/distribution of moose and their habitat, determine potential effects on moose as a result of increased traffic and introduction of more "outsiders" into the community as a result of the Project, and develop mitigation/monitoring measures.
9. **Q:** Location of aggregate resources- where will the material for the road come from?
   A: The Project Team is continuing to conduct investigations in the project study area to assess the quality, quantity and accessibility of aggregate resources along the preliminary proposed supply road corridor. This information will be incorporated in the refinement of project alternatives and their evaluation and will be shared with project participants as part of ongoing engagement and consultation. We are also considering how these resources will help achieve the proposed road design (which is still being developed).
10. **Q:** What are the potential cumulative impacts of all three projects (NRL, WSR, MFCAR)?
    A: The cumulative effects of the Project in combination with other existing and reasonably foreseeable projects and activities, including the Northern Road Link, the Marten Falls Community Access Road and future mining developments in the Region

are currently under assessment as part of the CEA and will be considered and integrated into the EAR/IS for the WSR Project.

- Michael Fox and Laura Dumbrell noted that no other comments had been received from community members, thus concluding the Q&A period.
- Michael Fox added that community members are encouraged to submit comments to the Project Team at any time and to participate in future consultation opportunities, including upcoming Radio/ Live-stream sessions.
- Laura Dumbrell encouraged community members to visit the Project website: www.supplyroad.ca – and added that the Project Team would be happy make an in-person visit to the community at Constance Lake's request.
- Michael Fox and Laura Dumbrell thanked attendees and wrapped up the session.

Livestream ended at approx. 1:10 PM EST

WEBEQUIE SUPPLY ROAD
COMMUNITY INFORMATION SESSION

Eabametoong First Nation
May 30, 2022 – 12:00 pm to 1:30 pm

INTRODUCTION

The Livestream was commenced at approximately 12:05 pm

- **There were no community member participants present.**
- Michael Fox gave opening remarks then introduced Don Parkinson, SNC-Lavalin.
- Don Parkinson introduced recorded presentation.
- After presentation, Don Parkinson and Michael Fox to reviewed and discussed questions and environmental concerns raised by Eabametoong previously.
- *Issue raised previously:*
  (via Mattawa Tribal Council) support the creation of regional technical working group to review WSR EA to supplement consultation with each individual Nation
- Q&A session- no questions raised, as no community members participated in virtual meeting.

Livestream ended at 12:50 PM EST.

WEBEQUIE SUPPLY ROAD
COMMUNITY INFORMATION SESSION

Fort Albany First Nation
May 2, 2022 – 12:00 pm to 1:30 pm

INTRODUCTION

The Livestream was commenced at approximately 12:08 pm.

- **There were no community member participants present.**
- Don Parkinson welcomed attendees to today's session and introduced Craig Wallace – Project Manager for the WSR project.
- Don Parkinson discussed the purpose of today's session, as well as other consultation opportunities/resources available for Fort Albany First Nation to obtain more information about the Project.

PRESENTATION

- *The voiceover presentation video began at 12:11 PM EST and ended at 12:42 PM EST.*

QUESTIONS & ANSWERS

- Following the presentation, Don Parkinson reviewed questions that have been raised by Fort Albany regarding the WSR Project to date. Craig Wallace provided a response to each question with support from Don Parkinson - as follows:

1. **Q:** How will impacts to the James Bay Lowlands/muskeg areas, including potential impacts to water quality and/or spills, be addressed?
   A: As the Webequie Project Team looks at delineating muskeg areas to be protected, we are also looking to develop mitigation measures to address these types of concerns. For example, an Environmental Management Plan and an Erosion & Sediment Control Plan will be developed for the Project and to address concerns around fuel handling/storage and erosion impacts on surface water features. Additionally, we are working to ensure that the watercourse crossing design properly accommodates for surface water runoff. Finally, we are looking at examples of how similar projects have addressed these types of concerns and planning to incorporate a "floating road" type of design that will allow surface water to flow through the area.

2. **Q:** How will impacts to the peatlands, including excavation activities, be addressed/mitigated?
   A: We will mitigate negative effects to the peatlands using various design technologies. This includes the use of a top layer to compress the peat and act as a base and a mesh design solution (or the technical term – “geo-grid”) to distribute the weight of the road over a larger area. This will allow the road to behave more as a single unit, avoiding localized failures (i.e., sinkholes) and minimizing the amount of fill required. Additionally, culverts will be spaced throughout the corridor at regular intervals, allowing for the movement of water along the roadbed itself to avoid drying out of the peat. These techniques will be further refined during the detailed design phase of the Project and will be demonstrated using animation on the Project website. It should also be noted that we have considered and incorporated examples from within Canada (Manitoba, Quebec) and beyond (Scotland) to determine the best examples of road design with these types of considerations.

- Don Parkinson discussed upcoming consultation opportunities and noted that community members are encouraged to send along any further questions/comments. He also noted that the Webequie Project Team would be glad to conduct a community visit to engage directly, based on the community’s interest/availability.
- Don Parkinson thanked attendees and Craig Wallace for attending today’s session.

Livestream ended at 12:51 pm.

WEBEQUIE SUPPLY ROAD
COMMUNITY INFORMATION SESSION

Ginoogaming First Nation
June 27, 2022 – 12:00 pm to 1:30 pm

INTRODUCTION

The Livestream was commenced at approximately 12:04 pm.

- **There were three community representatives present.**
- Michael Fox welcomed attendees and provided an introduction to the purpose of today's session.
- Don Parkinson discussed consultation efforts to date and explained how this community information session fits into the broader consultation program. He introduced the upcoming video presentation and noted that a Q&A period would follow.

PRESENTATION

- *The voiceover presentation video began at 12:08 PM EST and ended at 12:39 PM.*

QUESTIONS & ANSWERS

- Following the presentation, Don Parkinson and Michael Fox reviewed questions that had been raised by Ginoogaming regarding the WSR Project to date (during the ToR phase and following the community meeting on November 20, 2020), as follows:

1. **Q:** How can issues related to capacity funding be addressed:
   A: Capacity funding is the responsibility of the provincial government and is ultimately not managed/provided by the WSR Project Team.
   - ***Kimberly Jorgenson (Ginoogaming community representative***) - noted that the community has been unable to secure capacity funding from the Province (they have refused to provide funding despite the community's requests), though a minor amount of federal funding has been secured.
     - Reinforced the fact that the community's rights have the potential to be impacted as a result of development in this area.
     - Noted that, Ginoogaming believes that the cumulative effects related to the WSR, Northern Road Link (NRL), and Marten Falls Community Access Road (MFCAR) projects should be considered as interconnected and ultimately facilitating mining activity in the Ring of Fire.

- Michael Fox reinforced that these three projects are being conducted separately/ independently and that this consultation session is specifically focused on the WSR Project. It was noted that the purpose of the WSR is to connect the Webequie First Nation with mining and mineral exploration activities in the Ring of Fire area and specifically to provide employment and other economic development opportunities to community members and businesses that reside in or around the community. An interconnection with the provincial highway system is not necessary to facilitate the WSR. However, others project such as the NRL and MFCAR in the region will be considered as part of the cumulative effects assessment for the WSR Project.

2. **Q:** Why are no insect-specific studies being completed?
   A: The Biology team has conducted numerous field studies for wildlife (caribou, wolverine, etc.), birds, bats, etc., but has not completed intensive insect studies as there are no known insect species at risk documented in the Project area. To characterize insects in the study area the Project Team have relied on incidental observations of species observed during other investigations completed to date (e.g., vegetation birds).
   A: The Natural Environment baseline takes the food web into account, and it is acknowledged that insects provide a food source for bats and birds and play an important role as pollinators. The team is relying on scientific literature to characterize insects that might be encountered in the study area. ECCC has been generally satisfied with this approach, as conducting a study for insects alone would require a very lengthy/comprehensive study and high level of effort.

- ***Kimberly Jorgenson (Ginoogaming community representative***) – noted that the lack of literature related to insects and species in the Far North is a general knowledge gap that exists – but acknowledged the Project team's response and approach.
- Minutes from November 20, 2020 community meeting.
- ***Kimberly Jorgenson (Ginoogaming community representative***) to send the final version of these meeting minutes to Michael Fox and Don Parkinson today (June 27) for finalization/confirmation.
- ***Calvin Taylor (Councillor)*** – explained that Ginnogaming has hosted Webequie community members before, and wishes to share their experiences with Webequie in terms of how a single road can impact the community (socially, environmentally, culturally, etc.).
  - They have seen various changes in their community since Highway 99 ("the Road") entered the community in 1929. This includes the various layers of provincial/ federal legislation that the community has had to navigate and the impacts on the community's overall sense of identity.
  - The community recognizes the positive impact the road has had in terms of cost of living, economic opportunities, etc., but believes it is also important to consider what might be lost.

- Michael Fox acknowledged and thanked Calvin for his remarks and noted that Webequie would be more than happy to meet with Ginoogaming Nation-to-Nation to share stories and discuss further.

- Don Parkinson closed the session, thanking attendees and noting that the Webequie Project Team looks forward to the upcoming meeting with Ginoogaming. He also encouraged Ginoogaming to send along a list of questions at their earliest convenience so that the Project team can provide responses to each.

Livestream ended at 1:10 PM EST.

WEBEQUIE SUPPLY ROAD
COMMUNITY INFORMATION SESSION

Kasabonika Lake First Nation
May 24, 2022 – 12:00 pm to 1:30 pm

INTRODUCTION

The Livestream was commenced at approximately 12:01 PM EST.

- **There were no community members registrants present.**
- Through pre-recorded video, Don Parkinson (not present at today's session) welcomed attendees and provided a brief introduction, summarized the topics to be covered in the upcoming video presentation, and noted that Mark Knell would host a Q&A period to follow.

PRESENTATION

- *The voiceover presentation video began at 12:05 PM EST and ended at 12:31 PM.*

QUESTIONS & ANSWERS

- Following the presentation, Mark Knell reviewed questions that have been raised by Kasabonika Lake regarding the WSR Project to date (during the ToR phase), as follows:

1. **Q:** How will overall impacts be considered by other projects associated with the Ring of Fire, not just the supply road?
   A: Webequie First Nation will produce one body of documentation, referred to as the Environmental Assessment Report/Impact Statement ("EAR/IS") which addresses both provincial and federal requirements including conducting a cumulative effects assessment.
   A: Various projects and activities will be included in the CEA, including historical and existing mineral developments (i.e., Musselwhite Mine, DeBeers' Victor Mine, Greenstone Gold's Hardrock Mine); other historical infrastructure projects.
   A: The Marten Falls Community Access Road Project and other all-season road projects; power transmission projects; construction of upgrades to the Anaconda and Painter Lake forestry access roads; the construction and operation of the Northern Road Link; transportation of ore from future development near the project for processing, once past the Webequie Supply Road; the east-west road; forest management units; mining activities, including those associated with the following deposits: Eagle's Nest, Black Thor, Black Bird, Big Daddy, Black Label; increased winter road traffic during Operations

and Maintenance by future mining proponents; mineral exploration activity in the area; and past projects, including the Ogoki and Long Lac diversions.

2. **Q:** How will upstream and downstream impacts to waterways and fish habitat be addressed, e.g. ensuring no blockage of access for fish?
   A: The EA will examine potential effects to fish habitat and surface water flow and quality and will identify mitigation measures. For crossing structures, mitigation may include appropriate sizing of structures (culverts or bridges) to convey flow, and embedment of culverts or use of open bottom type culverts to ensure fish passage. To protect surface water quality, mitigation measures may include development of procedures and practices to prevent contaminant release.
3. **Q:** What are some mitigation measures to present impacts to caribou related to design and operation of the road, (i.e., to prevent mortality from drivers, allow caribou to crossroad corridor)?
   A: Mitigation measures will be identified based on known movement of the species and their habitat, which may include consideration of routing alternatives; or use of wildlife signage along sections of the WSR to advise caution and care where there is high potential risk of caribou crossing.
4. **Q:** How will loss of income from trapping, fisheries and tourism be accommodated?
   A: We will engage with land and resource users during the EA to assess and understand potential impacts, including identifying mitigation to address concerns. Where mitigation cannot address potential impacts, accommodation will be explored with individuals or groups.
5. **Q:** Concerns with consultation during COVID - How will the calls for a moratorium by other First Nation communities be addressed by the proponent?
   A: We have heard the concerns from some communities regarding the timeline to provide comments on the ToR, including requests for extensions and suspension of the process. We are very sensitive and aware that, at this time, many Indigenous communities have declared a state of emergency or taken other measures to protect community health and safety. We appreciate the unique challenges that Indigenous communities are facing. We will continue our engagement efforts with communities during the ToR review process in order to provide information, hear feedback and answer questions. We will remain flexible in our approach to consultation and welcome any opportunity to understand what methods of engagement might be acceptable for your community at this time.
6. **Q:** A broader consultation approach is needed (i.e., proponent should be talking to individual members and trappers, need ongoing consultation with Kasabonika as neighbour of Webequie, ensure translation for elders). Ongoing consultation will be the key into Planning and Development and periodic updates, etc.
   A: It is our Team's intent during the EA to use a number of different methods to receive input from communities, including land and resource users such as trappers. Engagement could include, but is not limited to, key informant interviews, focus groups, surveys, community meetings and Indigenous Knowledge program where communities

are willing to share such information and data. Translation would be afforded to elders and others, where requested.

7. **Q:** Recommend co-management and environmental monitoring group. Co-management would be an important step to self-determination.
   A: This recommendation is acknowledged. The Webequie Project Team has established a local committee for the Webequie Supply Road project. As the sole proponent of the current environmental assessment for the Webequie Supply Road, it is the view of Webequie First Nation that it is exercising its right to self-determination and is committed to meaningfully engaging with all First Nations during the EA process.

- Mark Knell thanked attendees and encouraged community members to pose any outstanding questions to the Webequie Project Team following the session.

Livestream ended at 12:49 PM EST.

WEBEQUIE SUPPLY ROAD
COMMUNITY INFORMATION SESSION

Kaschechewan First Nation
April 19, 2022 – 12:00 pm to 1:30 pm

INTRODUCTION

The Livestream was commenced at approximately 12:07 PM EST.

- **There were no community members registrants.**
- Marian Tibor-McMahon provided an overall Introduction to the session and today's order of events.
- Don Parkinson provided an Introduction and noted that comments are encouraged.

PRESENTATION

- The virtual presentation was shown, including Don Parkinson's voiceover.

QUESTIONS & ANSWERS

- Following the presentation, Don noted we have not yet received any comments from Kaschechewan First Nation on the WSR Project.
- Don Parkinson noted that we have, however, received a few comments from Mushkegowuk Council, as follows:
- General concern: "How will we be engaging with Mushkegowuk communities and considering their input/ concerns through the EA process?"
    - Throughout the Terms of Reference and EA, WFN is committed to engaging with potentially affected Mushkegowuk First Nation communities (initially identified as Attawapiskat First Nation, Fort Albany First Nation and Kaschechewan First Nation – refer also to Response MUC-3). This process is ongoing as we seek to meet with each individual FN community at their availability.
- General comment: "The Ring of Fire should not proceed until the Regional Assessment is completed."
    - This question is better answered by the Impact Assessment Agency of Canada (IAAC), who is completing the Regional Assessment.
    - It should be noted that the EA for the WSR is completely separate from the Regional Assessment that IAAC is completing.
    - We encourage community members to direct any questions related to the broader Regional Assessment to IAAC, who will be able to answer/address them fulsomely.

- General concern: “How will potential impacts on the James Bay Lowland be addressed/will an independent wetland study be completed?”
    - We are aware that the study area for this EA passes through the James Bay Lowland area, and understand that there are concerns related to surface water, water flow, water quality, ecosystems, etc.
    - This is a topic that we are discussing with various groups and stakeholders and closely assessing through our technical studies, as we understand this is a major concern for surrounding communities.
    - There are also land users in this area who have expressed similar sentiments – so we want to emphasize that we are studying potential impacts in this area thoroughly.

- Marian noted that there are a number of ways that Kaschechewan can get in touch with the Webequie Project Team to provide their input/feedback and ask questions, including listening in to radio live streaming sessions, attending other consultation events, or visiting the Project website to get in touch directly.

The session finished at approx. 12:30 PM.

WEBEQUIE SUPPLY ROAD
COMMUNITY INFORMATION SESSION

Kingfisher Lake First Nation
July 11, 2022 – 12:00 pm to 1:30 pm

INTRODUCTION

The Livestream was commenced at approximately 12:05 PM EST.

- **There were no community members present.**
- Mark Knell welcomed attendees and provided an introduction to the purpose of today's session.
- Mark Knell discussed consultation efforts to date and explained how this community information session fits into the broader consultation program. He introduced the upcoming video presentation and noted that a Q&A period would follow.

PRESENTATION

- *The voiceover presentation video began at 12:08 PM EST and ended at 12:38 PM.*

QUESTIONS & ANSWERS

- Following the presentation, Mark Knell noted that no issues or questions had been raised by Kingfisher Lake FN regarding the WSR Project to date (including during the Terms of Reference phase). He also noted that no community members were on the line and no questions had been received during today's session.
- Mark explained that, through the Indigenous Knowledge/ Land Use (IKLU) Program, the Project Team would like to work with Kingfisher Lake First Nation to gather further information about baseline/existing conditions for bio-physical and socioeconomic/cultural components, which would also help contribute to the Project Team's understanding of potential impacts resulting from development of the Webequie Supply Road (WSR). The planned approach is to combine is to combine IKLU information with Western science.
- He also explained that, in addition to the Environmental Assessment/Impact Assessment for the WSR, a separate Regional Assessment is underway by the Impact Assessment Agency of Canada, which will incorporate key findings from the WSR Project
- Next, Mark Knell provided an overview of the Cumulative Effects Analysis which will consider past, ongoing and reasonably foreseeable projects in the study area to ensure all development impacts and their cumulative effects are assessed.

- Finally, Mark explained that monitoring would take place to ensure all mitigation measures put into the place to minimize potential negative project effects are assessed and tracked on an ongoing basis.
- Mark encouraged Kingfisher Lake members to connect with the Project Team via the Project website or social media to communicate feedback/ ask questions about the Project.

Livestream ended at 12:46 PM EST.

WEBEQUIE SUPPLY ROAD
COMMUNITY INFORMATION SESSION

Kitchenuhmaykoosib Inninuwug First Nation
July 4, 2022 – 12:00 pm to 1:30 pm

INTRODUCTION

The Livestream was commenced at approximately 12:02 PM EST.

- **There were no community members present.**
- Don Parkinson welcomed attendees and provided an introduction to the purpose of today's session.
- Don Parkinson discussed consultation efforts to date and explained how this community information session fits into the broader consultation program. He introduced the upcoming video presentation and noted that a Q&A period would follow.

PRESENTATION

- *The voiceover presentation video began at 12:05 PM EST and ended at 12:35 PM.*

QUESTIONS & ANSWERS

- Following the presentation, Don Parkinson noted that no issues or questions had been raised by KI regarding the WSR Project to date (including during the ToR phase). He also noted that no questions had been received during today's session.
- Don Parkinson encouraged KI members to connect with the Project Team via the Project website or social media to communicate feedback/ ask questions about the Project. He also noted that the Project Team would be happy to visit the community. This would provide an opportunity to talk more about the Project and gain valuable insight to strengthen the Environmental Assessment/ Impact Assessment process.

Livestream ended at 12:37 PM EST.

WEBEQUIE SUPPLY ROAD
COMMUNITY INFORMATION SESSION

Long Lake #58 First Nation
July 18, 2022 – 12:00 pm to 1:30 pm

INTRODUCTION

The Livestream was commenced at approximately 12:01 PM EST.

- **There were no community members present.**
- Mark Knell welcomed attendees and provided an introduction to the purpose of today's session.
- Mark Knell provided an overview of the Environmental Assessment /Impact Assessment (EA/IA) process for the Webequie Supply Road (WSR) Project and explained how this community information session fits into the broader consultation program. He introduced the upcoming video presentation and noted that a Q&A period would follow.

PRESENTATION

- *The voiceover presentation video began at 12:04 PM EST and ended at 12:34 PM.*

QUESTIONS & ANSWERS

- Following the presentation, Mark Knell noted that no issues or questions had been raised by Long Lake #58 FN regarding the WSR Project to date (including during the Terms of Reference phase). He also noted that no community members were on the line and no questions had been received during today's session.
- Mark provided a summary of what had been covered in the presentation and encouraged community members to submit questions to the Project Team, which would allow for ongoing dialogue related to potential concerns or areas of interest.
- Mark spoke about the Indigenous Knowledge/Land Use (IKLU) Program and noted that Long Lake #58 FN's participation in this program would allow for the collection of further information about baseline/existing conditions for bio-physical and socioeconomic/ cultural components, which would also help contribute to the Project Team's understanding of potential impacts resulting from development of the WSR.
- With regard to some common questions/concerns that have been raised about the Project, Mark spoke about jobs and employment – which will be explored through the baseline socio-economic study in order to ensure potential benefits and job opportunities are maximized- and cumulative effects – which are being studied through the Cumulative Effects

Assessment including documenting past, ongoing and reasonably foreseeable projects in the study area to ensure all development impacts and their related effects are analyzed.

- Mark encouraged Long Lake #58 FN members to connect with the Project Team via the Project website or social media to communicate feedback/ ask questions about the Project. He thanked all attendees and concluded the session.

Livestream ended at 12:41 PM EST.

WEBEQUIE SUPPLY ROAD
COMMUNITY INFORMATION SESSION

Marten Falls First Nation
May 9, 2022 – 12:00 pm to 1:30 pm

INTRODUCTION

The Livestream was commenced at approximately 12:05 PM EST.

- **There were no community members participants present.**
- Michael Fox welcomed attendees and explained the status of the consultation and engagement program for WSR Project. He noted that the Project Team would provide a flexible and adaptable approach and accommodate any requests by the community to meet in person to further discuss the Project.
- Michael introduced Don Parkinson, who reviewed the order of events for today's session and topics that would be discussed. Don noted that a Q&A period would follow the upcoming video presentation.

PRESENTATION

- *Tony (Maverick) started the voiceover presentation video, which was about 30 minutes long.*

QUESTIONS & ANSWERS

- Don Parkinson reviewed comments raised by MFFN community members to date regarding the Project, including during the Terms of Reference (ToR) phase, as follows:

1. **Q:** What are the potential impacts of blasting (if rock is required for the Project and aggregate is not readily available)? Specifically, what are the potential impacts on groundwater, noise and vibration, climate change/greenhouse gas emissions, and habitat fragmentation?
   A: The Project Team will likely need to conduct blasting in certain areas to obtain aggregate for road construction but will limit these activities to the extent possible. As part of the Preliminary Design, the concept of a geo-grid is being explored, which is a "floating road" concept shown in an animated video on the Project website. This technology provides a peat "layer" that allows water to move and flow across the road.
   A: Many fly-in communities in the area have stockpiles of aggregates for construction/ maintenance of airstrips, which can be used as a point of reference for aggregate use in the area and demonstrates how community members are already familiar with these

types of activities. Aggregate reserves have been identified in the area, however different rock sizes may be required for different applications (i.e., medium sized stones to be placed around culvert pipes). Therefore, aggregate resourcing is ongoing, and some type of quarrying will likely be required. Further details on aggregate needs and associated methods will be provided as available.

2. **Q:** Which projects will be looked at as part of the cumulative effects study?
   A: The Project Team has a defined list of past and reasonably foreseeable Projects that will be studied as part of the Cumulative Effects Analysis. It should also be noted that various individual Projects in the area are currently mandated to complete Cumulative Effects Assessments of their own, which will provide an opportunity to compare and contrast/ align findings and outcomes. Additionally, potential impacts of increased activity at the Webequie Airport due to the introduction of the road will be studied (i.e., increased greenhouse gas emissions associated with this increased activity). In the case of the WSR Project, a Study Plan has been developed to prescribe the topics that will be covered in the Cumulative Effects Analysis and methods that will be used to complete the analysis.
3. **Q:** Will peat removal be required as part of the construction of the road?
   A: The Project Team is being mindful to ensure a very limited amount of peat will need to be removed through the ongoing Preliminary Design process for the road. This will ensure minimal impacts to the carbon sink that the peatlands provide. There are also various examples/ best practices that are being studied to guide the Preliminary Design.

- Don Parkinson explained that no further questions had been posed during the ToR phase, and thanked attendees for joining. He noted that the Project Team looks forward to visiting the community soon for further discussion and encouraged community members to visit the Project website to view study plans, design animation, and other information. Finally, Don encouraged community members to contact the Project Team at any time with further feedback, comments, or requests and to attend the upcoming radio show and live streaming session.

Livestream ended at approximately 12:50 pm.

WEBEQUIE SUPPLY ROAD
COMMUNITY INFORMATION SESSION

Mishkeegogamang First Nation
July 25, 2022 – 12:00 pm to 1:30 pm

INTRODUCTION

The Livestream was commenced at approximately 12:01 PM EST.

- **There were no community members participants present.**
- Don Parkinson welcomed attendees and provided a brief overview of the status of the Webequie (WSR) Project, including the Environmental Assessment/Impact Assessment (EA/IA) process and the ongoing consultation and engagement program.
- Don also summarized the order of events for today's session, which would involve a video presentation followed by a Q&A period.

PRESENTATION

- *The voiceover presentation video began at 12:05 PM EST and ended at 12:35 PM.*

QUESTIONS & ANSWERS

- Following the presentation, Don Parkinson discussed the community meeting that had been held with Mishkeegogamang FN community members during the Terms of Reference (ToR) phase for the Project. He noted that, during the session, community members had expressed feedback and concerns that had been considered throughout the development of the ToR and would help inform the EA/IA process.
- He also noted that Elders from the community had provided insight regarding road development projects, and that should the WSR be connected to the provincial highway network, they had offered to meet with Webequie First Nation to share their experiences as a community connected to a highway.
- Don noted that no further comments had been received from Mishkeegogamang FN at this time, and that the Project Team would be happy to visit the community to discuss the Project further, following all applicable community protocols. He also encouraged community members to visit the Project website at supplyroad.ca He thanked all attendees and concluded the session.

Livestream ended at 12:40 PM EST.

WEBEQUIE SUPPLY ROAD
COMMUNITY INFORMATION SESSION

Métis Nation of Ontario (MNO) – Region 2
August 29, 2022 – 12:00 pm to 1:30 pm

INTRODUCTION

The Livestream was commenced at approximately 12:02 PM EST.

- **There were no community members participants present.**
- Mark Knell welcomed attendees and provided a brief overview of the status of the Webequie (WSR) Project, including the Environmental Assessment/Impact Assessment (EA/IA) process and the ongoing consultation and engagement program.
- Mark also summarized the order of events for today's session, which would involve a video presentation followed by a Q&A period.

PRESENTATION

- *The voiceover presentation video began at 12:04 PM EST and ended at 12:35 PM.*

QUESTIONS & ANSWERS

- Following the voiceover presentation, Mark Knell noted that no questions or feedback had been raised by MNO during the Terms of Reference phase of the Project, and that no further comments had been expressed by MNO members during today's session.
- Mark Knell provided a brief overview of capacity funding opportunities that were available to First Nations communities as part of the Project and noted that the Project Team would be glad to meet with MNO in person as part of the ongoing engagement program to discuss any topics of interest related to the WSR.
- Mark thanked all attendees and concluded the session.

Livestream ended at 12:39 PM EST.

WEBEQUIE SUPPLY ROAD
COMMUNITY INFORMATION SESSION

Neskantaga First Nation
May 16, 2022 – 12:00 pm to 1:30 pm

INTRODUCTION

The Livestream was commenced at approximately 12:05 PM EST.

- **There were 3 community members/community representatives present.**
- Michael Fox welcomed attendees and provided an introduction to the consultation program for the WSR project.
- Don Parkinson provided a brief introduction, summarized the topics to be covered in the upcoming video presentation, and noted that a Q&A period would follow.

PRESENTATION

- *The voiceover presentation video began at 12:10 PM EST and ended at 12:40 PM.*

QUESTIONS & ANSWERS

- Following the presentation, Don Parkinson reviewed questions that have been raised by Neskantaga regarding the WSR Project to date, as follows:
  1. **Q:** What type of ownership model will be utilized?
     A: Different financing/ funding and operations models are being considered based on best practices across Canada. This will be further assessed and confirmed in the coming years based on consultation/engagement with key stakeholders, government, and the public.
  2. **Q:** How will eskers be affected?
     A: The search for aggregate materials and gravel is underway to support road construction, Eskers may be utilized, as required, however potential impacts will be studied/documented, and mitigation measures will be developed.
  3. **Q:** What is the estimated capital cost for the road?
     A: We are in the process of gathering further information to better define the cost, however more information is needed to determine the final cost. Various design aspects/technologies currently under consideration may have cost implications and drive the cost either up or down.

4. **Q:** What are some potential impacts on traplines?
   A: As a key Indigenous Knowledge component, traplines were one of the Valued Components that helped shape the proposed routing of the road corridors that are currently under assessment. Discussions with trappers have helped shape the study and will continue to do so moving forward.
5. **Q:** How will Neskantaga's shared territory be factored into the assessment?
   A: The Webequie Project Team would like to consult further with the community about how and where their territory overlaps with Webequie's and what potential concerns are associated with these lands in relation to the Project. This will be a part of ongoing consultation and engagement activities.

- Don Parkinson then opened dialogue with Neskantaga's community representatives to pose questions to the Webequie Project Team.

6. **Q** (*Laura Tanguay*): How will the discussion of anticipated truck and other road traffic be measured (i.e., in a broad way?)
   A: A quantitative estimate will be made based on ongoing studies and will be factored into design considerations.
7. **Q** (*Laura Tanguay*): How will cumulative effects related to climate change/GHG emissions be measured?
   A: This is a question that may benefit from a detailed response from the Air Quality/Climate Change discipline leads. The Webequie Project Team will follow up with written responses to all questions posed by Neskantaga today.
8. **Q** (*Laura Tanguay*): When and how can responses to Neskantaga's questions be anticipated?
   A: In the coming weeks, answers will be compiled from discipline leads and sent back to Neskantaga.
9. **Q** (Laura Tanguay): How will Indigenous Knowledge be factored into the assessment?
   A: The guidance document for the Indigenous Knowledge program provides further details, including the type of information that is being gathered, methods that to complete Indigenous Knowledge studies (i.e. capacity funding to hire third party consultants), and the approach to integrating IKLU information into the EA/IA.
10. **Q** (*Lo Stevenson*): How is habitat availability being measured?
    A: Habitat availability is measured using a statistical model that involves classifying vegetation units, then measuring the number of vegetation units against the number of a given species recorded during a count. A statistician takes all information/data to complete modelling, which is relatively complex.
    A: At Lo and Laura's request, the wildlife study plans will be circulated to provide a more general/ simplified overview of data gathering and study processes.
11. **Q** (*Lo Stevenson*): How will the life cycle of the road lead to local employment opportunities?
    A: The Webequie Project Team is planning to engage with construction workers to identify the types of job opportunities that will stem from the road, including construction

jobs well as operations/maintenance roles. Effort will also be put towards identifying aggregate sources and related job opportunities.
A: Related Question (Lo Stevenson): What would happen if there was not enough capacity in the Region for all the skills/ roles required?
A: Training is ongoing to help ensure that community members are equipped with the required skills and can mobilize upon commencement of construction and/or operations and maintenance. In the event that further capacity is required, individuals from nearby communities can be brought in to support the Project; however, opportunities for local community members will be prioritized.

12. **Q** (Lo Stevenson): Have any plans been made for remediating aggregate quarries following construction?
    A: Under the Aggregate Resources Act, a pit or quarry must be remediated once it is no longer being used. This will not necessarily be considered as part of the EA, but rather as part of the permitting process – when the permit application is submitted for aggregate extraction, a remediation plan will be submitted simultaneously.
13. **Q** (Lo Stevenson): Are the EA/IA processes considering potential wildfire risks/impacts?
    A: Considerations around increased wildfire risk will likely be captured in the climate change and/or operations assessments and will involve engagement with MNRF as required. The Webequie Project Team will follow up with Neskantaga (including Laura and Lo) to confirm how wildfires will be considered.

- Don Parkinson and Michael Fox thanked attendees and reiterated that detailed responses to Neskantaga's questions will be provided in the coming weeks.

Livestream ended at 1:31 PM.

WEBEQUIE SUPPLY ROAD
COMMUNITY INFORMATION SESSION

Nibinamik First Nation
June 6, 2022 – 12:00 pm to 1:30 pm

INTRODUCTION

The Livestream was commenced at approximately 12:05 pm.

- **There were no community member participants present.**
- Don Parkinson welcomed attendees and provided an introduction to the current status of the WSR Project, noting that this community information session will be available to view on the Project website after the livestream is finished.
- Don Parkinson also introduced Leslie Spence as the community coordinators and off-reserve liaison for the WSR Project, explaining that both Leslie and Don would be available to answer questions after the session.

PRESENTATION

- *The voiceover presentation video began at 12:08 PM EST and ended at 12:38 PM.*

QUESTIONS & ANSWERS

- Following the presentation, Don Parkinson reviewed questions that had been raised by Nibinamik regarding the WSR Project to date, as follows:

1. **Q:** How will Cumulative Effects of the Project be assessed?
   A: The WSR Project Team is completing a dedicated Cumulative Effects Assessment to ensure these types of effects are studied in a detailed, comprehensive way. This involves assessing the project in the context of other projects that are underway in the Region- including past, present, and “reasonably foreseeable” future projects.
2. **Q:** Are mining projects in the Ring of Fire being assessed as part of this Project?
   A: No, we have seen some confusion among community members regarding the WSR and its connection to actual mining projects in the Ring of Fire area. The EA/IA we are conducting are specifically for the supply road, which will lead to the Ring of Fire region where mining projects are expected to occur in the future. This is an important distinction to keep in mind. Community members should also be aware that the federal government is in the process of conducting a regional assessment, which is a similar process to an Individual EA, such as this one, but looks at the region more broadly as a whole. The

regional assessment will use information from our Project as well as other EAs that are happening in the area.

- Don Parkinson noted that no further questions had been received and encouraged community members to attend upcoming consultation and engagement activities including livestream/radio sessions on Wawatay Radio. He also noted that the Webequie Project Team is available any time to answer questions and comments and would be glad to visit the community for an in-person visit.
- Don Parkinson thanked attendees.

Livestream ended at 12:50 PM EST.

WEBEQUIE SUPPLY ROAD
COMMUNITY INFORMATION SESSION

North Caribou Lake First Nation
August 2, 2022 – 12:00 pm to 1:30 pm

INTRODUCTION

The Livestream was commenced at approximately 12:01 PM EST.

- **There were no community members present.**
- Don Parkinson welcomed attendees and provided a brief overview of the status of the Webequie (WSR) Project, including the Environmental Assessment/Impact Assessment (EA/IA) process and the ongoing consultation and engagement program.
- Don also summarized the order of events for today's session, which would involve a video presentation followed by a Q&A period.

PRESENTATION

- *The voiceover presentation video began at 12:04 PM EST and ended at 12:34 PM.*

QUESTIONS & ANSWERS

- Don noted that no comments were received from North Caribou Lake First Nation in any of the early phases and that the Project Team would be happy to visit the community to discuss the Project further, following all applicable community protocols.
- He also encouraged community members to visit the Project website at supplyroad.ca and provide comment through various available means. He thanked all attendees and concluded the session.

Livestream ended at 12:37 PM EST.

WEBEQUIE SUPPLY ROAD
COMMUNITY INFORMATION SESSION

Wapekeka First Nation
August 8, 2022 – 12:00 pm to 1:30 pm

INTRODUCTION

The Livestream was commenced at approximately 12:05 PM EST.

- **There were no community members present.**
- Laura Dumbrell welcomed attendees and provided a brief overview of the status of the Webequie (WSR) Project, including the Environmental Assessment/Impact Assessment (EA/IA) process and the ongoing consultation and engagement program.
- Laura also summarized the order of events for today's session, which would involve a video presentation followed by a Q&A period.

PRESENTATION

- *The voiceover presentation video began at 12:08 PM EST and ended at 12:38 PM.*

QUESTIONS & ANSWERS

- Following the presentation, Laura Dumbrell noted that no issues or questions were raised by Wapekeka FN regarding the WSR Project during the Terms of Reference phase. She also noted that no community members were on the line and no questions had been received during today's session. She noted that a few key points were important to keep in mind regarding the ongoing EA/IA process for the WSR Project, as follows:
- Laura explained that, through the Indigenous Knowledge/ Land Use (IKLU) Program, the Project Team would like to work with Wapekeka First Nation to gather further information about baseline/existing conditions for bio-physical and socio-economic/cultural components and combine this information with Western science for a holistic/wellrounded approach to understanding and documenting potential impacts resulting from development of the Webequie Supply Road (WSR).
- Laura noted that, a Regional Assessment is underway by the federal government (the Impact Assessment Agency of Canada), which is a separate Project from the WSR but will incorporate key findings from the WSR Project.
- Finally, Laura explained noted that a Cumulative Effects Analysis is underway as part of the WSR Project, which will consider past, ongoing and reasonably foreseeable projects in the study area to ensure all development impacts and their cumulative effects are assessed.

- Laura thanked attendees and encouraged Wapekeka community members to connect with the Project Team via the Project website or social media to communicate feedback and ask questions about the Project. She thanked noted that the Webequie Project Team would welcome the opportunity to visit the community to meet with them and discuss the Project further.

“Thank you, Meegwetch, and see you soon.”

Livestream ended at 12:42 PM EST.

WEBEQUIE SUPPLY ROAD
COMMUNITY INFORMATION SESSION

Wawakapewin First Nation
August 15, 2022 – 12:00 pm to 1:30 pm

INTRODUCTION

The Livestream was commenced at approximately 12:03 PM EST.

- **There were no community members present.**
- Don Parkinson welcomed attendees and provided a brief overview of the status of the Webequie (WSR) Project, including the Environmental Assessment/Impact Assessment (EA/IA) process and the ongoing consultation and engagement program.
- Don also summarized the order of events for today's session, which would involve a video presentation followed by a Q&A period.

PRESENTATION

- *The voiceover presentation video began at 12:05 PM EST and ended at 12:36 PM.*

QUESTIONS & ANSWERS

- Don provided an overview of comments and feedback that had been received from Wawakapewin First Nation during the Terms of Reference (ToR) phase for the Project, which included the following:
  - Recommendation to establish a Webequie First Nation-owned company to conduct environmental monitoring for the Project.
  - Questions/concerns related to the number of water crossings and related studies to assess and mitigate impacts.
  - Concerns that no Webequie First Nation community member was present at the two consultation meetings held with Wawakapewin during the ToR phase.
  - General note that the community was hesitant to provide too much input on the WSR Project, as the proposed road would be so far from the community.
- Don noted that this feedback had been very helpful and informative to the WSR Project Team during the ToR phase and in helping inform approach for the ongoing EA/IA phase of the Project.
- He explained that no further comments had been expressed by Wawakapewin community members during today's session, and that the Project Team would be glad to meet with the community in-person in the near future.

- He also encouraged community members to provide comments online following today's session via the Project website or email. He thanked all attendees and concluded the session.

Livestream ended at 12:42 PM EST.

APPENDIX P2.D.1

Community Specific Virtual Information Sessions

- P2.D.1.4 – Summaries of Virtual Information Sessions held in Round 2

WSR
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Webequie FN Information Session

Join us for a community information session to talk about the Webequie Supply Road Environmental Assessment/Impact Assessment. In this round of consultation we will provide you with a project update and discuss the alternatives assessment process.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

March 13, 2023 at 12pm - 1pm EST
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Webequie First Nation Virtual Community Information Session

Join us for a second round of community information sessions to discuss the Webequie Supply Road Environmental Assessment/Impact Assessment.
In this round of consultation, we will be discussing the evaluation of alternative supporting infrastructure and road design.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

May 29, 2023, at 12 PM - 1 PM EST

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Aroland FN Information Session

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We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

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Aroland First Nation Virtual Community Information Session

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In this round of consultation, we will be discussing the evaluation of alternative supporting infrastructure and road design.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

May 29, 2023, at 2 PM - 3 PM EST

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Attawapiskat FN Information Session

Join us for a community information session to talk about the Webequie Supply Road Environmental Assessment/Impact Assessment. In this round of consultation we will provide you with a project update and discuss the alternatives assessment process.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

April 3, 2023 at 12pm -1pm EST
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Attawapiskat First Nation Virtual Community Information Session

Join us for a second round of community information sessions to discuss the Webequie Supply Road Environmental Assessment/Impact Assessment.
In this round of consultation, we will be discussing the evaluation of alternative supporting infrastructure and road design.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

June 19, 2023, 12 PM - 1 PM EST

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Constance Lake FN Information Session

Join us for a community information session to talk about the Webequie Supply Road Environmental Assessment/Impact Assessment. In this round of consultation we will provide you with a project update and discuss the alternatives assessment process.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

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Constance Lake First Nation Virtual Community Information Session

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In this round of consultation, we will be discussing the evaluation of alternative supporting infrastructure and road design.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

June 5, 2023, at 2 PM - 3 PM EST

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EABAMETOONG FN INFORMATION SESSION

Join us for a community information session to talk about the Webequie Supply Road Environmental Assessment/Impact Assessment. In this round of consultation we will provide you with a project update and discuss the alternatives assessment process.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

May 1, 2023 at 12pm -1pm EST
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EABAMETOONG FIRST NATION VIRTUAL COMMUNITY INFORMATION SESSION

Join us for a second round of community information sessions to discuss the Webequie Supply Road Environmental Assessment/Impact Assessment.
In this round of consultation, we will be discussing the evaluation of alternative supporting infrastructure and road design.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

November 6, 2023, 12 PM - 1 PM EST

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Fort Albany FN Information Session

Join us for a community information session to talk about the Webequie Supply Road Environmental Assessment/Impact Assessment. In this round of consultation we will provide you with a project update and discuss the alternatives assessment process.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

March 27, 2023 at 2pm -3pm EST
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Fort Albany First Nation Virtual Community Information Session

Join us for a second round of community information sessions to discuss the Webequie Supply Road Environmental Assessment/Impact Assessment.
In this round of consultation, we will be discussing the evaluation of alternative supporting infrastructure and road design.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

June 12, 2023, 2 PM - 3 PM EST

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GINOOGAMING FN INFORMATION SESSION

Join us for a community information session to talk about the Webequie Supply Road Environmental Assessment/Impact Assessment. In this round of consultation we will provide you with a project update and discuss the alternatives assessment process.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

May 8, 2023 at 12pm -1pm EST
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Ginoogaming First Nation Virtual Community Information Session

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In this round of consultation, we will be discussing the evaluation of alternative supporting infrastructure and road design.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

July 24, 2023, 2 PM - 3 PM EST

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Kasabonika Lake FN Information Session

Join us for a community information session to talk about the Webequie Supply Road Environmental Assessment/Impact Assessment. In this round of consultation we will provide you with a project update and discuss the alternatives assessment process.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

March 27, 2023 at 12pm - 1pm EST
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Kasabonika Lake First Nation Virtual Community Information Session

Join us for a second round of community information sessions to discuss the Webequie Supply Road Environmental Assessment/Impact Assessment.
In this round of consultation, we will be discussing the evaluation of alternative supporting infrastructure and road design.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

June 12, 2023, 12 PM - 1 PM EST

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Kashechewan FN Information Session

Join us for a community information session to talk about the Webequie Supply Road Environmental Assessment/Impact Assessment. In this round of consultation we will provide you with a project update and discuss the alternatives assessment process.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

April 3, 2023 at 2pm -3pm EST
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Kashechewan First Nation Virtual Community Information Session

Join us for a second round of community information sessions to discuss the Webequie Supply Road Environmental Assessment/Impact Assessment.
In this round of consultation, we will be discussing the evaluation of alternative supporting infrastructure and road design.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

June 19, 2023, 2 PM - 3 PM EST

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KINGFISHER LAKE FN INFORMATION SESSION

Join us for a community information session to talk about the Webequie Supply Road Environmental Assessment/Impact Assessment. In this round of consultation we will provide you with a project update and discuss the alternatives assessment process.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

April 17, 2023 at 2pm -3pm EST
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Kingfisher Lake First Nation Virtual Community Information Session

Join us for a second round of community information sessions to discuss the Webequie Supply Road Environmental Assessment/Impact Assessment.
In this round of consultation, we will be discussing the evaluation of alternative supporting infrastructure and road design.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

July 4, 2023, 2 PM - 3 PM EST

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KITCHENUHMAYKOOSIB INNINUWUG FN INFORMATION SESSION

Join us for a community information session to talk about the Webequie Supply Road Environmental Assessment/Impact Assessment. In this round of consultation we will provide you with a project update and discuss the alternatives assessment process.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

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Kitchenuhmaykoosib Inninuwug First Nation Virtual Community Information Session

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Zoom Session

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LONG LAKE #58 FN INFORMATION SESSION

Join us for a community information session to talk about the Webequie Supply Road Environmental Assessment/Impact Assessment. In this round of consultation we will provide you with a project update and discuss the alternatives assessment process.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

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LONG LAKE #58 FIRST NATION VIRTUAL COMMUNITY INFORMATION SESSION

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We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

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Marten Falls FN Information Session

Join us for a community information session to talk about the Webequie Supply Road Environmental Assessment/Impact Assessment. In this round of consultation we will provide you with a project update and discuss the alternatives assessment process.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

March 20, 2023 at 12pm - 1pm EST
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Marten Falls First Nation Virtual Community Information Session

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Be sure to participate to have all your WSR questions answered.

Zoom Session

June 5, 2023, at 12 PM - 1 PM EST

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METIS NATION OF ONTARIO REGION 2 INFORMATION SESSION

Join us for a community information session to talk about the Webequie Supply Road Environmental Assessment/Impact Assessment. In this round of consultation we will provide you with a project update and discuss the alternatives assessment process.

We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

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MNOR2 Virtual Community Information Session

Join us for a second round of community information sessions to discuss the Webequie Supply Road Environmental Assessment/Impact Assessment.
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We will also be available to answer your questions LIVE!
Be sure to participate to have all your WSR questions answered.

Zoom Session

August 1, 2023, 2 PM - 3 PM EST

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MISHKEEGOGAMANG FN INFORMATION SESSION

Join us for a community information session to talk about the Webequie Supply Road Environmental Assessment/Impact Assessment. In this round of consultation we will provide you with a project update and discuss the alternatives assessment process.

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Mishkeegogamang First Nation Virtual Community Information Session

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NESKANTAGA FN INFORMATION SESSION

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Be sure to participate to have all your WSR questions answered.

Zoom Session

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Neskantaga First Nation Virtual Community Information Session

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NIBINAMIK FN INFORMATION SESSION

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NORTH CARIBOU FN INFORMATION SESSION

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Zoom Session

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NORTH CARIBOU FIRST NATION VIRTUAL COMMUNITY INFORMATION SESSION

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Zoom Session

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WAPEKEKA FN INFORMATION SESSION

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Zoom Session

April 24, 2023 at 2pm -3pm EST
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Wapekeka First Nation Virtual Community Information Session

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WAWAKAPEWIN FN INFORMATION SESSION

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Zoom Session

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Wawakapewin First Nation Virtual Community Information Session

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Zoom Session

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WUNNUMIN LAKE FN INFORMATION SESSION

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Zoom Session

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APPENDIX P2.D.1

Community Specific Virtual Information Sessions

- P2.D.1.5 – Virtual Information Sessions held in Round 3

WEBEQUIE SUPPLY ROAD

Consultation Round 2: Part 1 - Alternatives Assessment

TODAY'S TOPICS

1. Project Information
2. Engagement and Consultation To Date and What We Have Heard
3. Alternatives Assessment Process and Approach
4. Evaluation of Alternatives
5. Next Steps

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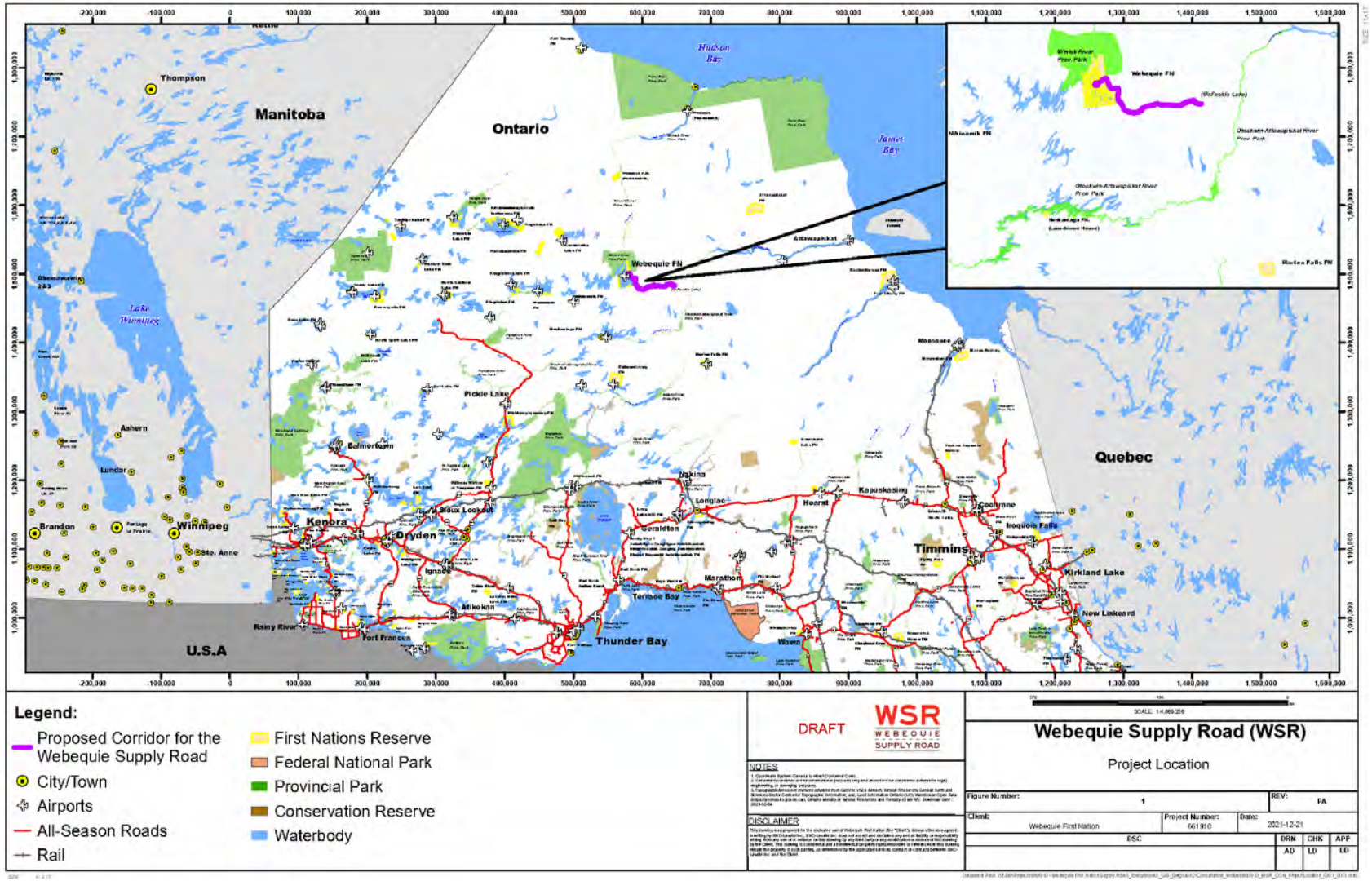
PROJECT LOCATION



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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

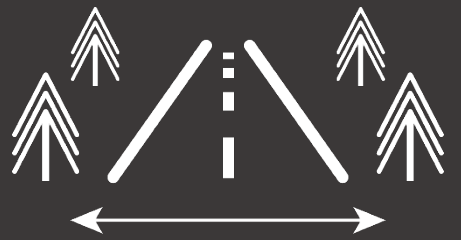
All-season road from Webequie First Nation (WFN) Airport to McFaulds Lake

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 (right-of-way) for two lane gravel surface

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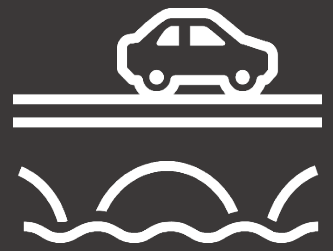
PROJECT DESCRIPTION



3

Major waterbody crossings (and up to 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

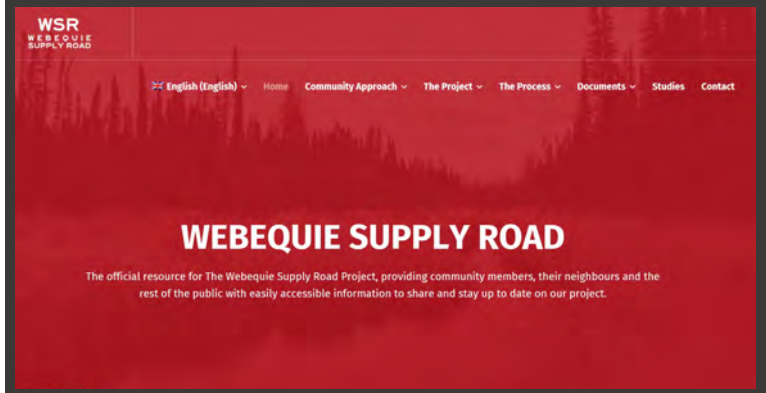
Construction camps (temporary) to accommodate construction crews and operation/maintenance office (permanent) including supportive facilities (wastewater treatment plant, potable water storage)

Storage and laydown yards (temporary) for equipment and materials

ENGAGEMENT
&
CONSULTATION
TO DATE

ENGAGEMENT & CONSULTATION

During Consultation Round 1 (2022), 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.

A community-specific Consultation Progress Report which summarizes the activities and feedback received during Round 1 of the engagement and consultation program was provided to each Indigenous community in October 2022

Consultation Round 1 - 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.

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WHAT WE HEARD – KEY THEMES

- Potential Ownership Models for Road
- Impact on Eskers
- Capital Cost of Road
- Impact of Road on Traplines
- Consideration of Shared Territory
- Estimation of Traffic Volumes
- Measurement of Climate Change Greenhouse Gas (GHG) emissions
- How Indigenous Knowledge (IK) will be Factored into the Assessment
- Measurement of Habitat Availability
- Local Employment Opportunities Associated with Road
- Remediation of Pits and Quarries Post-Construction
- Wildfire Risk and Consideration as Part of Environmental Assessment/Impact Assessment(EA/IA)

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CONSIDERATION AND EVALUATION OF ALTERNATIVES

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ALTERNATIVES ASSESSMENT PROCESS

- There are two types of alternatives considered in the EA/IA process:
  - “Alternatives to” the Project are the different ways of approaching and dealing with a problem or opportunity
  - “Alternative methods” of carrying out the Project are different ways of doing the same activity (e.g., alternative routes for road, alternative locations for aggregate/rock areas, etc.)
- During the Consultation Round 2, the assessment of alternatives will be presented in 2 parts
- Today’s presentation (Part 1) focuses on “alternatives to” the Project and assessment of alternative routes for the WSR within the identified 2 km wide corridor
- In Part 2, the Project Team will present the evaluation of alternatives for supportive infrastructure, such as aggregate/rock source areas, construction camps, access roads); and road design elements of the proposed WSR

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ALTERNATIVES TO THE PROJECT

"Alternatives to" the Project are different ways of approaching the opportunity identified by WFN to meet the objectives of improving the community's economic and social well-being

- Do Nothing
- Upgrade existing trail to seasonal winter road
- Alternative Modes of Transport
- Manage Traffic Demand
- New All-Season Road

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PREFERRED ALTERNATIVE – NEW ALL-SEASON ROAD

- As examined in the approved EA Terms of Reference, alternatives to the Project considered the balance of advantages and disadvantages of each alternative and determined that the preferred alternative is the construction of a new all-season road
- Developing a new all season was considered the preferred option because:
  - It best addresses the project purpose and objectives of WFN, including providing new and enhanced opportunities to improve WFN's economic and social well-being
  - Given current and future available resources (people and funding), it is the likeliest alternative to be within WFN's technical and economic abilities to implement

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ALTERNATIVES TO THE PROJECT CARRIED FORWARD

- In keeping with the approved ToR, the approach forward is a focused provincial EA and federal IA that includes an evaluation of the “do nothing” compared against the proceeding with the Project (new all-season road) to determine whether the anticipated socio-economic benefits of the Project outweigh its predicted adverse effects
- The evaluation of the “do nothing” alternative identifies the implications of doing nothing to address the opportunity as identified by WFN
- Allows for full understanding of advantages and disadvantages of the Project compared to “do nothing” alternative. Will be presented in the future Environmental Assessment Report / Impact Statement

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ALTERNATIVE ROUTES IN THE PREFERRED CORRIDOR

There are 3 alternative routes being considered within a 2 km wide corridor

Alternative Route 1

Alternative Route 2

Alternative Route 3

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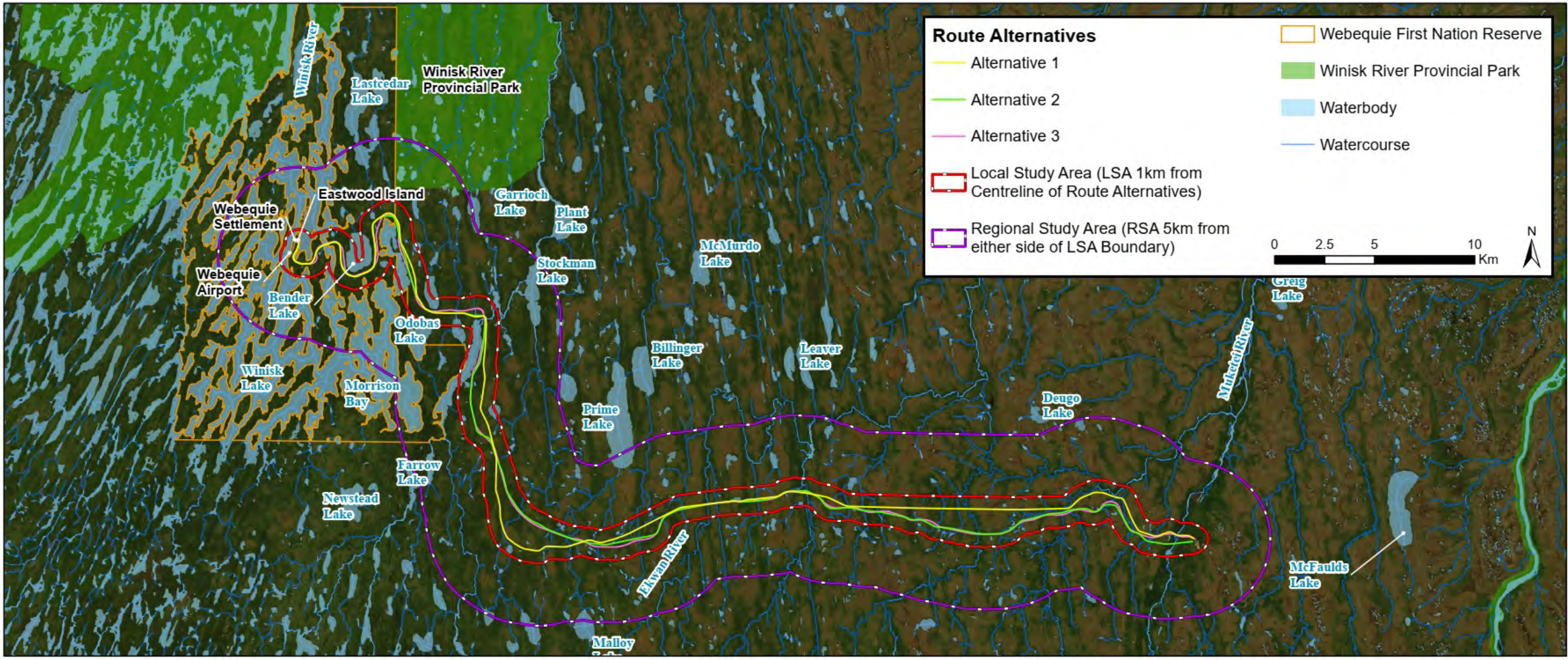
ALTERNATIVE ROUTES IN THE PREFERRED CORRIDOR



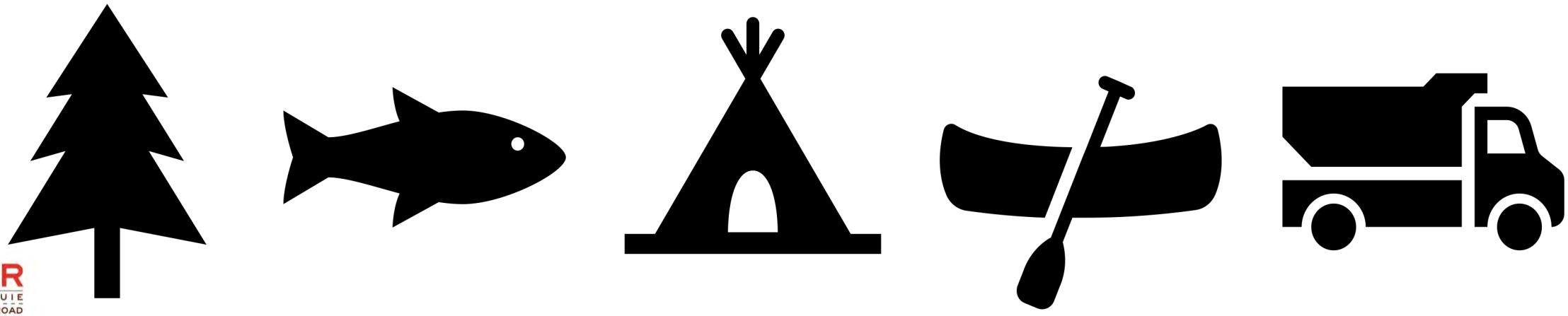
APPROACH FOR EVALUATION OF ALTERNATIVE ROUTES

The Process

- A multi-factor analysis has been completed to allow for a comparison of the advantages and disadvantages of the route alternatives
- To complete the analysis, the Project Team used a computer software tool that is designed to compare alternatives with multiple criteria, different perspectives and mix of qualitative and quantitative data
- As part of the EA/IA process and feedback received to date, indicators to measure change for each valued component/criteria have been identified

APPROACH FOR EVALUATION OF ALTERNATIVE ROUTES

- The criteria and indicators selected by the Project Team for the evaluation of the route alternatives are organized under the following factors:
  - Biological Environment
  - Physical Environment
  - Indigenous Land Use and Interests
  - Socio-Economic Environment (including cultural heritage and archaeology)
  - Technical Considerations (cost, constructability, safety, etc.)



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MULTIPLE FACTOR ANALYSIS - EXAMPLE

FACTORS (Total 5)	CRITERIA/VALUED COMPONENTS (Total 33)	INDICATORS (Total 168)
Indigenous Land Use and Interests	Indigenous Current and Historical Use of Lands and Resources for Traditional Purposes	• Area of caribou habitat impacted • Number of hunting/fishing cabins or camps impacted • Number of fishing sites impacted • Area of hunting and trapping site impacted • Area of plant harvesting or gathering sites impacted (food and/or medicinal)
	Cultural Continuity (ability to practice and transmit cultural traditions)	• Number of water access routes used by small boats impacted • Number of historical land travel routes impacted • Number of portage routes impacted • Number of burial sites impacted • Number of cultural teaching/spiritual sites impacted
Biological Environment	Moose	• Area of high, moderate or low quality winter habitat area directly impacted • Area of high, moderate or low quality winter habitat area within 2 km and 10km km of route • Area of aquatic (wetland) feeding habitat directly impacted • Area of aquatic (wetland) feeding habitat within 2 km and 10 km of route
	Fish and Fish Habitat	• Area of waterbodies impacted • Area of Low Sensitivity Habitat impacted • Area of Moderate Sensitivity Habitat impacted • Area of High Sensitivity Habitat impacted

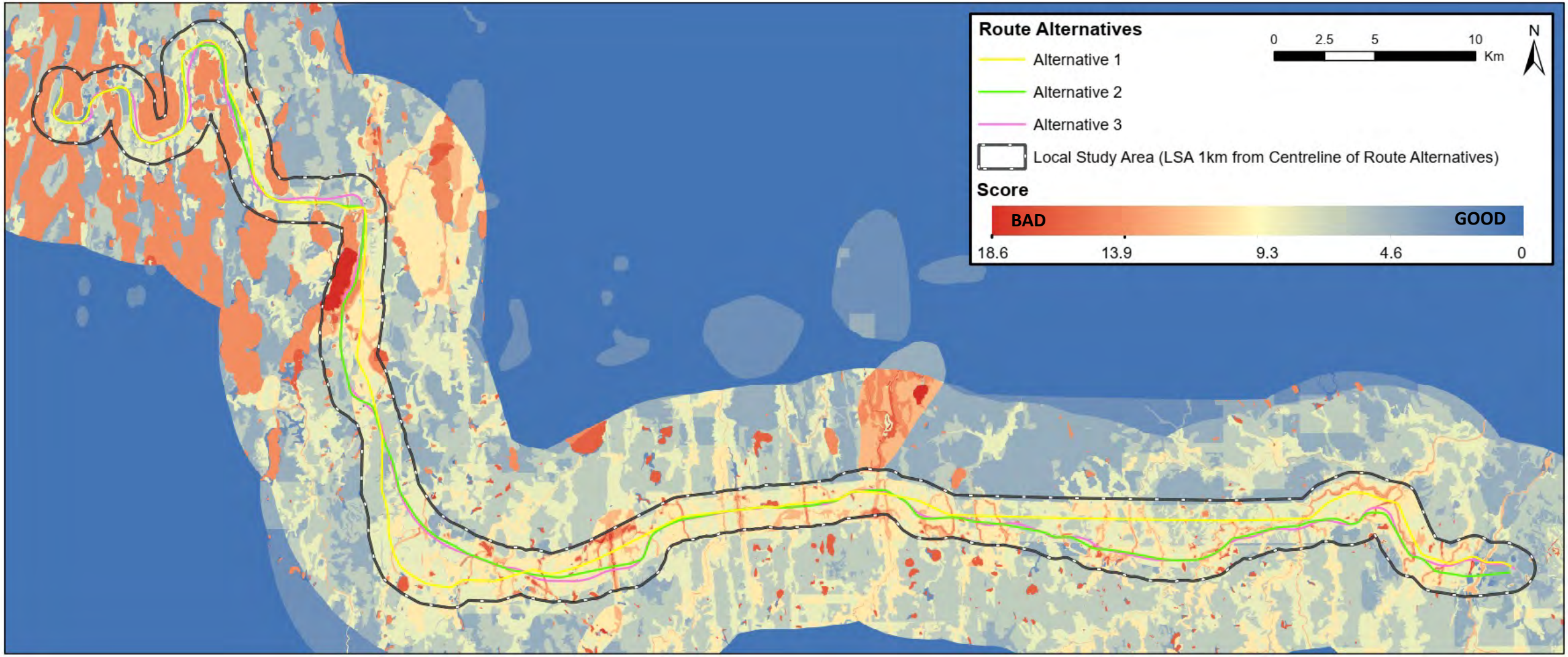
MULTI-FACTOR ANALYSIS - WEIGHTING AND SCORING

- A weighting system has been assigned to the factors and associated criteria and indicators that applies relative level of importance that individual criteria and indicators have to each other, and to the overall decision outcome

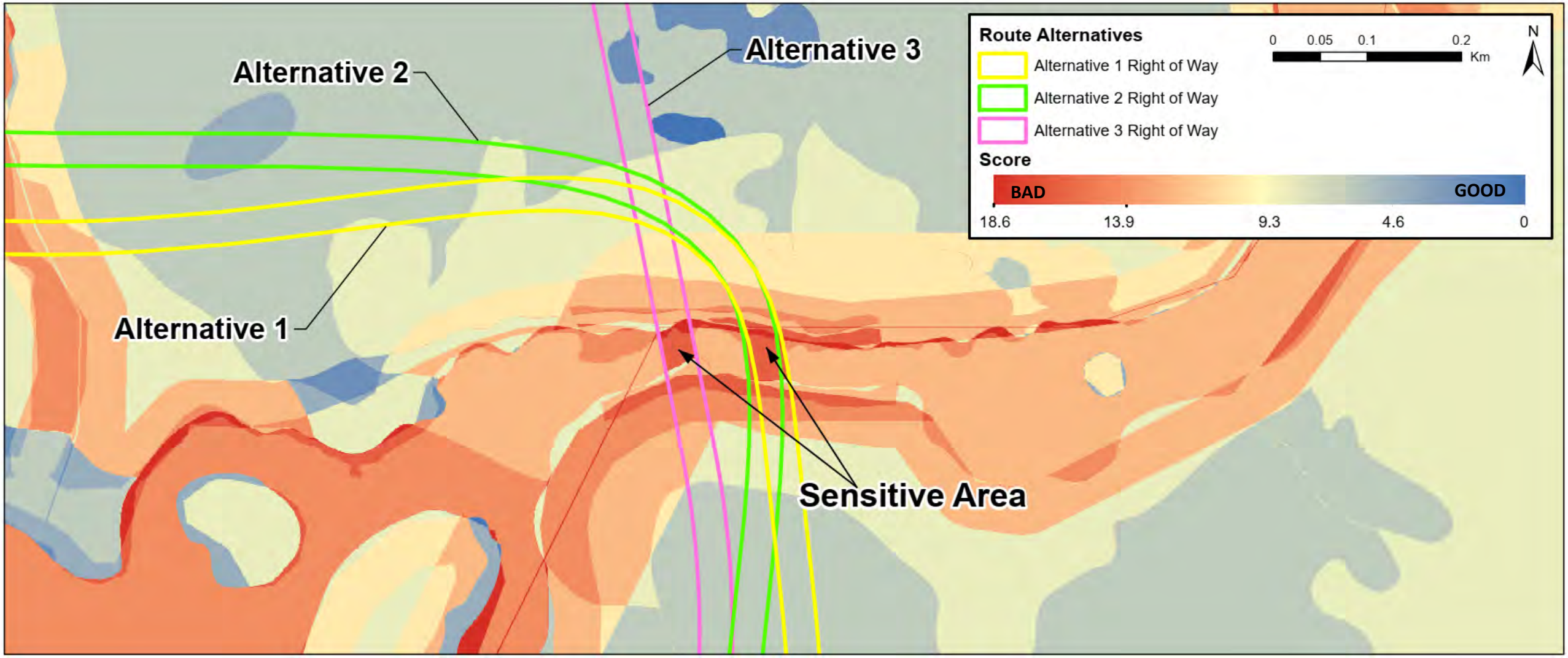
- At this time equal weighting has been applied to factors, criteria and indicators

- Based on spatial analysis of the data for each alternative route, a score is assigned where the route intersects the various indicators. A low score is good as it represents less impacts and a high score is bad

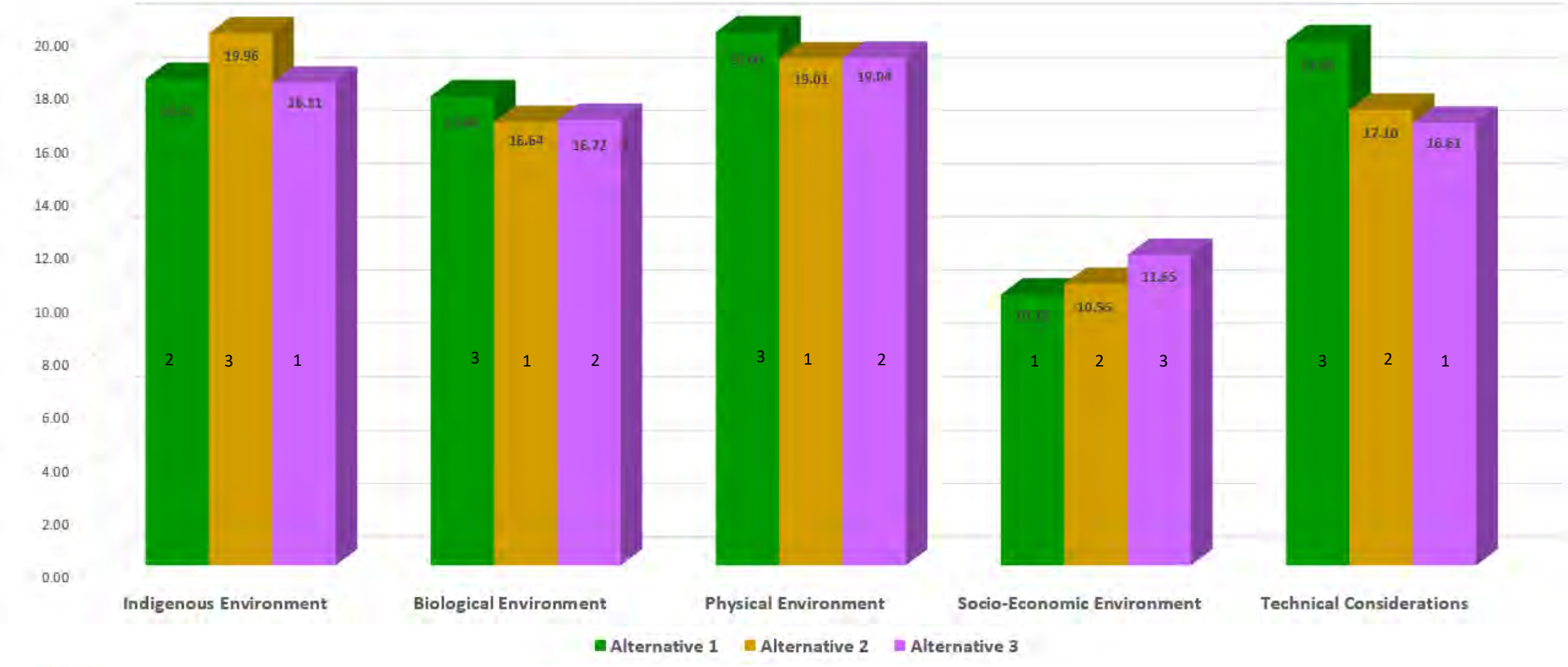
MULTIPLE FACTOR ANALYSIS



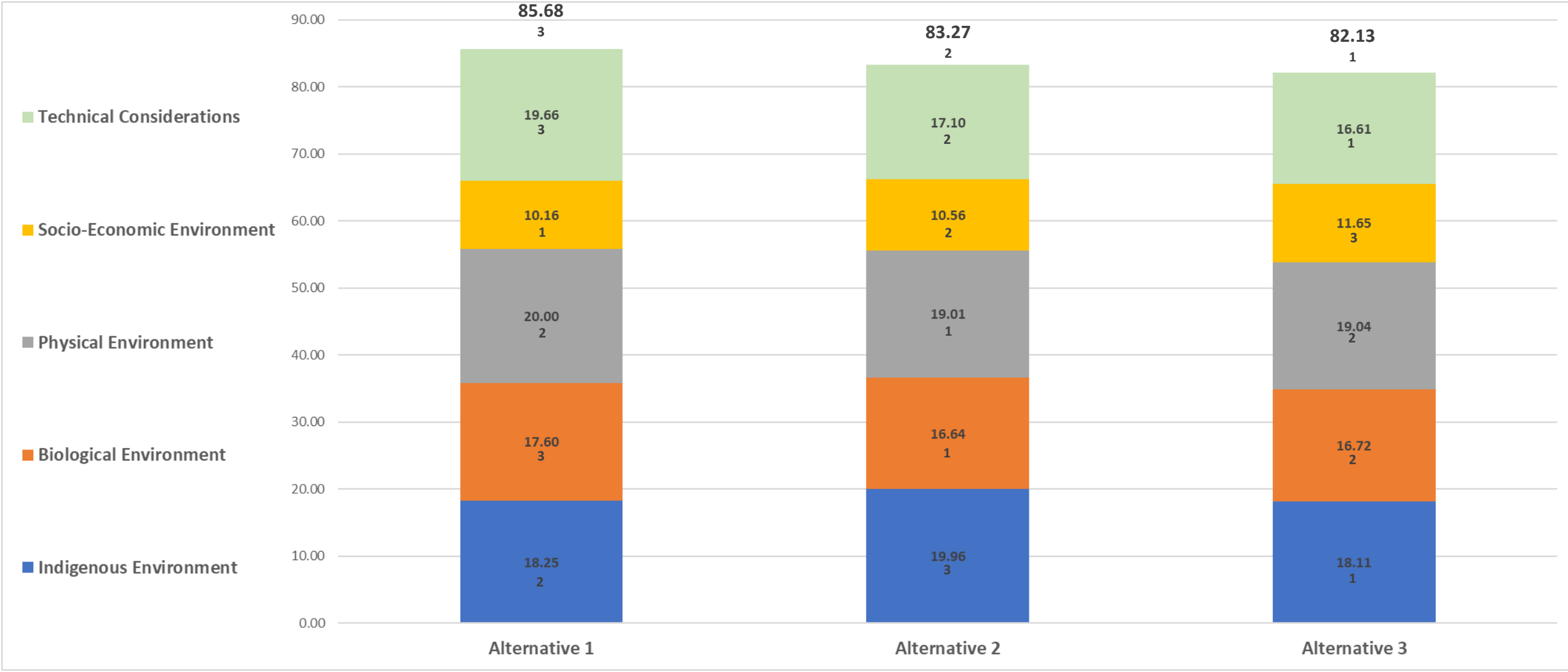
MULTIPLE FACTOR ANALYSIS



MULTIPLE FACTOR ANALYSIS



MULTIPLE FACTOR ANALYSIS (OVERALL RESULTS)

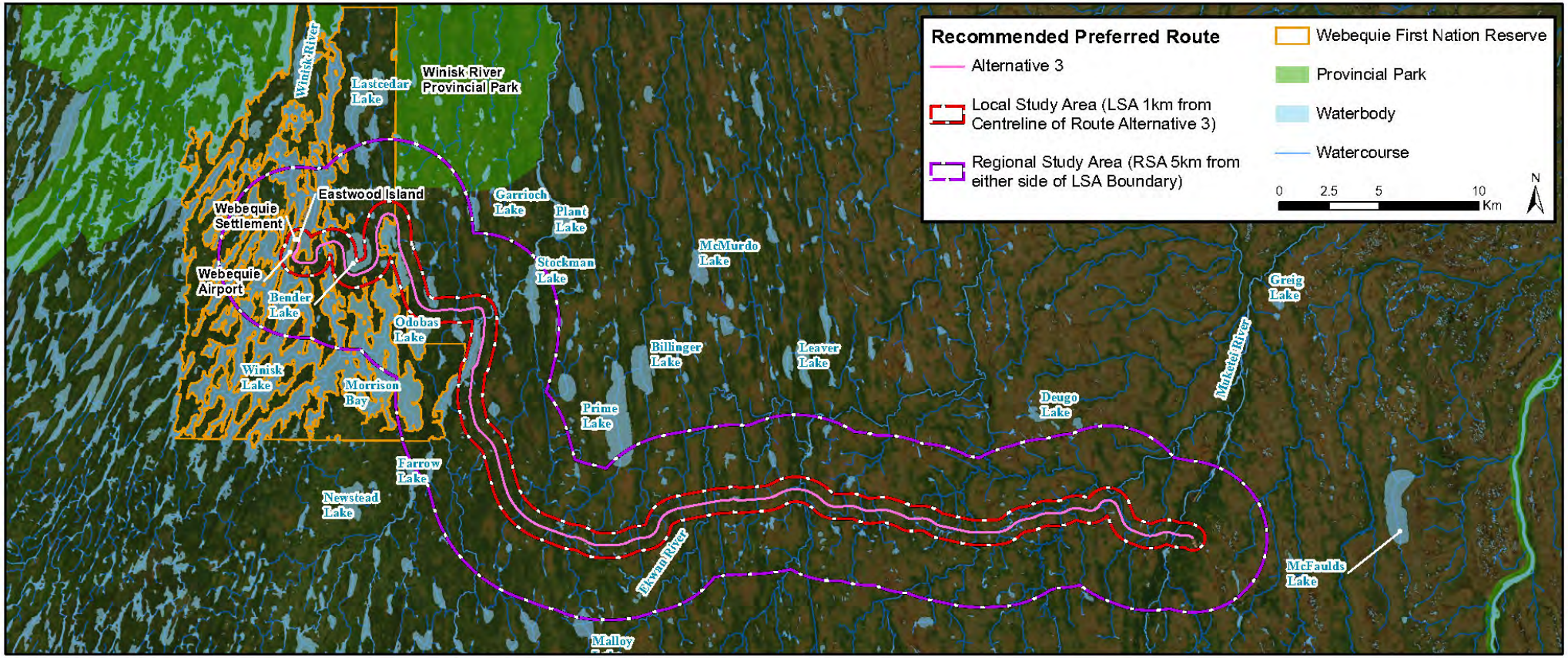


SUMMARY OF EVALUATION

EVALUATION FACTORS	ALTERNATIVE ROUTE 1	ALTERNATIVE ROUTE 2	ALTERNATIVE ROUTE 3
Biological Environment	Least Preferred	Preferred	Less Preferred
Physical Environment	Least Preferred	Preferred (Considered Equal to Alternative 3)	Preferred (Considered Equal to Alternative 2)
Indigenous Land Use and Interests	Less Preferred	Least Preferred	Preferred
Socio-Economic Environment	Preferred	Less Preferred	Least Preferred
Technical Considerations	Least Preferred	Less Preferred	Preferred
OVERALL			Preferred (OVERALL)

RECOMMENDED PREFERRED ROUTE

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



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Part 2 - EVALUATION OF ALTERNATIVES FOR SUPPORTIVE INFRASTRUCTURE AND ROAD DESIGN

The evaluation of alternatives for supportive infrastructure and road design will be presented in a future Part 2 of the consultation Round 2

This will include:

- Aggregate/Rock Source Areas
- Construction Camps and/or Laydown Storage Areas
- Access Roads
- Types of Structures (bridge or culverts) Considered at Water Crossings
- Road Engineering Design

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

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

WINTER 2025/ SPRING 2026

- Review of Draft and Final EAR / IS

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

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Consultation Round 2: Part 2 - Alternatives Assessment

Evaluation of Alternative Supporting Infrastructure and Road Design

May 29, 2023

TODAY'S TOPICS

1. Project Information
2. Engagement and Consultation To Date and What We Have Heard
3. Evaluation of Alternatives – Supportive Infrastructure (Aggregate Source Areas, Construction Camps and Access Roads)
4. Road Engineering Design Features
5. Next Steps

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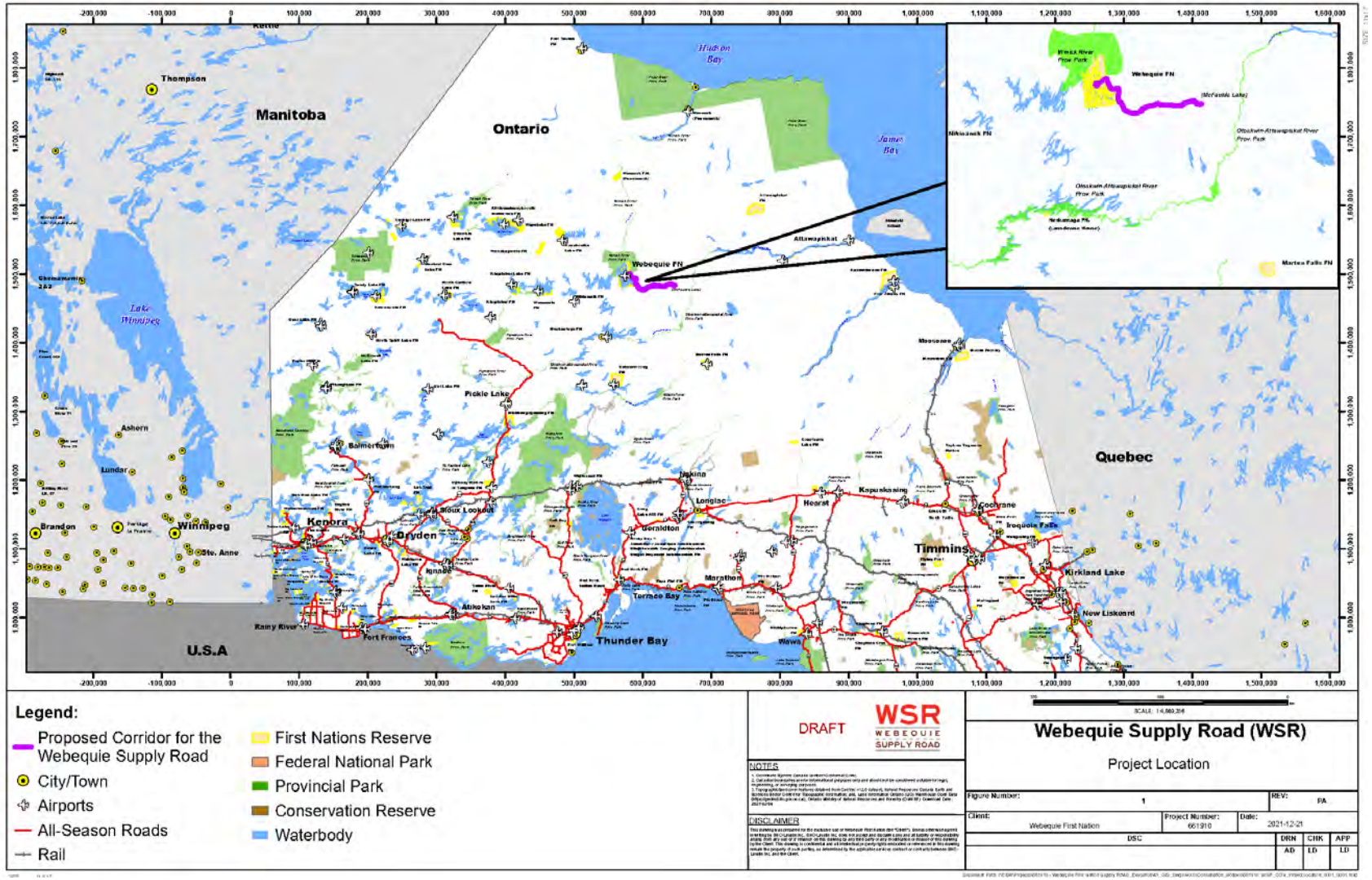
PROJECT LOCATION



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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

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SUPPLY ROAD

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 (right-of-way) for two lane gravel surface

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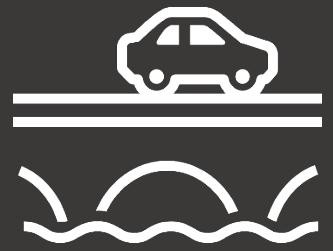
PROJECT DESCRIPTION



3

Major waterbody crossings (and up to 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

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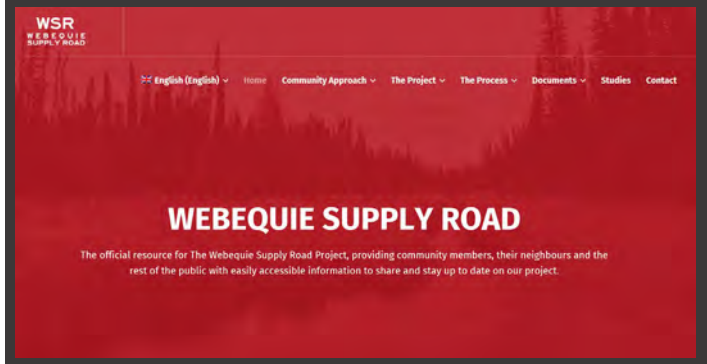
ENGAGEMENT
&
CONSULTATION
TO DATE

ENGAGEMENT & CONSULTATION

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



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

Live streams and radio shows on the regional Wawatay Radio Network were done on technical topics that parallel where we in the environmental / impact assessment process

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

A community-specific Consultation Progress Report which summarizes the activities and feedback received during Round 1 of the engagement and consultation program was provided to each Indigenous community in October 2022

WHO WE HEARD FROM CONSULTATION ROUND 1

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.

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WHAT WE HEARD – KEY THEMES

- Potential Ownership Models for Road
- Impact on Eskers
- Capital Cost of Road
- Impact of Road on Traplines
- Consideration of Shared Territory
- Estimation of Traffic Volumes
- Measurement of Climate Change Greenhouse Gas (GHG) emissions
- How Indigenous Knowledge (IK) will be Factored into the Assessment
- Measurement of Habitat Availability
- Local Employment Opportunities Associated with Road
- Remediation of Pits and Quarries Post-Construction
- Wildfire Risk and Consideration as Part of Environmental Assessment/Impact Assessment (EA/IA)

CONSIDERATION AND EVALUATION OF ALTERNATIVES

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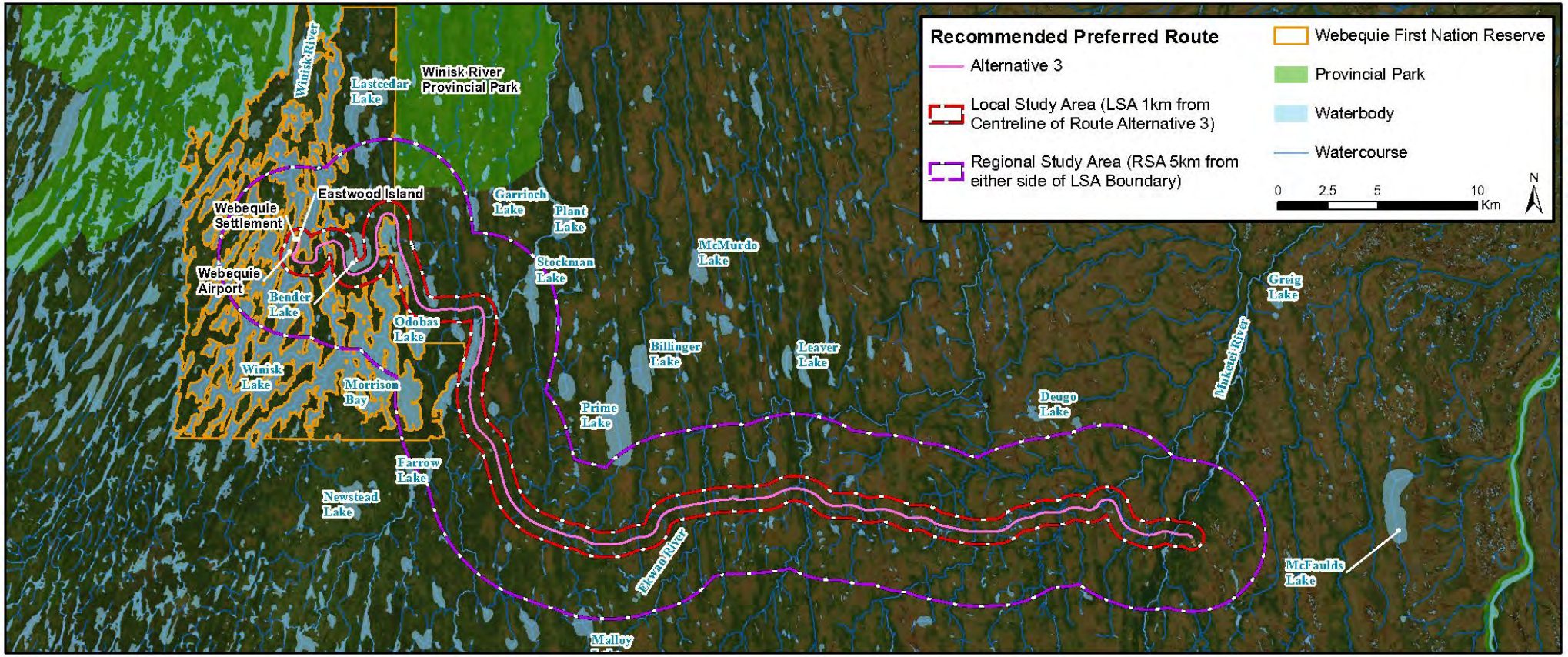
RECOMMENDED PREFERRED ROUTE

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



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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

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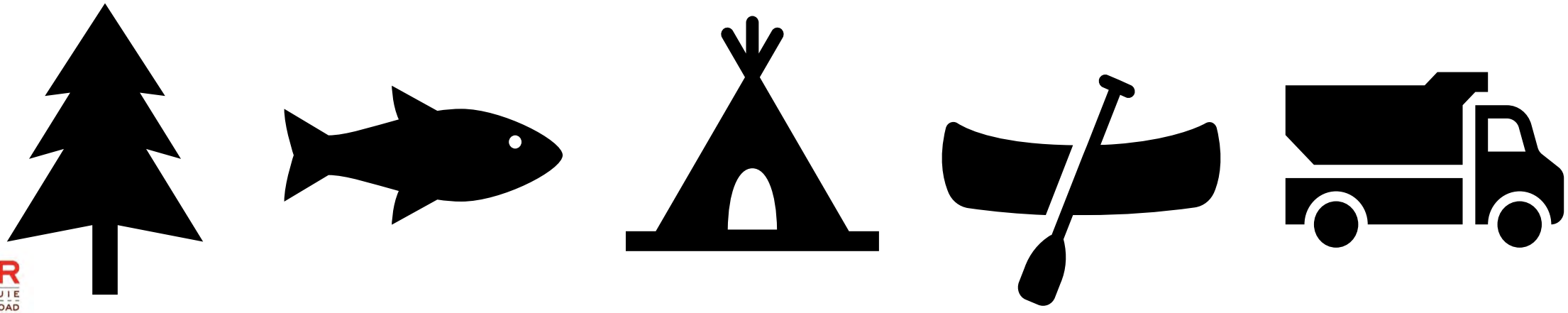
APPROACH FOR EVALUATION OF ALTERNATIVES

The Process

- A multi-factor analysis has been completed to allow for a comparison of the advantages and disadvantages of alternative locations for aggregate source areas, access roads and construction camps
- To complete the analysis, the Project Team used a computer software tool that is designed to compare alternatives with multiple criteria, different perspectives and mix of qualitative and quantitative data
- As part of the EA/IA process and feedback received to date, indicators to measure change for each valued component/criteria have been identified

APPROACH FOR EVALUATION OF ALTERNATIVES

- The criteria and indicators selected by the Project Team for the evaluation of alternatives are organized under the following factors:
  - Biological Environment
  - Physical Environment
  - Indigenous Land and Resource Use and Interests
  - Socio-Economic Environment (including cultural heritage and archaeology)
  - Technical Considerations



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MULTI-FACTOR ANALYSIS – WEIGHTING AND SCORING

- A weighting system has been assigned to the factors and associated criteria and indicators that applies relative level of importance that individual criteria and indicators have to each other, and to the overall decision outcome

- At this time equal weighting has been applied to factors, criteria and indicators

- Based on spatial analysis of the data for alternative locations for supportive infrastructure, a score is assigned where it intersects the various indicators. A low score is preferred as it represents less impacts and a high score has greater impacts and is less preferred

ALTERNATIVE AGGREGATE SOURCE AREAS (PITS/QUARRIES)

Location of potential aggregate/rock source areas (12 - Bedrock and Esker Type Landforms)

Aggregate and Rock Needs for Construction and Operations/Maintenance

Phase	Earth Fill	Gravel	Rock	Total
Construction	1,551,000 m3 (155,100 dump trucks)	1,297,000 m3 (129,700 dump trucks)	1,500 m3 (150 dump trucks)	2,849,500 m3
Operations and Maintenance		2,000,000 m3	5,000 m3	2,005,000 m3

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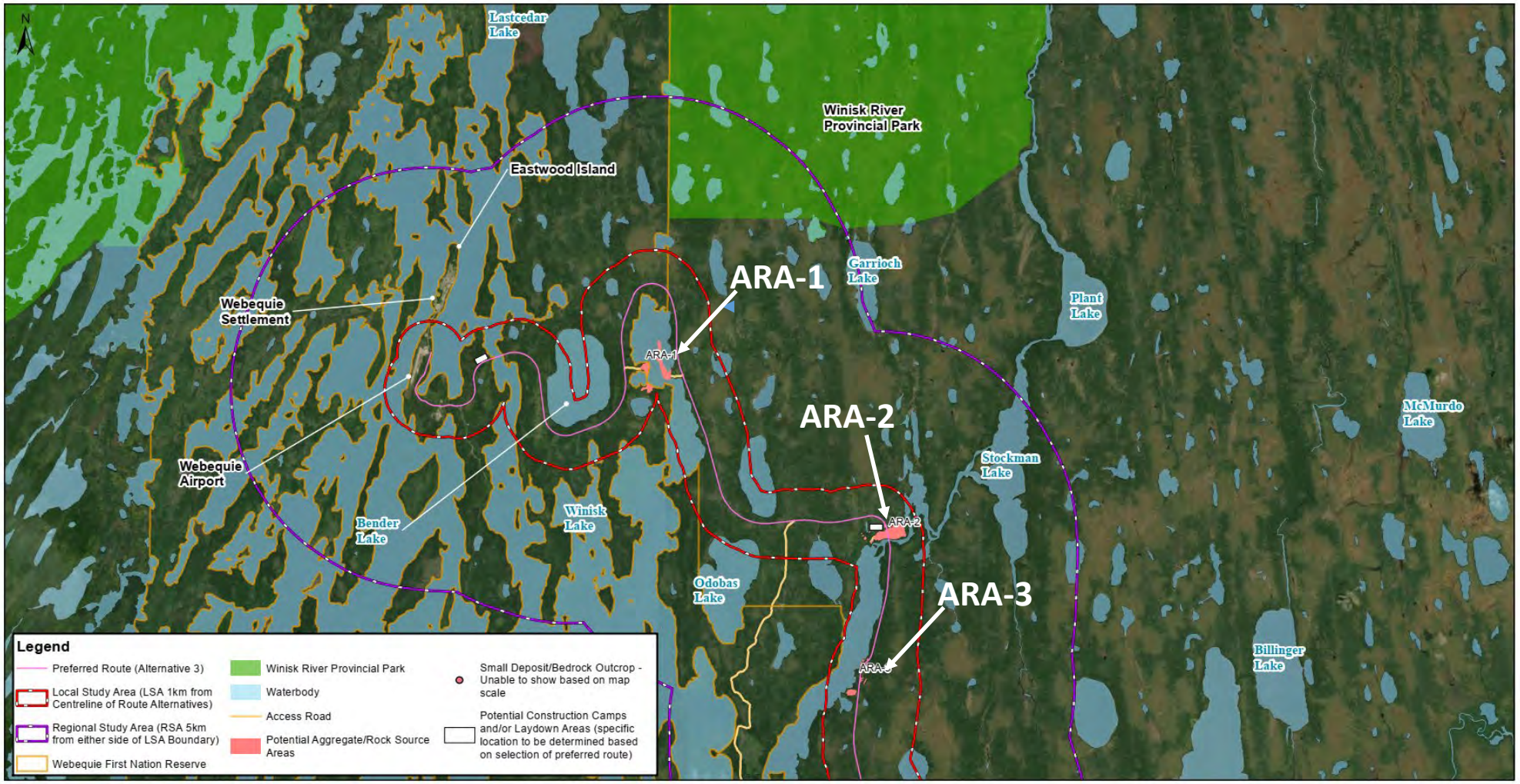
POTENTIAL AGGREGATE SOURCE AREAS (WEST)



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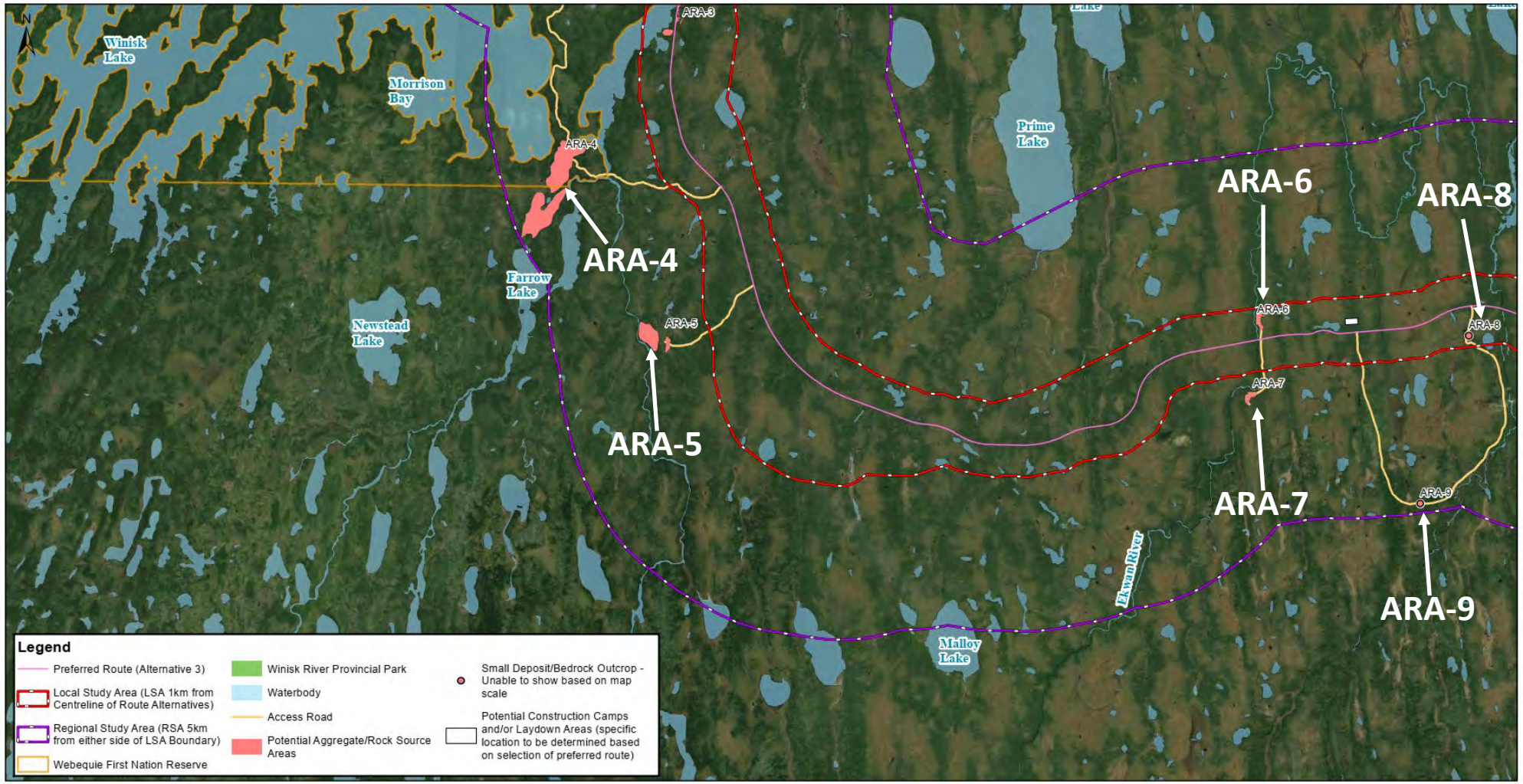
POTENTIAL AGGREGATE SOURCE AREAS (WEST-CENTRAL)



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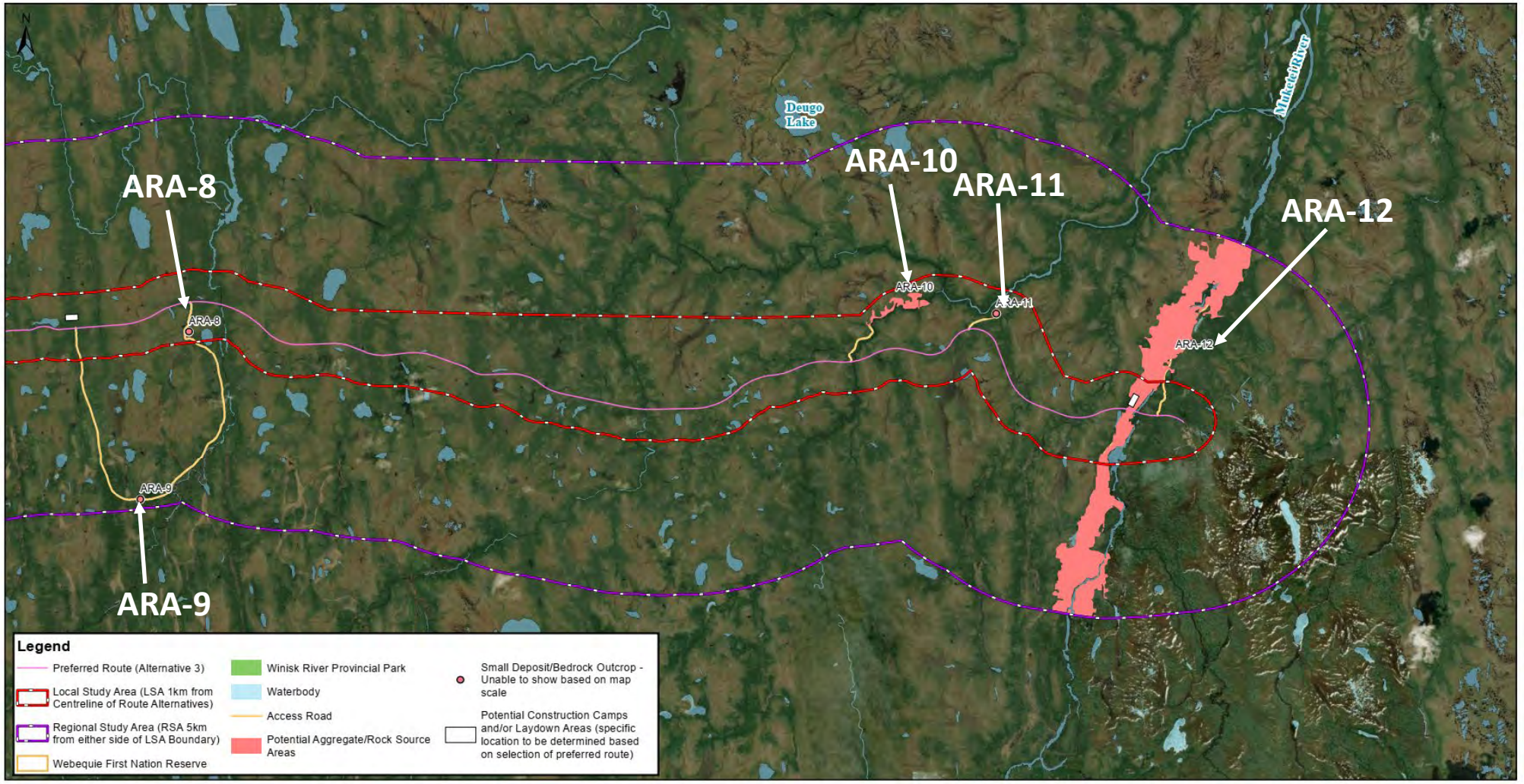
POTENTIAL AGGREGATE SOURCE AREAS (EAST)



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ALTERNATIVE AGGREGATE SOURCE AREAS (SCREENING)

- ARA-2 and ARA-3: good quality material (medium to coarse sand and rock) and are close to the preferred route with only short access roads needed.
- ARA-4: large area of good quality material (gravel and sand) further away from WSR preferred route and requires a longer access road.
- ARA-5 and ARA-12: no suitable aggregate material – can not be used for construction.
- ARA-1, ARA-8, ARA-9: limited suitable material (small areas, such as rock outcrops) and efforts to use (access roads, set-up aggregate & quarry facility) make these sites not worth pursuing. Too much disturbance for too little material.
- ARA-6 and ARA-7: limited suitable quality material. Not feasible to access for majority of road construction in western portion, as road needs to start from the community of Webequie

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ALTERNATIVE AGGREGATE/ROCK SOURCE AREAS (RESULTS)

Estimated Volumes of Aggregate/Rock

- ARA-2 - 500,000 to 1,000,0000 m^3
- ARA-3 - 150,000 to 500,000 m^3
- ARA-4 - 4,000,000 to 8,000,000 m^3

Estimated Volume Required for Construction and Operation (4,850,0000 m^3)

Alternatives that Meet the Required Volume:

- Option 1 – Use ARA-3 and ARA-4
- Option 2 – Use ARA-2 and ARA-4
- Option 3 – Use ARA-2, ARA-3 and ARA-4
- Option 4 – Use ARA-4 Only

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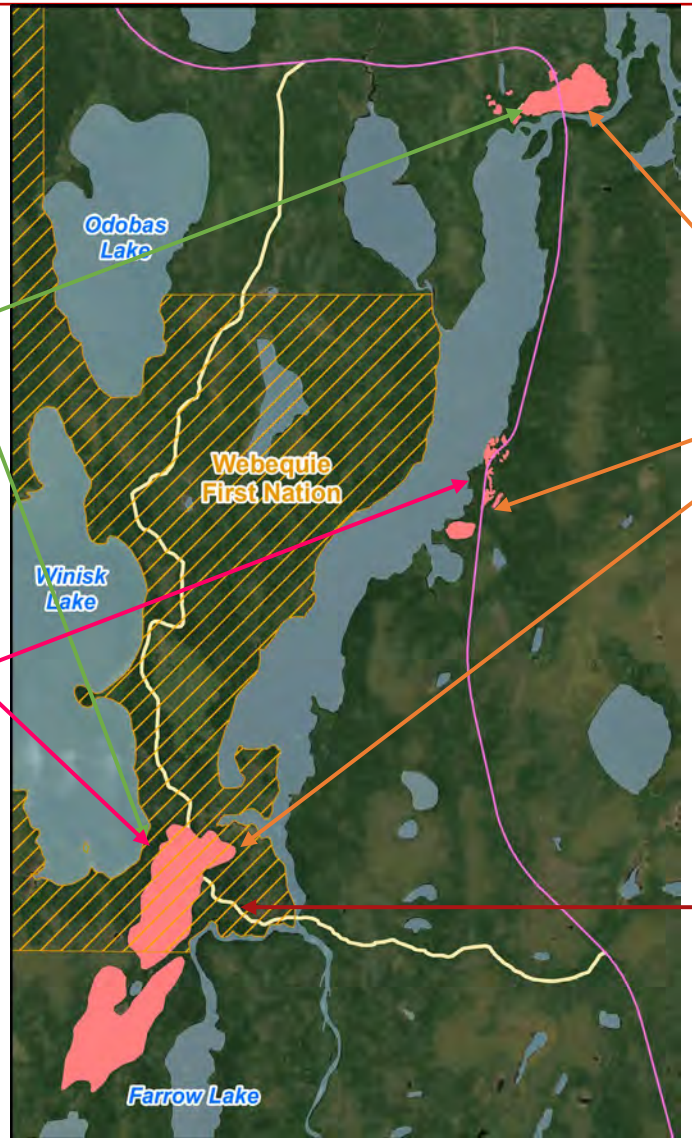
POTENTIAL AGGREGATE SOURCE AREAS (EAST)

Option 2 – Use ARA-2 and ARA-4

Option 1 – Use ARA-3 and ARA-4



Option 3 – Use ARA-2, ARA-3 and ARA-4

Option 4 – Use ARA-4 Only

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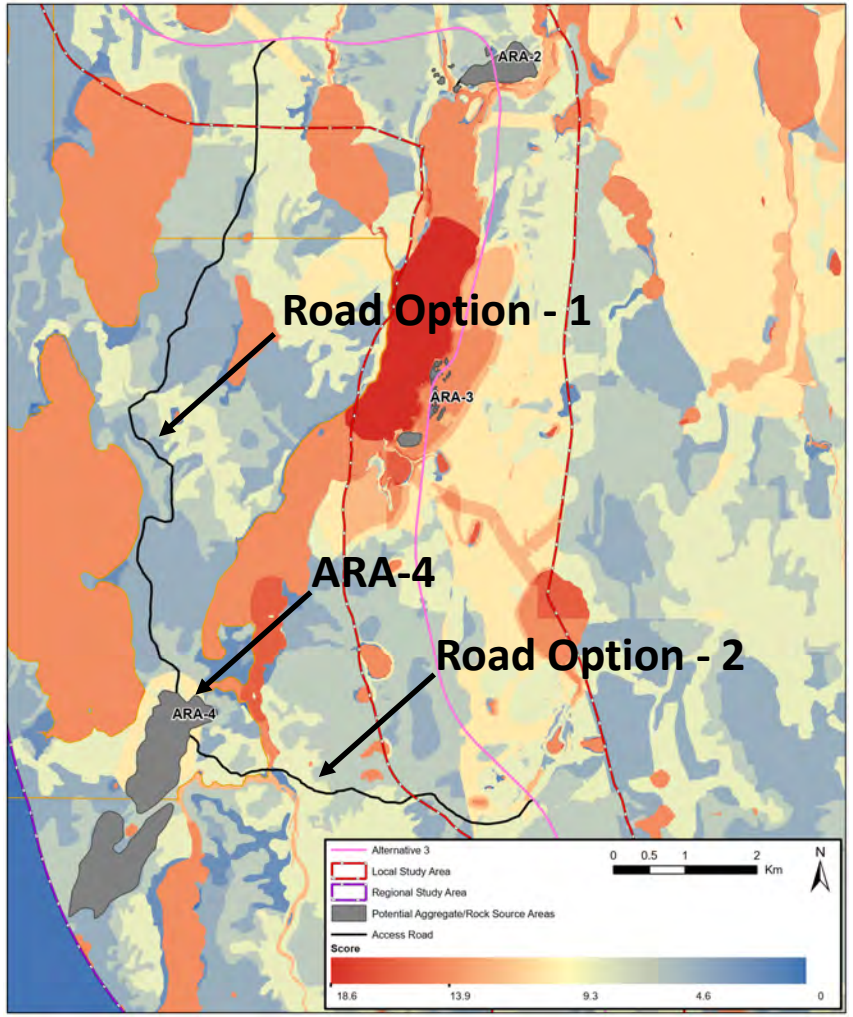
ALTERNATIVE AGGREGATE SOURCE AREAS (RESULTS)

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)

ALTERNATIVE AGGREGATE SOURCE AREAS (RESULTS)

AGGREGATE ACCESS ROADS

- Alternative access routes for aggregate/rock source areas ARA-2 and ARA-3 were also not considered as the source areas are within the footprint of the road or immediately nearby
- In above cases the routes for access roads minimized or avoided known environmental sensitivities or features of value (e.g., watercourse, habitat for wildlife, etc.)
- Two access road alternatives were evaluated for development of ARA-4:
  - Road Option - 1 (R-1) is 10 km in length with no watercourse crossings
  - Road Option - 2 (R-2) is 3.5 km in length with one major watercourse crossing



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ALTERNATIVE ARA-4 AGGREGATE ACCESS ROAD (RESULTS)

Option	Route	Footprint	Multi-Factor Score Ranking	Overall Rank
Option 1 - 10 km in length with no watercourse crossings	No Watercourse Crossing 10 km Road	Larger	2 (Higher)	RANK 2
Option 2 - 3.5 km in length with one major watercourse crossing	Major Watercourse Crossing 3.5 km Road	Smaller	1 (Lower)	RANK 1

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ALTERNATIVE ARA-4 AGGREGATE ACCESS ROAD (RESULTS)

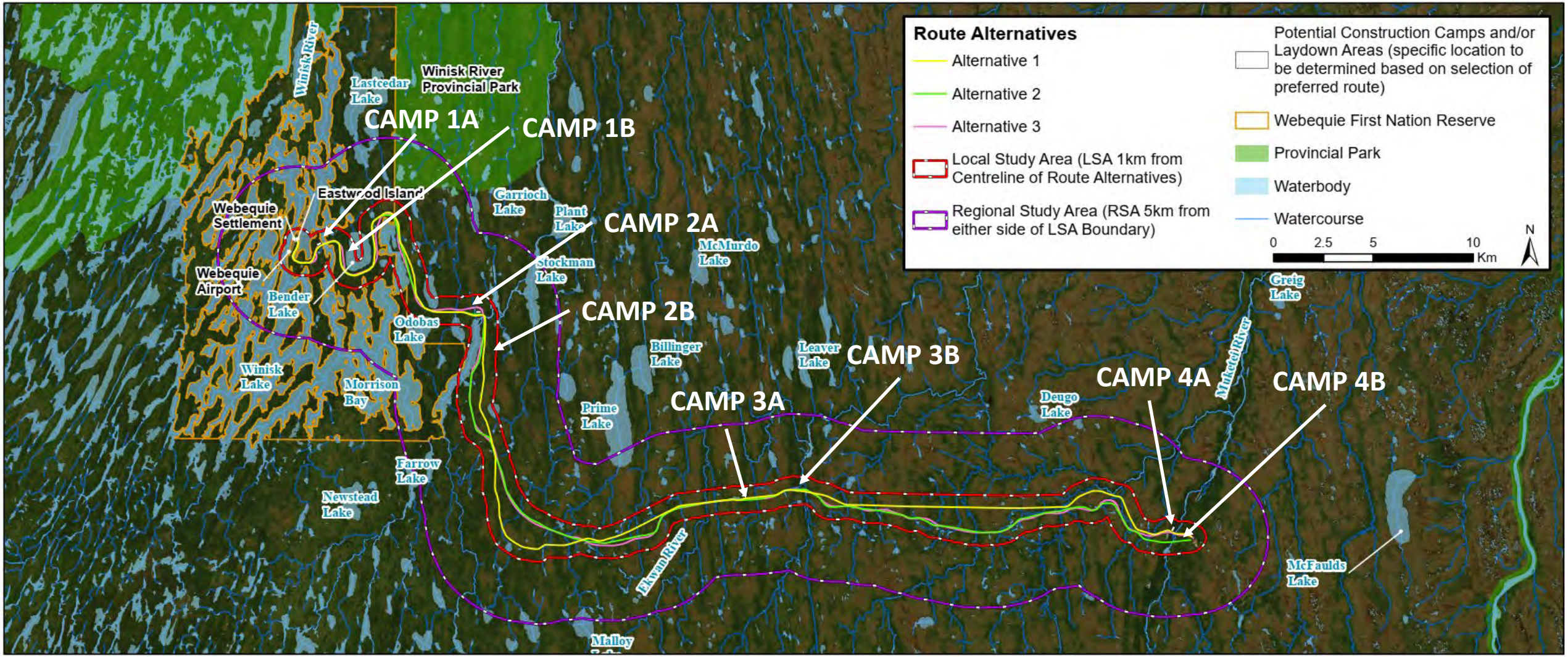
CONSTRUCTION CAMPS

The construction camps may include:

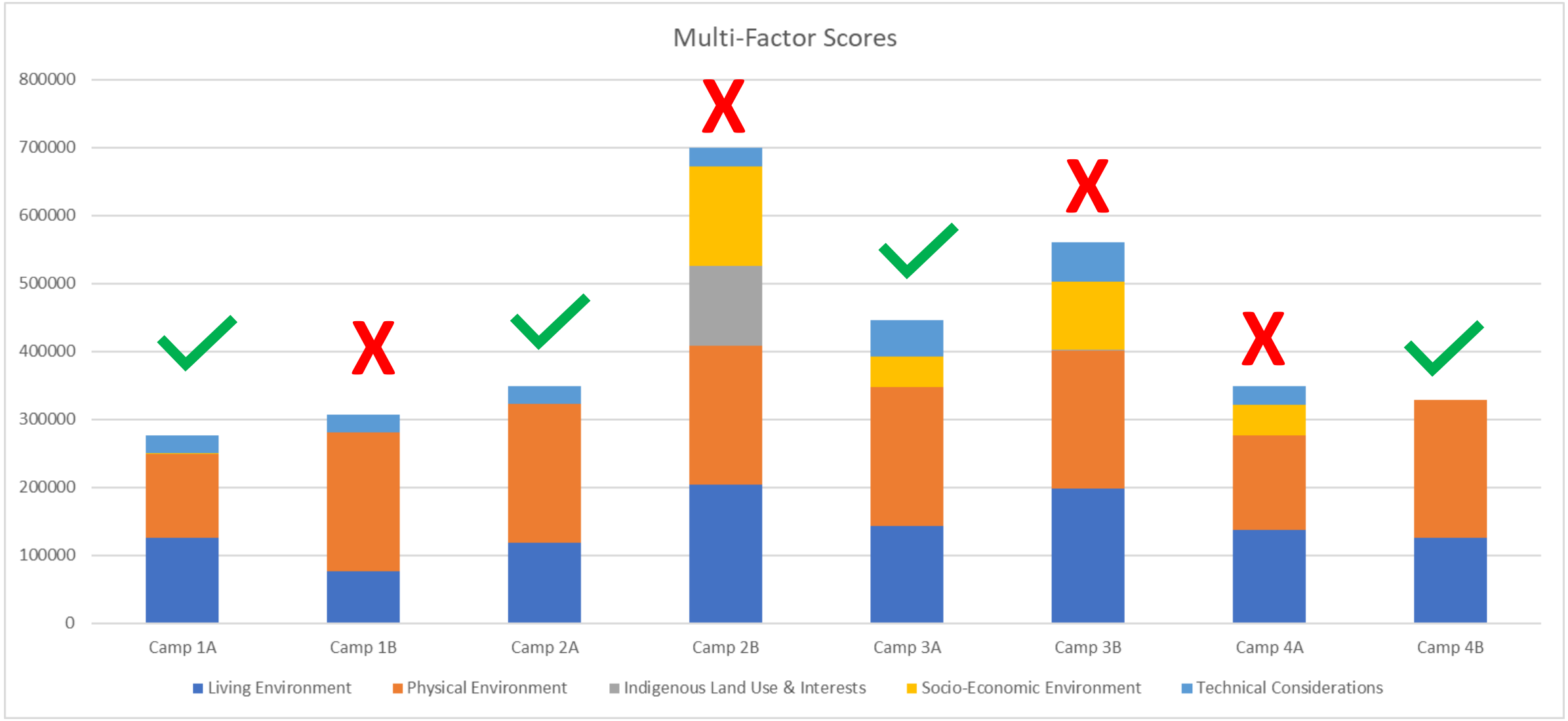
- Accommodations (bunkhouse) for workers
- Construction office(s)
- Kitchen and dining hall
- First aid station
- Communications system
- Wastewater treatment system
- Groundwater water supply well
- Waste handling and storage facility area
- Electricity supply from diesel generators
- Above ground fuel storage tanks and refueling area
- Laydown/storage areas for equipment and materials

To allow for safety of workers and productive construction of the road, 4 construction camps are needed along the length of the route (2 in north to south section and 2 in west to east section)

POTENTIAL CONSTRUCTION CAMP LOCATIONS



ALTERNATIVE CAMP AREAS (RESULTS)



EVALUATION OF POTENTIAL CAMP LOCATIONS (1A AND 1B)

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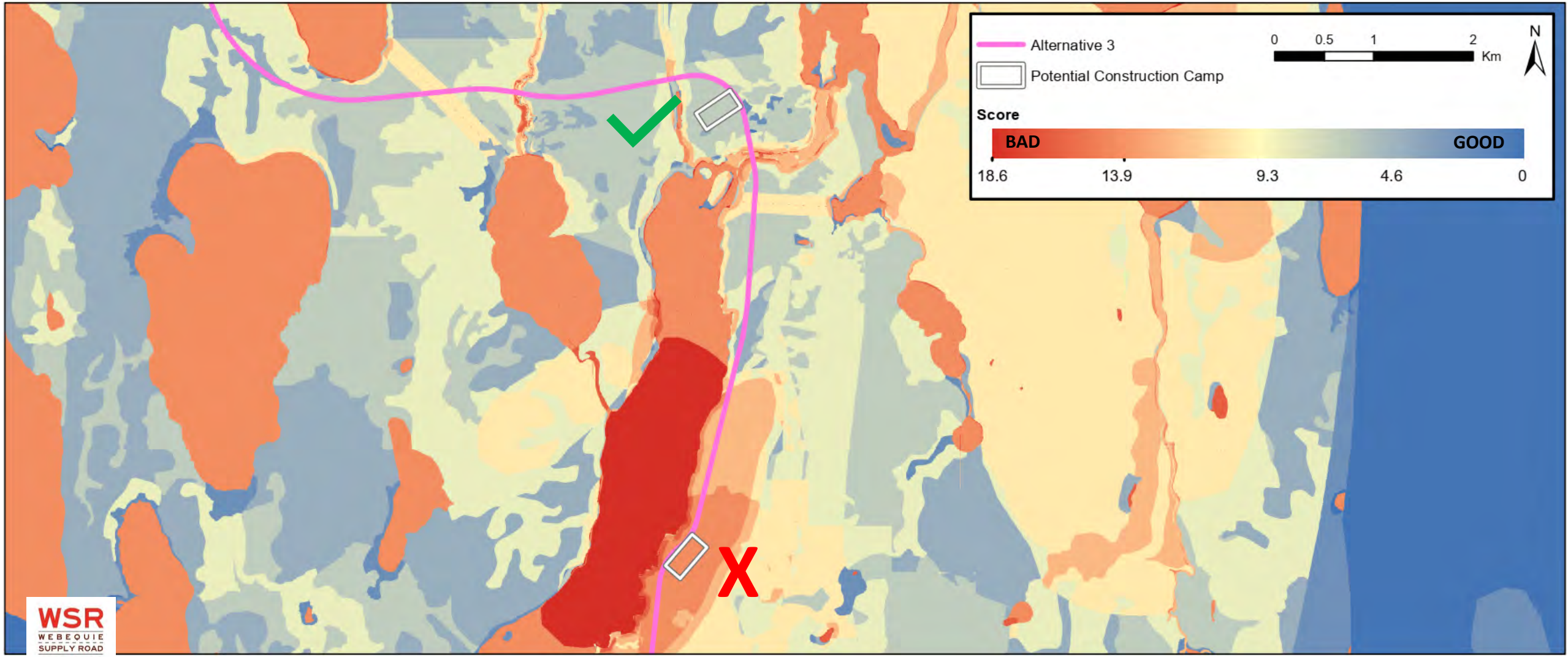
EVALUATION OF POTENTIAL CAMP LOCATIONS (2A AND 2B)



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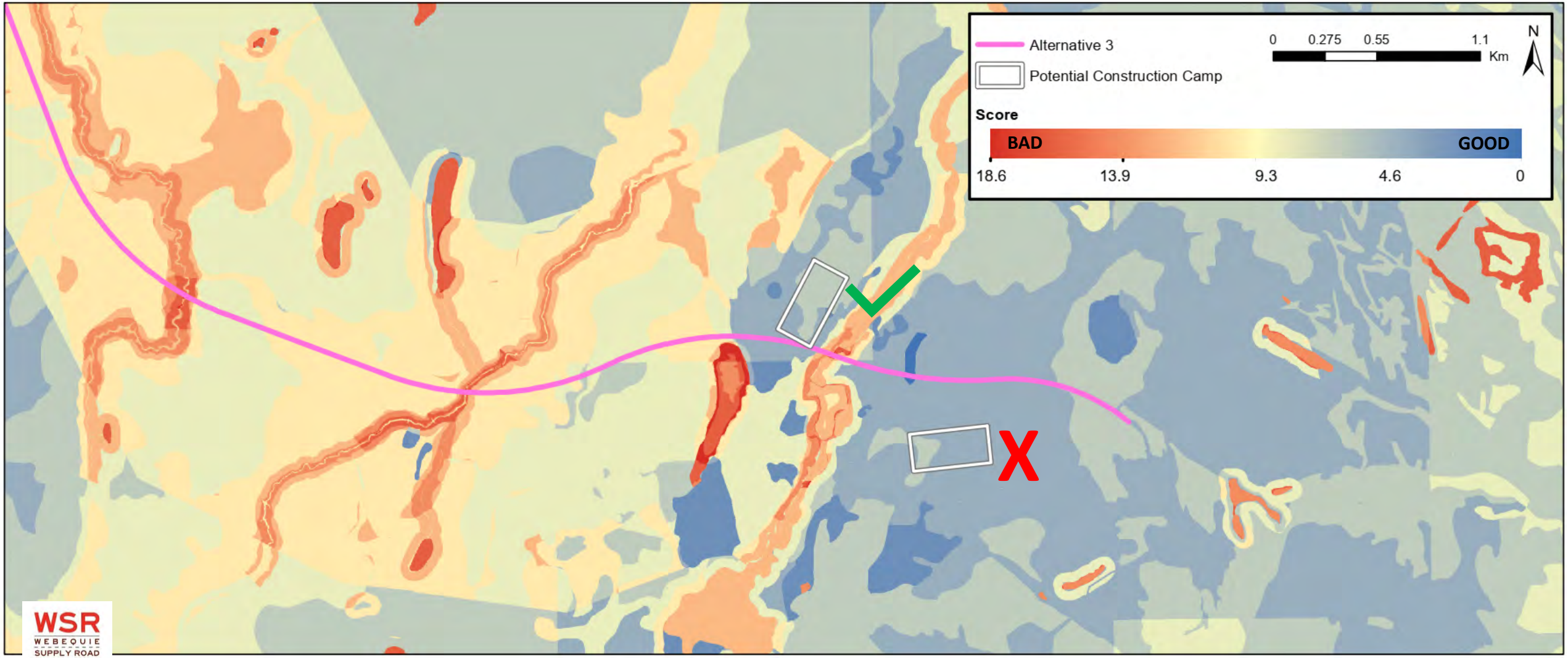
EVALUATION OF POTENTIAL CAMP LOCATIONS (3A AND 3B)

EVALUATION OF POTENTIAL CAMP LOCATIONS (4A AND 4B)



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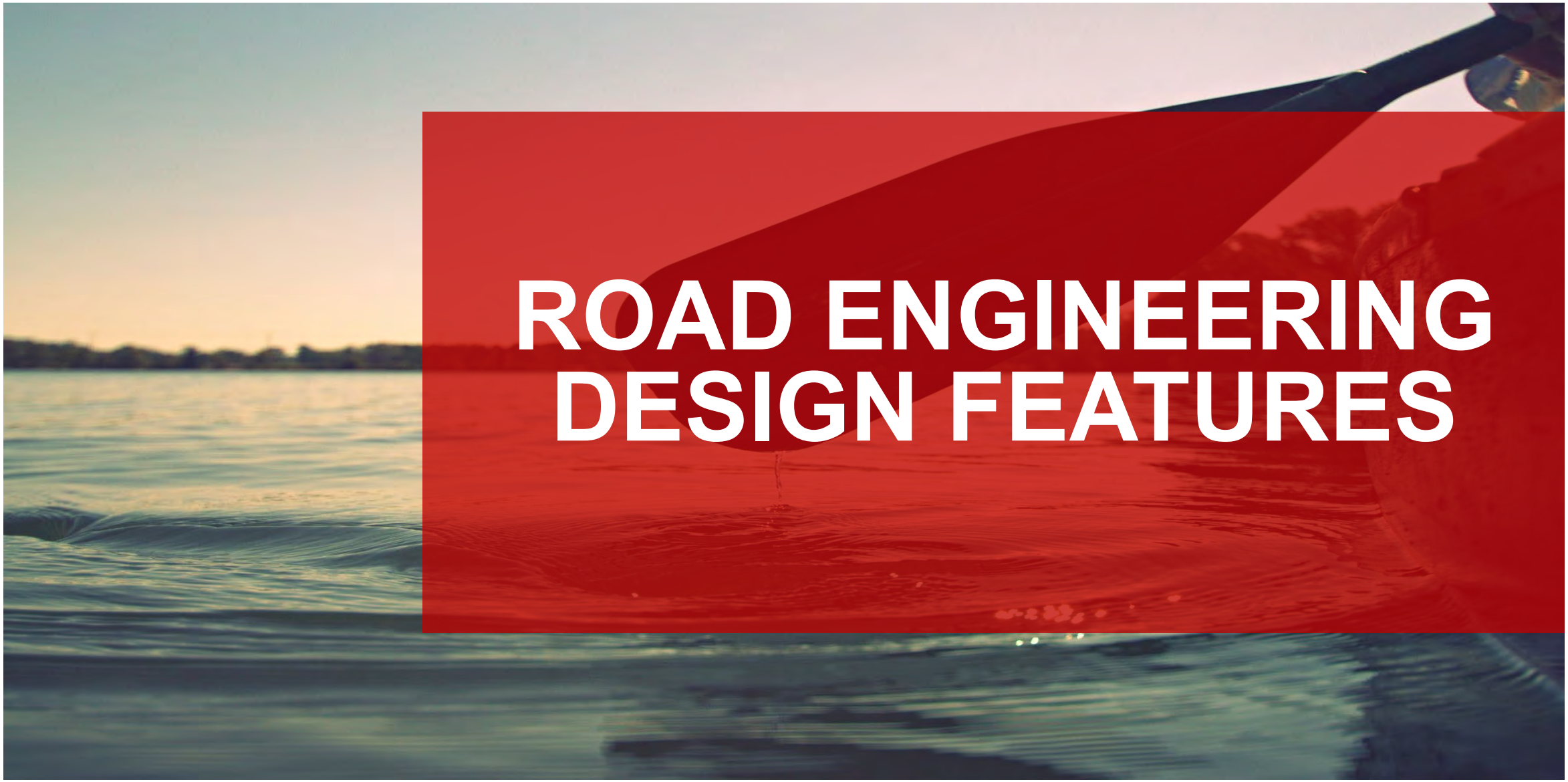

ROAD ENGINEERING DESIGN FEATURES

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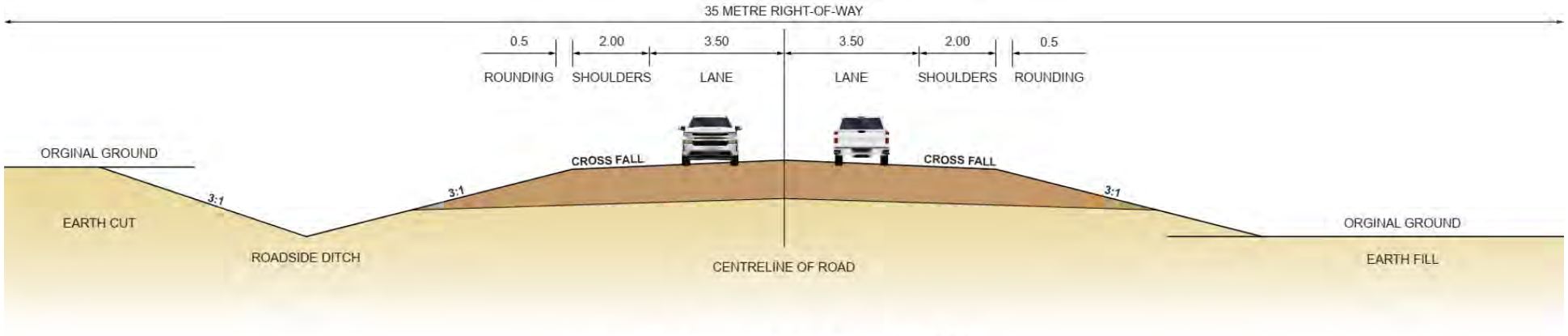
ROAD CROSS-SECTION DESIGN

The cross-section for the road will consist of:

- Two travelled lanes of 3.5 m in width
- Shoulders of 2 m in width for each lane
- Total width of 11 m, excluding rounding of road shoulders



WEBEQUIE SUPPLY ROAD

TYPICAL SECTION

ALL DIMENSION ARE IN METRES

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ROAD FOUNDATION DESIGN

The west half of the road in upland area has “fair to good soil conditions” and east half of the road in lowland area (peatland/muskeg) has “poor to very poor soil conditions” for building a road

The road in lowland area is designed as a “floating road” which will be constructed directly on top of the peat relying on the strength of the peat to support the road

- The road does not actually “float” on the peat but rather an equilibrium builds up between the weight of the road and the strength of peat whereby the combined system comes into balance
- Engineering a floating road uses geotextile fabric and/or geogrid layer placed on the surface of the peat before the road is constructed to give it a working platform to evenly distributed the weight/load of the material placed

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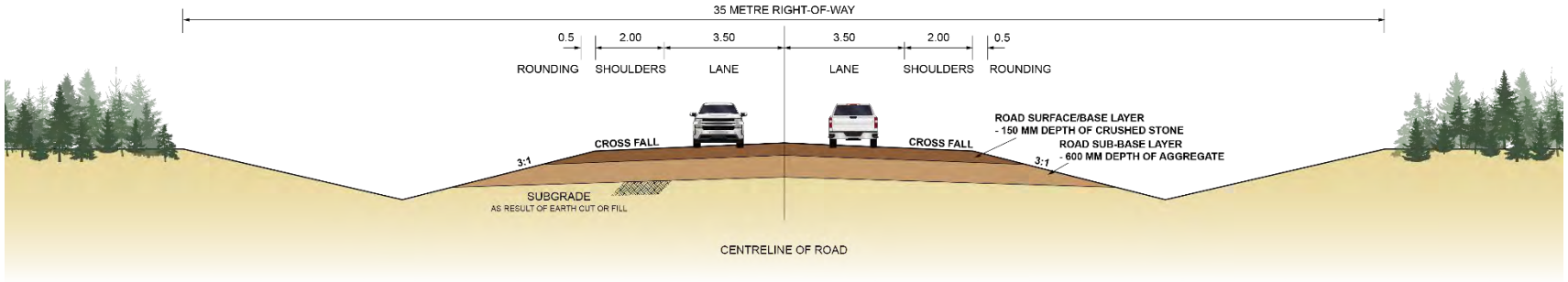
ROAD FOUNDATION DESIGN

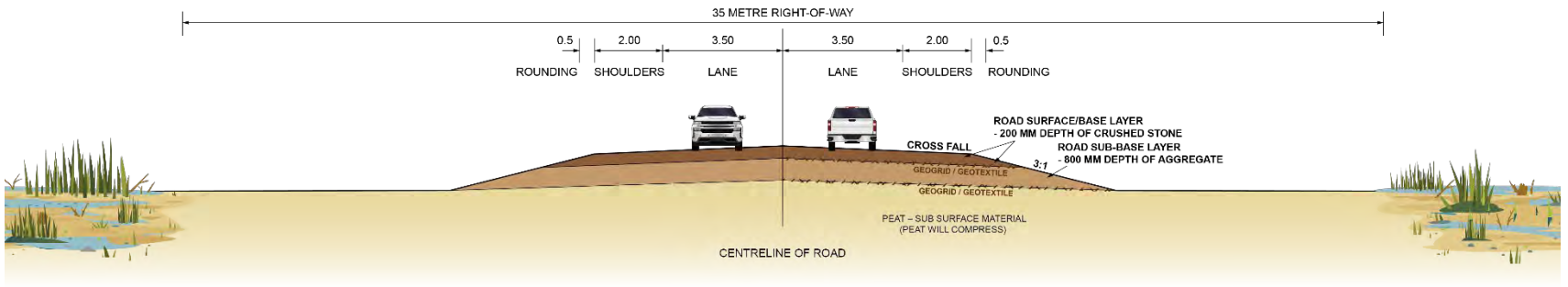
The road will have a surface layer/base layer and sub-base layer with various size of gravel/aggregate for each layer



WEBEQUIE SUPPLY ROAD

UPLAND AREA (NORTH-SOUTH SECTION)

ALL DIMENSION ARE IN METRES



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LOWLAND AREA (EAST-WEST SECTION)

ALL DIMENSION ARE IN METRES

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WATERCOURSE CROSSINGS

The WSR will require 25 watercourse crossings and 1 lake crossing (Winisk Lake)

- Bridges are proposed over 5 large waterbodies
- Culverts are proposed at 21 smaller waterbodies

In selecting the type and size of structures for water crossings numerous factors were considered

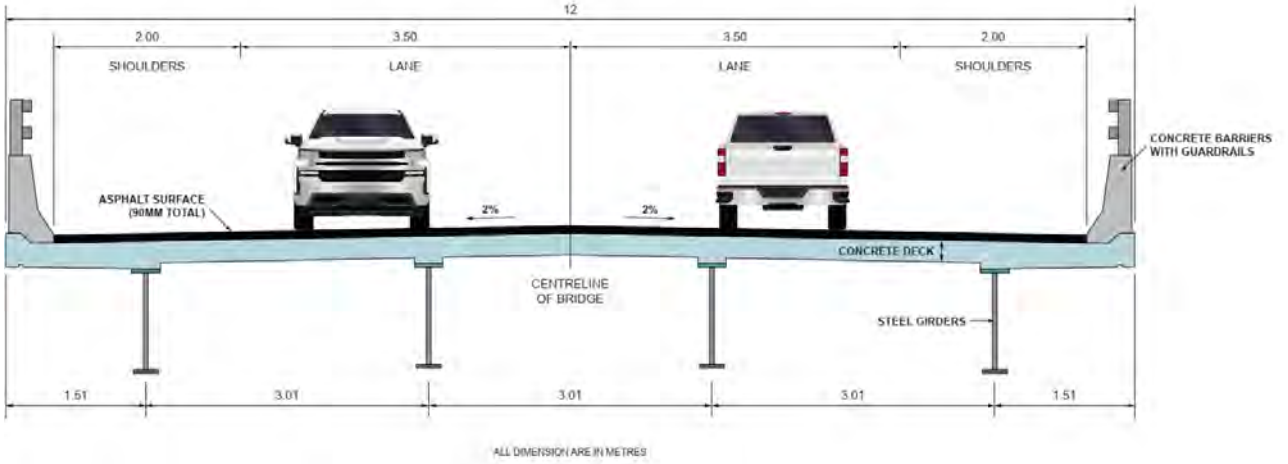
- Constructability and remoteness of location
- Maintenance and life cycle of structure type
- Hydrology/surface water flow
- Physical and biological characteristics at waterbody sites (e.g., soil conditions, width of waterbody, fish/fish habitat sensitivity)
- Navigation of waterways by boats

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

WSR
WEBEQUIE SUPPLY ROAD

WATERCOURSE CROSSINGS - CULVERTS

Three types of culverts are proposed for the WSR

- Open Bottom Steel Arch Culvert
- Steel Arch Culvert
- Corrugated Steel Pipe

Open Bottom Steel Arch Culvert Under Construction

Open Bottom Steel Arch Culvert In Service

Corrugated Steel Pipe

Steel Arch Culvert

WSR
WEBEQUIE
SUPPLY ROAD

WINISK LAKE CROSSING

BEFORE

AFTER

WSR
WEBEQUIE
SUPPLY ROAD

WINISKESIS CHANNEL CROSSING

BEFORE

AFTER

WSR
WEBEQUIE
SUPPLY ROAD

MUKETEI RIVER CROSSING

BEFORE

AFTER

WSR
WEBEQUIE
SUPPLY ROAD

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

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

WINTER 2025/ SPRING 2026

- Review of Draft and Final EAR / IS

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

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WSR
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SUPPLY ROAD

WSR
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APPENDIX P2.D.1

Community Specific Virtual Information Sessions

- P2.D.1.6 – Summaries of Virtual Information Sessions held in Round 2

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Webequie First Nation
March 13, 2023

INTRODUCTION

The Livestream was commenced at approximately 12:01 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for Webequie First Nation (WFN) on March 13, 2022. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. Next, Don played a video presentation which included a testimony by the WFN Chief Wabasse and information on WSR's Environmental Assessment / Impact Assessment (EA / IA) activities including alternative assessment methodology and results, valued components, preferred alternative and consultation approach and next steps. After the video presentation, Don discussed several concerns that had been previously raised by WFN. These questions were regarding the cumulative effects of multiple projects, impacts on safety and drug abuse in relation to road. The WSR Project Team had a platform which provided real time translation of the session in Oji-Cree to accommodate community members. The Project Team informed the audience that a recording of the session is made available through YouTube and the WSR Website for viewing. The team also informed the audience of the upcoming radio and livestreaming events the following day. There were no community members in attendance.

Livestream ended at approximately 12:21 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Webequie First Nation Round 2 Part 2
May 29, 2023

INTRODUCTION

The Livestream was commenced at approximately 12:00 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for Webequie First Nation on May 29, 2023. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. The meeting began with a video of Chief Wabasse discussing the importance of the project to the Webequie Community. Don explained that part 2 of round 2 will discuss the Project teams work on the and evaluation of alternatives for supportive infrastructure. Which includes aggregate rock sources for pits and quarry access roads and construction camps.

Don presented information on how the technical factors were evaluated to produce preferred options based on a lower score. Don also explained in detail the various engineering initiatives such as culverts, bridges, access roads etc. and shared graphics illustrating what the proposed structures would look like after completion.

The WSR Project Team had a platform which provided a real-time translation of the session in Oji-Cree to accommodate community members.

The Project Team informed participants they would love to have feedback from the audience and that a recording of the session would be available through YouTube and the WSR Website.

Livestream ended at approximately 12:25 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Aroland First Nation
March 13, 2023

INTRODUCTION

The Livestream was commenced at approximately 2:04 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for Aroland First Nation (AFN) on March 13, 2022. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. Next, Don played a video presentation which included a testimony by the WFN Chief Wabasse and information on WSR's Environmental Assessment / Impact Assessment (EA / IA) activities including alternative assessment methodology and results, valued components, preferred alternative and consultation approach and next steps. After the video presentation, Don discussed concerns that had been previously raised by AFN about the cumulative effects of multiple projects. The WSR Project Team had a platform which provided real time translation of the session in Oji-Cree to accommodate community members. The Project Team informed the audience that a recording of the session is made available through YouTube and the WSR Website for viewing. The team also informed the audience of the upcoming radio and livestreaming events the following day. There were no community members in attendance.

Livestream ended at approximately 2:19 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Aroland First Nation Round 2 Part 2
May 29, 2023

INTRODUCTION

The Livestream was commenced at approximately 2:00 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for Aroland First Nation on May 29, 2023. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. The meeting began with a video of Chief Wabasse discussing the importance of the project to the Webequie Community. Don explained that part 2 of round 2 will discuss the Project team's work on the evaluation of alternatives for supportive infrastructure. Which includes aggregate rock sources for pits and quarry access roads and construction camps.

Don presented information on how the technical factors were evaluated to produce preferred options based on a lower score. Don also explained in detail the various engineering initiatives such as culverts, bridges, access roads etc. and shared graphics illustrating what the proposed structures would look like after completion.

The WSR Project Team had a platform which provided a real-time translation of the session in Oji-Cree to accommodate community members.

The Project Team informed participants they would love to have feedback from the audience and that a recording of the session would be available through YouTube and the WSR Website.

Livestream ended at approximately 2:25 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Attawapiskat First Nation
July 17, 2023

INTRODUCTION

The Livestream was commenced at approximately 12:01 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for Attawapiskat First Nation (AFN) on June 19, 2023. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. The meeting began with a video of Chief Wabasse discussing the importance of the project to the Webequie Community. Don explained that the Part 2 of Consultation Round 2 will discuss the Project team's work on the evaluation of alternatives for supportive infrastructure which includes aggregate rock sources for pits and quarry access roads and construction camps. Don presented information on how various factors were evaluated to produce preferred options based on a lower score. Don also explained the various engineering structures such as culverts, bridges, access roads etc. in detail and shared graphics illustrating what the proposed structures would look like after completion. The WSR Project Team had a platform which provided a real-time translation of the session in Oji-Cree. No participants from AFN were in attendance. Don reiterated that the Project Team would like to hear from AFN community members in-person and that a recording of the session would be available through YouTube and the WSR Website.

Livestream ended at approximately 12:24 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Constance Lake First Nation
March 20, 2023

INTRODUCTION

The Livestream was commenced at approximately 2:02 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for Constance Lake First Nation (CLFN) on March 20, 2022. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. Next, Don played a video presentation which included a testimony by the WFN Chief Wabasse and information on WSR's Environmental Assessment / Impact Assessment (EA / IA) activities including alternative assessment methodology and results, valued components, preferred alternative and consultation approach and next steps. After the video presentation, Don discussed several concerns that had been previously raised by CLFN. These questions were regarding the cumulative effects of multiple projects, impacts on health and safety, Indigenous Knowledge data collection, impact on the natural environment, the regional assessment and resource constraints. The WSR Project Team had a platform which provided real time translation of the session in Oji-Cree to accommodate community members. The Project Team informed the audience that a recording of the session is made available through YouTube and the WSR Website for viewing. The team also informed the audience of the upcoming radio and livestreaming events the following day. There were no community members in attendance.

Livestream ended at approximately 2:22 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Constance Lake First Nation Round 2 Part 2
June 5, 2023

INTRODUCTION

The Livestream was commenced at approximately 2:00 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for Constance Lake First Nation on June 5, 2023. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. The meeting began with a video of Chief Wabasse discussing the importance of the project to the Webequie Community. Don explained that part 2 of round 2 will discuss the Project team's work on the evaluation of alternatives for supportive infrastructure. Which includes aggregate rock sources for pits and quarry access roads and construction camps.

Don presented information on how the technical factors were evaluated to produce preferred options based on a lower score. Don also explained in detail the various engineering initiatives such as culverts, bridges, access roads etc. and shared graphics illustrating what the proposed structures would look like after completion.

The WSR Project Team had a platform which provided a real-time translation of the session in Oji-Cree to accommodate community members.

The Project Team informed participants they would love to have feedback from the audience and that a recording of the session would be available through YouTube and the WSR Website.

Livestream ended at approximately 2:25 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Eabametoong First Nation
May 1, 2023

INTRODUCTION

The Livestream was commenced at approximately 12:00 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for Eabametoong First Nation (EFN) on May 01, 2023. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. Next, the Project Team played a voiceover presentation which included a testimony by the Webequie First Nation Chief Wabasse and information on WSR's Environmental Assessment / Impact Assessment (EA / IA) activities including alternative assessment methodology and results, valued components, preferred alternative and consultation approach and next steps. After the video presentation, Don discussed several concerns that had been previously raised by EFN. Don mentioned that the concerns raised so far are regarding consultation during COVID-19 and the need for regional assessments. The WSR Project Team had a platform which provided real time translation of the session in Oji-Cree to accommodate community members. The Project Team informed the audience that a recording of the session is made available through YouTube and the WSR Website for viewing. The team also informed the audience of the upcoming radio and livestreaming events the following day. There were no community members in attendance.

Livestream ended at approximately 12:17 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Eabametoong First Nation Round 2 Part 2
November 6, 2023

INTRODUCTION

The Livestream was commenced at approximately 12:00 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for Eabametoong First Nation (EFN) on November 6, 2023. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. The meeting began with a video of Chief Wabasse discussing the importance of the project to the Webequie Community. Don explained that Part 2 of Consultation Round 2 will discuss the Project team's work on the evaluation of alternatives for supportive infrastructure which includes aggregate rock sources for pits and quarry access roads and construction camps. Don presented information on how various factors were evaluated to produce preferred options based on a lower score. Don also explained the various engineering structures such as culverts, bridges, access roads etc. in detail and shared graphics illustrating what the proposed structures would look like after completion. The WSR Project Team had a platform which provided a real-time translation of the session in Oji-Cree. The EFN Council was in attendance. Don reiterated that the Project Team would like to hear from AFN community members and that a recording of the session would be made available through YouTube and the WSR Website.

Livestream ended at approximately 12:25 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Fort Albany First Nation
March 27, 2023

INTRODUCTION

The Livestream was commenced at approximately 2:01 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 Part 1 for Fort Albany First Nation (FAFN) on March 27, 2022. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. Next, Don played a video presentation which included a testimony by the FAFN Chief Wabasse and information on WSR's Environmental Assessment / Impact Assessment (EA / IA) activities including alternative assessment methodology and results, valued components, preferred alternative and consultation approach and next steps. After the video presentation, Don mentioned concerns that had been previously raised by FAFN. These concerns were regarding the cumulative effects of multiple projects and Aboriginal treaty rights and land use. The WSR Project Team had a platform which provided real time translation of the session in Oji-Cree to accommodate community members. The Project Team informed the audience that a recording of the session is made available through YouTube and the WSR Website for viewing. The team also informed the audience of the upcoming radio and livestreaming events the following day. There were no community members in attendance.

Livestream ended at approximately 2:19 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Fort Albany First Nation Round 2 Part 2
June 12, 2023

INTRODUCTION

The Livestream was commenced at approximately 2:01 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for Fort Albany First Nation (FAFN) on June 12, 2023. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. The meeting began with a video of Chief Wabasse discussing the importance of the project to the Webequie Community. Don explained that Part 2 of Consultation Round 2 will discuss the Project team's work on the evaluation of alternatives for supportive infrastructure which includes aggregate rock sources for pits and quarry access roads and construction camps. Don presented information on how various factors were evaluated to produce preferred options based on a lower score. Don also explained the various engineering structures such as culverts, bridges, access roads etc. in detail and shared graphics illustrating what the proposed structures would look like after completion. The WSR Project Team had a platform which provided a real-time translation of the session in Oji-Cree. No participants from FAFN were in attendance. Don reiterated that the Project Team would like to hear from FAFN community members in-person and that a recording of the session would be available through YouTube and the WSR Website.

Livestream ended at approximately 2:24 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Ginoogaming First Nation
May 8, 2023

INTRODUCTION

The Livestream was commenced at approximately 12:00 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for Ginoogaming First Nation on May 8, 2023. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. Next, the Project Team played a voiceover presentation which included a testimony by the Webequie First Nation Chief Wabasse and information on WSR's Environmental Assessment / Impact Assessment (EA / IA) activities including alternative assessment methodology and results, valued components, preferred alternative and consultation approach and next steps. Don went on to discuss the alternatives assessment process and the Analysis of Alternatives - Multiple Accounts Analysis. Don presented high-level information on how scores are tabulated and clarified the differences between alternative methods and alternatives to the project. During the presentation slides illustrating the various valued components, criteria, and indicators were shared. Don informed the listeners that after an evaluation of the factors and criteria, Alternative 3 has been identified as the recommended route and has the least anticipated impact.

Don mentioned that the Part 2 Presentation will cover other facilities and infrastructure that will be part of building the road in a few weeks.

The WSR Project Team had a platform which provided a real-time translation of the session in Oji-Cree to accommodate community members.

The Project Team informed participants they would love to have feedback from the audience and that a recording of the session would be available through YouTube and the WSR Website. The team also informed the audience of the upcoming radio and live-streaming events the following day. There were no community members in attendance.

Livestream ended at approximately 12:20 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Ginoogaming First Nation Round 2 Part 2
July 24, 2023

INTRODUCTION

The Livestream was commenced at approximately 2:01 pm.

Jennifer Ashawasegai-Pereira of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for Ginoogaming First Nation (GFN) on July 24, 2023. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. The meeting began with a video of Chief Wabasse discussing the importance of the project to the Webequie Community. Don Parkinson explained that Part 2 of Consultation Round 2 will discuss the Project team's work on the evaluation of alternatives for supportive infrastructure which includes aggregate rock sources for pits and quarry access roads and construction camps. Don presented information on how various factors were evaluated to produce preferred options based on a lower score. Don also explained the various engineering structures such as culverts, bridges, access roads etc. in detail and shared graphics illustrating what the proposed structures would look like after completion. The WSR Project Team had a platform which provided a real-time translation of the session in Oji-Cree. No participants from GFN were in attendance. Jennifer reiterated that the Project Team would like to hear from GFN community members in-person and that a recording of the session would be available through YouTube and the WSR Website.

Livestream ended at approximately 2:24 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Kasabonika Lake First Nation
March 27, 2023

INTRODUCTION

The Livestream was commenced at approximately 12:01 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 Part 1 for Kasabonika Lake First Nation (KLFN) on March 27, 2022. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. Next, Don played a video presentation which included a testimony by the KLFN Chief Wabasse and information on WSR's Environmental Assessment / Impact Assessment (EA / IA) activities including alternative assessment methodology and results, valued components, preferred alternative and consultation approach and next steps. After the video presentation, Don mentioned several concerns that had been previously raised by KLFN. These questions were regarding the cumulative effects of multiple projects, Aboriginal treaty rights, impacts on water, fish and fish habitat (at crossing locations), Indigenous Knowledge, caribou, loss of income from trapping, hunting, trapping and real time translation for elders during consultation in relation to road. The WSR Project Team had a platform which provided real time translation of the session in Cree to accommodate community members. The Project Team informed the audience that a recording of the session is made available through YouTube and the WSR Website for viewing. The team also informed the audience of the upcoming radio and livestreaming events the following day. There were no community members in attendance.

Livestream ended at approximately 12:20 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Kasabonika Lake First Nation Round 2 Part 2
June 12, 2023

INTRODUCTION

The Livestream was commenced at approximately 12:01 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for Kasabonika Lake First Nation (KLFN) on June 12, 2023. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. The meeting began with a video of Chief Wabasse discussing the importance of the project to the Webequie Community. Don explained that the Part 2 of Consultation Round 2 will discuss the Project team's work on the evaluation of alternatives for supportive infrastructure which includes aggregate rock sources for pits and quarry access roads and construction camps. Don presented information on how various factors were evaluated to produce preferred options based on a lower score. Don also explained the various engineering structures such as culverts, bridges, access roads etc. in detail and shared graphics illustrating what the proposed structures would look like after completion. The WSR Project Team had a platform which provided a real-time translation of the session in Oji-Cree. No participants from KLFN were in attendance. Don reiterated that the Project Team would like to hear from KLFN community members in-person and that a recording of the session would be available through YouTube and the WSR Website.

Livestream ended at approximately 12:25 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Kashechewan First Nation
April 3, 2023

INTRODUCTION

The Livestream was commenced at approximately 2:00 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for Kashechewan First Nation (KFN) on April 3, 2022. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. Next, the Project Team played a voiceover presentation which included a testimony by the Webequie First Nation Chief Wabasse and information on WSR's Environmental Assessment / Impact Assessment (EA / IA) activities including alternative assessment methodology and results, valued components, preferred alternative and consultation approach and next steps. After the video presentation, Don encouraged the KFN members to share their comments and concerns that had been previously raised by KFN. The WSR Project Team had a platform which provided real time translation of the session in Oji-Cree to accommodate community members. The Project Team informed the audience that a recording of the session is made available through YouTube and the WSR Website for viewing. The team also informed the audience of the upcoming radio and livestreaming events the following day. There were no community members in attendance.

Livestream ended at approximately 2:19 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Kashechewan First Nation Round 2 Part 2
June 19, 2023

INTRODUCTION

The Livestream was commenced at approximately 2:01 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for Kashechewan First Nation (KFN) on June 19, 2023. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. The meeting began with a video of Chief Wabasse discussing the importance of the project to the Webequie Community. Don explained that Part 2 of Consultation Round 2 will discuss the Project team's work on the evaluation of alternatives for supportive infrastructure which includes aggregate rock sources for pits and quarry access roads and construction camps. Don presented information on how various factors were evaluated to produce preferred options based on a lower score. Don also explained the various engineering structures such as culverts, bridges, access roads etc. in detail and shared graphics illustrating what the proposed structures would look like after completion. The WSR Project Team had a platform which provided a real-time translation of the session in Oji-Cree. No participants from KFN were in attendance. Don reiterated that the Project Team would like to hear from KFN community members in-person and that a recording of the session would be available through YouTube and the WSR Website.

Livestream ended at approximately 2:25 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Kingfisher Lake First Nation
April 17, 2023

INTRODUCTION

The Livestream was commenced at approximately 2:00 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for Kingfisher Lake First Nation (KFLFN) on April 17, 2022. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. Next, the Project Team played a voiceover presentation which included a testimony by the Webequie First Nation Chief Wabasse and information on WSR's Environmental Assessment / Impact Assessment (EA / IA) activities including alternative assessment methodology and results, valued components, preferred alternative and consultation approach and next steps. After the video presentation, Don discussed several concerns that had been previously raised by KFLFN. Don mentioned that the concerns are regarding baseline studies on birds, caribou and moose, employment opportunities, project impacts, integration of Indigenous Knowledge, impact on traditional land use and way of life, vegetation studies and impact on waterbodies. The WSR Project Team had a platform which provided real time translation of the session in Oji-Cree to accommodate community members. The Project Team informed the audience that a recording of the session is made available through YouTube and the WSR Website for viewing. The team also informed the audience of the upcoming radio and livestreaming events the following day. There were no community members in attendance.

Livestream ended at approximately 2:19 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Kingfisher Lake First Nation Round 2 Part 2
July 4, 2023

INTRODUCTION

The Livestream was commenced at approximately 2:01 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for Kingfisher Lake First Nation (KFLFN) on July 4, 2023. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. The meeting began with a video of Chief Wabasse discussing the importance of the project to the Webequie Community. Don explained that Part 2 of Consultation Round 2 will discuss the Project team's work on the evaluation of alternatives for supportive infrastructure which includes aggregate rock sources for pits and quarry access roads and construction camps. Don presented information on how various factors were evaluated to produce preferred options based on a lower score. Don also explained the various engineering structures such as culverts, bridges, access roads etc. in detail and shared graphics illustrating what the proposed structures would look like after completion. The WSR Project Team had a platform which provided a real-time translation of the session in Oji-Cree. No participants from KFLFN were in attendance. Don reiterated that the Project Team would like to hear from KFLFN community members in-person and that a recording of the session would be available through YouTube and the WSR Website.

Livestream ended at approximately 2:25 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Kitchenuhmaykoosib Inninuwug First Nation
April 11, 2023

INTRODUCTION

The Livestream was commenced at approximately 2:00 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for Kitchenuhmaykoosib Inninuwug First Nation (KIFN) on April 11, 2022. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. Next, the Project Team played a voiceover presentation which included a testimony by the Webequie First Nation Chief Wabasse and information on WSR's Environmental Assessment / Impact Assessment (EA / IA) activities including alternative assessment methodology and results, valued components, preferred alternative and consultation approach and next steps. After the video presentation, Don discussed several concerns that had been previously raised by KIFN. Don mentioned that the concerns are regarding Indigenous Knowledge inclusion and impacts on caribou. The WSR Project Team had a platform which provided real time translation of the session in Oji-Cree to accommodate community members. The Project Team informed the audience that a recording of the session is made available through YouTube and the WSR Website for viewing. The team also informed the audience of the upcoming radio and livestreaming events the following day. There were no community members in attendance.

Livestream ended at approximately 2:18 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Kitchenuhmaykoosib Inninuwug First Nation Round 2 Part 2
June 26, 2023

INTRODUCTION

The Livestream was commenced at approximately 2:01 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for Kitchenuhmaykoosib Inninuwug First Nation (KIFN) on June 26, 2023. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. The meeting began with a video of Chief Wabasse discussing the importance of the project to the Webequie Community. Don explained that Part 2 of Consultation Round 2 will discuss the Project team's work on the evaluation of alternatives for supportive infrastructure which includes aggregate rock sources for pits and quarry access roads and construction camps. Don presented information on how various factors were evaluated to produce preferred options based on a lower score. Don also explained the various engineering structures such as culverts, bridges, access roads etc. in detail and shared graphics illustrating what the proposed structures would look like after completion. The WSR Project Team had a platform which provided a real-time translation of the session in Oji-Cree. No participants from KIFN were in attendance. Don reiterated that the Project Team would like to hear from KIFN community members in-person and that a recording of the session would be available through YouTube and the WSR Website.

Livestream ended at approximately 2:25 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Long Lake No. 58 First Nation
May 15, 2023

INTRODUCTION

The Livestream was commenced at approximately 2:00 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for Long Lake No. 58 First Nation (LL58FN) on May 15, 2023. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. As the primary focus of the meeting, was to discuss the alternatives assessment process and the Analysis of Alternatives - Multiple Accounts Analysis. Don presented high-level information on how scores are tabulated and clarified the differences between alternative methods and alternatives to the project. During the presentation slides illustrating the various valued components, criteria, and indicators were shared. Don informed the listeners that after an evaluation of the factors and criteria, Alternative 3 has been identified as the recommended route and has the least anticipated impact.

Don mentioned that the Part 2 Presentation will cover other facilities and infrastructure that will be part of building the road.

Don recounted some of the concerns the community has expressed including their need for capacity funding to participate in the Environmental Assessment.

The WSR Project Team had a platform which provided a real-time translation of the session in Oji-Cree to accommodate community members.

The Project Team informed participants they would love to have feedback from the audience and that a recording of the session would be available through YouTube and the WSR Website. The team also informed the audience of the upcoming radio and live-streaming events the following day. There were no questions posed by any of the attendees.

Livestream ended at approximately 2:20 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Long Lake No. 58 First Nation Round 2 Part 2
November 20, 2023

INTRODUCTION

The Livestream was commenced at approximately 12:00 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for Long Lake No. 58 First Nation (LL58) on November 20, 2023. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. The meeting began with a video of Chief Wabasse discussing the importance of the project to the Webequie Community. Don explained that Part 2 of Consultation Round 2 will discuss the Project team's work on the evaluation of alternatives for supportive infrastructure which includes aggregate rock sources for pits and quarry access roads and construction camps. Don presented information on how various factors were evaluated to produce preferred options based on a lower score. Don also explained the various engineering structures such as culverts, bridges, access roads etc. in detail and shared graphics illustrating what the proposed structures would look like after completion. The WSR Project Team had a platform which provided a real-time translation of the session in Oji-Cree. Don reiterated that the Project Team would like to hear from AFN community members and that a recording of the session would be made available through YouTube and the WSR Website.

Livestream ended at approximately 12:25 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Marten Falls First Nation
March 20, 2023

INTRODUCTION

The Livestream was commenced at approximately 12:01 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for Marten Falls First Nation (MFFN) on March 20, 2022. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. Next, the Project Team played a voiceover presentation which included a testimony by the WFN Chief Wabasse and information on WSR's Environmental Assessment / Impact Assessment (EA / IA) activities including alternative assessment methodology and results, valued components, preferred alternative and consultation approach and next steps. After the video presentation, Don discussed several concerns that had been previously raised by MFFN. These questions were regarding the cumulative effects of multiple projects, impacts on ground water and habitat, climate change, noise and vibration issues related to aggregate and peatland removal. The WSR Project Team had a platform which provided real time translation of the session in Oji-Cree to accommodate community members. The Project Team informed the audience that a recording of the session is made available through YouTube and the WSR Website for viewing. The team also informed the audience of the upcoming radio and livestreaming events the following day. There were no community members in attendance.

Livestream ended at approximately 12:39 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Marten Falls First Nation Round 2 Part 2
June 5, 2023

INTRODUCTION

The Livestream was commenced at approximately 12:01 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for Marten Falls First Nation on June 5, 2023. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. The meeting began with a video of Chief Wabasse discussing the importance of the project to the Webequie Community. Don explained that part 2 of round 2 will discuss the Project team's work on the evaluation of alternatives for supportive infrastructure. Which includes aggregate rock sources for pits and quarry access roads and construction camps.

Don presented information on how the technical factors were evaluated to produce preferred options based on a lower score. Don also explained in detail the various engineering initiatives such as culverts, bridges, access roads etc. and shared graphics illustrating what the proposed structures would look like after completion.

The WSR Project Team had a platform which provided a real-time translation of the session in Oji-Cree to accommodate community members.

The Project Team informed participants they would love to have feedback from the audience and that a recording of the session would be available through YouTube and the WSR Website.

Livestream ended at approximately 12:39 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Métis Nation Ontario
May 23, 2023

INTRODUCTION

The Livestream was commenced at approximately 12:00 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for Métis Nation Ontario (MNO) on May 23, 2023. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. As the primary focus of the meeting, was to discuss the alternatives assessment process and the Analysis of Alternatives - Multiple Accounts Analysis. Don presented high-level information on how scores are tabulated and clarified the differences between alternative methods and alternatives to the project. During the presentation slides illustrating the various valued components, criteria, and indicators were shared. Don informed the listeners that after an evaluation of the factors and criteria, Alternative 3 has been identified as the recommended route and has the least anticipated impact.

Don mentioned that the Part 2 Presentation will cover other facilities and infrastructure that will be part of building the road.

The WSR Project Team had a platform which provided a real-time translation of the session in Oji-Cree to accommodate community members.

The Project Team informed participants they would love to have feedback from the audience and that a recording of the session would be available through YouTube and the WSR Website. The team also informed the audience of the upcoming radio and live-streaming events the following day. There were no questions posed by any of the attendees.

Livestream ended at approximately 12:20 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Métis Nation of Ontario Round 2 Part 2
August 1, 2023

INTRODUCTION

The Livestream was commenced at approximately 2:01 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for Métis Nation of Ontario - Region 2 (MNOR2) on August 1, 2023. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. The meeting began with a video of Chief Wabasse discussing the importance of the project to the Webequie Community. Don Parkinson explained that Part 2 of Consultation Round 2 will discuss the Project team's work on the evaluation of alternatives for supportive infrastructure which includes aggregate rock sources for pits and quarry access roads and construction camps. Don presented information on how various factors were evaluated to produce preferred options based on a lower score. Don also explained the various engineering structures such as culverts, bridges, access roads etc. in detail and shared graphics illustrating what the proposed structures would look like after completion. The WSR Project Team had a platform which provided a real-time translation of the session in Oji-Cree. No participants from MNOR2 were in attendance. Jennifer reiterated that the Project Team would like to hear from MNOR2 community members in-person and that a recording of the session would be available through YouTube and the WSR Website.

Livestream ended at approximately 2:24 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Mishkeegogamang First Nation
May 15, 2023

INTRODUCTION

The Livestream was commenced at approximately 12:00 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for Mishkeegogamang First Nation on May 15, 2023. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. Don shared information about the alternatives assessment process and the Analysis of Alternatives - Multiple Accounts Analysis and high-level information on how scores are calculated. Don provided examples and clarified the differences between alternative methods and alternatives to the project. Slides illustrating the various valued components, criteria, and indicators were presented. Don informed the listeners that after an evaluation of the factors and criteria, Alternative 3 has been identified as the recommended route.

Don mentioned that the Part 2 Presentation will cover other facilities and infrastructure that will be part of building the road.

The WSR Project Team had a platform which provided a real-time translation of the session in Oji-Cree to accommodate community members.

The Project Team informed participants they would love to have feedback from the audience and that a recording of the session would be available through YouTube and the WSR Website. The team also informed the audience of the upcoming radio and live-streaming events the following day. An attendee requested project contact information and the community expressed being open to a meeting in person.

Livestream ended at approximately 12:20 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Mishkeegogamang First Nation Round 2 Part 2
July 31, 2023

INTRODUCTION

The Livestream was commenced at approximately 2:01 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for Mishkeegogamang First Nation (MFN) on July 31, 2023. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. The meeting began with a video of Chief Wabasse discussing the importance of the project to the Webequie Community. Don Parkinson explained that Part 2 of Consultation Round 2 will discuss the Project team's work on the evaluation of alternatives for supportive infrastructure which includes aggregate rock sources for pits and quarry access roads and construction camps. Don presented information on how various factors were evaluated to produce preferred options based on a lower score. Don also explained the various engineering structures such as culverts, bridges, access roads etc. in detail and shared graphics illustrating what the proposed structures would look like after completion. The WSR Project Team had a platform which provided a real-time translation of the session in Oji-Cree. No participants from MFN were in attendance. Jennifer reiterated that the Project Team would like to hear from MFN community members in-person and that a recording of the session would be available through YouTube and the WSR Website.

Livestream ended at approximately 2:24 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Neskantaga First Nation
April 17, 2023

INTRODUCTION

The Livestream was commenced at approximately 12:00 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for Neskantaga First Nation (NFN) on April 17, 2022. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. Next, the Project Team played a voiceover presentation which included a testimony by the Webequie First Nation Chief Wabasse and information on WSR's Environmental Assessment / Impact Assessment (EA / IA) activities including alternative assessment methodology and results, valued components, preferred alternative and consultation approach and next steps. After the video presentation, Don discussed several concerns that had been previously raised by NFN. Don mentioned that the concerns are regarding the ownership and operation of the road, benefits sharing agreement with Neskantaga, cumulative effects of multiple projects, effect of aggregate resource extraction on landscape, impact on traplines, tracking of commitments and compliance review role of NFN, reconciliation under UNDRIP and herd ranges of caribou. The WSR Project Team had a platform which provided real time translation of the session in Oji-Cree to accommodate community members. The Project Team informed the audience that a recording of the session is made available through YouTube and the WSR Website for viewing. The team also informed the audience of the upcoming radio and livestreaming events the following day. There were no community members in attendance.

Livestream ended at approximately 12:19 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Neskantaga First Nation Round 2 Part 2
July 4, 2023

INTRODUCTION

The Livestream was commenced at approximately 12:01 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for Neskantaga First Nation (NFN) on July 4, 2023. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. The meeting began with a video of Chief Wabasse discussing the importance of the project to the Webequie Community. Don explained that Part 2 of Consultation Round 2 will discuss the Project team's work on the evaluation of alternatives for supportive infrastructure which includes aggregate rock sources for pits and quarry access roads and construction camps. Don presented information on how various factors were evaluated to produce preferred options based on a lower score. Don also explained the various engineering structures such as culverts, bridges, access roads etc. in detail and shared graphics illustrating what the proposed structures would look like after completion. The WSR Project Team had a platform which provided a real-time translation of the session in Oji-Cree. No participants from NFN were in attendance. Don reiterated that the Project Team would like to hear from NFN community members in-person and that a recording of the session would be available through YouTube and the WSR Website.

Livestream ended at approximately 12:24 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Nibinamik First Nation
April 11, 2023

INTRODUCTION

The Livestream was commenced at approximately 12:00 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for Nibinamik First Nation (NFN) on April 11, 2022. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. Next, the Project Team played a voiceover presentation which included a testimony by the Webequie First Nation Chief Wabasse and information on WSR's Environmental Assessment / Impact Assessment (EA / IA) activities including alternative assessment methodology and results, valued components, preferred alternative and consultation approach and next steps. After the video presentation, Don discussed several concerns that had been previously raised by NFN. Don mentioned that the concerns are regarding impacts on traditional land use, way of life, hunting, trapping & fishing, community engagement and social impacts. The WSR Project Team had a platform which provided real time translation of the session in Oji-Cree to accommodate community members. The Project Team informed the audience that a recording of the session is made available through YouTube and the WSR Website for viewing. The team also informed the audience of the upcoming radio and livestreaming events the following day. There were no community members in attendance.

Livestream ended at approximately 12:20 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Nibinamik First Nation Round 2 Part 2
June 26, 2023

INTRODUCTION

The Livestream was commenced at approximately 12:01 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for Nibinamik First Nation (NFN) on June 26, 2023. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. The meeting began with a video of Chief Wabasse discussing the importance of the project to the Webequie Community. Don explained that Part 2 of Consultation Round 2 will discuss the Project team's work on the evaluation of alternatives for supportive infrastructure which includes aggregate rock sources for pits and quarry access roads and construction camps. Don presented information on how various factors were evaluated to produce preferred options based on a lower score. Don also explained the various engineering structures such as culverts, bridges, access roads etc. in detail and shared graphics illustrating what the proposed structures would look like after completion. The WSR Project Team had a platform which provided a real-time translation of the session in Oji-Cree. No participants from NFN were in attendance. Don reiterated that the Project Team would like to hear from NFN community members in-person and that a recording of the session would be available through YouTube and the WSR Website.

Livestream ended at approximately 12:25 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

North Caribou Lake First Nation
May 25, 2023

INTRODUCTION

The Livestream was commenced at approximately 12:00 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for North Caribou First Nation on May 25, 2023. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. As the primary focus of the meeting, was to discuss the alternatives assessment process and the Analysis of Alternatives - Multiple Accounts Analysis. Don presented high-level information on how scores are tabulated and clarified the differences between alternative methods and alternatives to the project. During the presentation slides illustrating the various valued components, criteria, and indicators were shared. Don informed the listeners that after an evaluation of the factors and criteria, Alternative 3 has been identified as the recommended route and has the least anticipated impact.

Don mentioned that the Part 2 Presentation will cover other facilities and infrastructure that will be part of building the road.

The WSR Project Team had a platform which provided a real-time translation of the session in Oji-Cree to accommodate community members.

The Project Team informed participants they would love to have feedback from the audience and that a recording of the session would be available through YouTube and the WSR Website. The team also informed the audience of the upcoming radio and live-streaming events the following day. There were no questions posed by any of the attendees.

Livestream ended at approximately 12:20 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

North Caribou First Nation Round 2 Part 2
August 1, 2023

INTRODUCTION

The Livestream was commenced at approximately 12:01 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for North Caribou Lake First Nation (NCLFN) on August 1, 2023. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. The meeting began with a video of Chief Wabasse discussing the importance of the project to the Webequie Community. Don Parkinson explained that Part 2 of Consultation Round 2 will discuss the Project team's work on the evaluation of alternatives for supportive infrastructure which includes aggregate rock sources for pits and quarry access roads and construction camps. Don presented information on how various factors were evaluated to produce preferred options based on a lower score. Don also explained the various engineering structures such as culverts, bridges, access roads etc. in detail and shared graphics illustrating what the proposed structures would look like after completion. The WSR Project Team had a platform which provided a real-time translation of the session in Oji-Cree. No participants from NCLFN were in attendance. Jennifer reiterated that the Project Team would like to hear from NCLFN community members in-person and that a recording of the session would be available through YouTube and the WSR Website.

Livestream ended at approximately 12:24 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Wapekeka First Nation
April 24, 2023

INTRODUCTION

The Livestream was commenced at approximately 2:00 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for Wapekeka First Nation (WFN) on April 24, 2022. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. Next, the Project Team played a voiceover presentation which included a testimony by the Webequie First Nation Chief Wabasse and information on WSR's Environmental Assessment / Impact Assessment (EA / IA) activities including alternative assessment methodology and results, valued components, preferred alternative and consultation approach and next steps. After the video presentation, Don discussed several concerns that had been previously raised by WFN. Don mentioned that the concerns are regarding ownership of the road, public access to the road leading to overharvesting, impact on family traditional use and traplines. The WSR Project Team had a platform which provided real time translation of the session in Oji-Cree to accommodate community members. The Project Team informed the audience that a recording of the session is made available through YouTube and the WSR Website for viewing. The team also informed the audience of the upcoming radio and livestreaming events the following day. There were no community members in attendance.

Livestream ended at approximately 2:20 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Wapekeka First Nation Round 2 Part 2
July 10, 2023

INTRODUCTION

The Livestream was commenced at approximately 2:01 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for Wapekeka First Nation (WFN) on July 10, 2023. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. The meeting began with a video of Chief Wabasse discussing the importance of the project to the Webequie Community. Don explained that Part 2 of Consultation Round 2 will discuss the Project team's work on the evaluation of alternatives for supportive infrastructure which includes aggregate rock sources for pits and quarry access roads and construction camps. Don presented information on how various factors were evaluated to produce preferred options based on a lower score. Don also explained the various engineering structures such as culverts, bridges, access roads etc. in detail and shared graphics illustrating what the proposed structures would look like after completion. The WSR Project Team had a platform which provided a real-time translation of the session in Oji-Cree. No participants from WFN were in attendance. Don reiterated that the Project Team would like to hear from WFN community members in-person and that a recording of the session would be available through YouTube and the WSR Website.

Livestream ended at approximately 2:24 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Wawakapewin First Nation
July 17, 2023

INTRODUCTION

The Livestream was commenced at approximately 2:01 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for Wawakapewin First Nation (WFN) on July 17, 2023. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. The meeting began with a video of Chief Wabasse discussing the importance of the project to the Webequie Community. Don explained that the Part 2 of Consultation Round 2 will discuss the Project team's work on the evaluation of alternatives for supportive infrastructure which includes aggregate rock sources for pits and quarry access roads and construction camps. Don presented information on how various factors were evaluated to produce preferred options based on a lower score. Don also explained the various engineering structures such as culverts, bridges, access roads etc. in detail and shared graphics illustrating what the proposed structures would look like after completion. The WSR Project Team had a platform which provided a real-time translation of the session in Oji-Cree. No participants from WFN were in attendance. Don reiterated that the Project Team would like to hear from WFN community members in-person and that a recording of the session would be available through YouTube and the WSR Website.

Livestream ended at approximately 2:24 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Wawakapewin First Nation Round 2 Part 2
July 17, 2023

INTRODUCTION

The Livestream was commenced at approximately 2:01 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for Wawakapewin First Nation (WFN) on July 17, 2023. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. The meeting began with a video of Chief Wabasse discussing the importance of the project to the Webequie Community. Don explained that Part 2 of Consultation Round 2 will discuss the Project team's work on the evaluation of alternatives for supportive infrastructure which includes aggregate rock sources for pits and quarry access roads and construction camps. Don presented information on how various factors were evaluated to produce preferred options based on a lower score. Don also explained the various engineering structures such as culverts, bridges, access roads etc. in detail and shared graphics illustrating what the proposed structures would look like after completion. The WSR Project Team had a platform which provided a real-time translation of the session in Oji-Cree. No participants from WFN were in attendance. Don reiterated that the Project Team would like to hear from WFN community members in-person and that a recording of the session would be available through YouTube and the WSR Website.

Livestream ended at approximately 2:24 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Weenusk First Nation
April 24, 2023

INTRODUCTION

The Livestream was commenced at approximately 12:00 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for Wapekeka First Nation (WFN) on April 24, 2022. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. Next, the Project Team played a voiceover presentation which included a testimony by the Webequie First Nation Chief Wabasse and information on WSR's Environmental Assessment / Impact Assessment (EA / IA) activities including alternative assessment methodology and results, valued components, preferred alternative and consultation approach and next steps. After the video presentation, Don discussed several concerns that had been previously raised by WFN. Don mentioned that the concerns are regarding ownership of the road, public access to the road leading to overharvesting, impact on family traditional use and traplines. The WSR Project Team had a platform which provided real time translation of the session in Oji-Cree to accommodate community members. The Project Team informed the audience that a recording of the session is made available through YouTube and the WSR Website for viewing. The team also informed the audience of the upcoming radio and livestreaming events the following day. There were no community members in attendance.

Livestream ended at approximately 12:19 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Weenusk First Nation Round 2 Part 2
July 10, 2023

INTRODUCTION

The Livestream was commenced at approximately 12:01 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for Weenusk First Nation (WFN) on July 10, 2023. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. The meeting began with a video of Chief Wabasse discussing the importance of the project to the Webequie Community. Don explained that Part 2 of Consultation Round 2 will discuss the Project team's work on the evaluation of alternatives for supportive infrastructure which includes aggregate rock sources for pits and quarry access roads and construction camps. Don presented information on how various factors were evaluated to produce preferred options based on a lower score. Don also explained the various engineering structures such as culverts, bridges, access roads etc. in detail and shared graphics illustrating what the proposed structures would look like after completion. The WSR Project Team had a platform which provided a real-time translation of the session in Oji-Cree. No participants from WFN were in attendance. Don reiterated that the Project Team would like to hear from WFN community members in-person and that a recording of the session would be available through YouTube and the WSR Website.

Livestream ended at approximately 12:24 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Wunnumin Lake First Nation
May 8, 2023

INTRODUCTION

The Livestream was commenced at approximately 2:00 pm.

Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for Wunnumin First Nation on May 8, 2023. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. Next, the Project Team played a voiceover presentation which included a testimony by the Webequie First Nation Chief Wabasse and information on WSR's Environmental Assessment / Impact Assessment (EA / IA) activities including alternative assessment methodology and results, valued components, preferred alternative and consultation approach and next steps. Don went on to discuss the alternatives assessment process and the Analysis of Alternatives - Multiple Accounts Analysis. Don presented high-level information on how scores are tabulated and clarified the differences between alternative methods and alternatives to the project. During the presentation slides illustrating the various valued components, criteria, and indicators were shared. Don informed the listeners that after an evaluation of the factors and criteria, Alternative 3 has been identified as the recommended route and has the least anticipated impact.

Don mentioned that the Part 2 Presentation will cover other facilities and infrastructure that will be part of building the road in a few weeks.

The WSR Project Team had a platform which provided a real-time translation of the session in Oji-Cree to accommodate community members.

The Project Team informed participants they would love to have feedback from the audience and that a recording of the session would be available through YouTube and the WSR Website. The team also informed the audience of the upcoming radio and live-streaming events the following day. There were no community members in attendance.

Livestream ended at approximately 2:20 pm.

WEBEQUIE SUPPLY ROAD
VIRTUAL INFORMATION SESSION

Wunnumin Lake First Nation Round 2 Part 2
July 24, 2023

INTRODUCTION

The Livestream was commenced at approximately 12:01 pm.

Jennifer Ashawasegai-Pereira of SNC-Lavalin (SNC) and the Webequie Supply Road (WSR) Project Team held a virtual information session as part of the Consultation Round 2 for Wunnumin Lake First Nation (WLFN) on July 24, 2023. The information session began with an introduction regarding the purpose of the session and an overview of the agenda. The meeting began with a video of Chief Wabasse discussing the importance of the project to the Webequie Community. Don Parkinson explained that Part 2 of Consultation Round 2 will discuss the Project team's work on the evaluation of alternatives for supportive infrastructure which includes aggregate rock sources for pits and quarry access roads and construction camps. Don presented information on how various factors were evaluated to produce preferred options based on a lower score. Don also explained the various engineering structures such as culverts, bridges, access roads etc. in detail and shared graphics illustrating what the proposed structures would look like after completion. The WSR Project Team had a platform which provided a real-time translation of the session in Oji-Cree. No participants from WLFN were in attendance. Jennifer reiterated that the Project Team would like to hear from WLFN community members in-person and that a recording of the session would be available through YouTube and the WSR Website.

Livestream ended at approximately 12:24 pm.

APPENDIX P2.D.1

Community Specific Virtual Information Sessions

- P2.D.1.7 – Virtual Information Sessions held in Round 3

WSR
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Webequie First Nation Virtual Community Information Session

Join us for a community information session to discuss the Webequie Supply Road Environmental Assessment/Impact Assessment. In this third round of consultation, our team will share a project update, consultation and engagement to date, the scope of the EA/IA, the EA/IA methodology, preliminary results of the effects assessment for select value components, and the next steps.

We will also be available to answer your questions LIVE!
Be sure to participate and have all your WSR questions answered.

Zoom Session

May 6, 2024, at 11:00 AM - 11:45 AM EST

Scan the QR code provided to join the session!

Follow Us!
@wfnsupplyroad

INDIGENOUS COMMUNITY ENGAGEMENT

699 MOUNTAIN ROAD FORT WILLIAM FIRST NATION, ON P7J 1C1

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WEBEQUIE FIRST NATION
VIRTUAL COMMUNITY INFORMATION SESSION

Join us for a community information session (part 2) to discuss the Webequie Supply Road Environmental Assessment/Impact Assessment. In this third round of consultation, our team will share a project update, consultation and engagement to date, the scope of the EA/IA, the EA/IA methodology, preliminary results of the effects assessment for select value components, and the next steps.

We will also be available to answer your questions LIVE!
Be sure to participate and have all your WSR questions answered.

ZOOM SESSION

June 17, 2024, at 11:00 AM - 11:45 AM EST

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Aroland First Nation Virtual Community Information Session

Join us for a community information session to discuss the Webequie Supply Road Environmental Assessment/Impact Assessment. In this third round of consultation, our team will share a project update, consultation and engagement to date, the scope of the EA/IA, the EA/IA methodology, preliminary results of the effects assessment for select value components, and the next steps.

We will also be available to answer your questions LIVE!
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Zoom Session

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Constance Lake First Nation Virtual Community Information Session

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Long Lake #58 First Nation Virtual Community Information Session

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Marten Falls First Nation Virtual Community Information Session

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ZOOM SESSION

July 22, 2024, at 12:00 PM - 12:45 PM EST

Join the session by scanning the QR code provided and select your community

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INDIGENOUS COMMUNITY ENGAGEMENT

699 MOUNTAIN ROAD FORT WILLIAM FIRST NATION, ON P7J 1C1

WSR
WEBEQUIE
SUPPLY ROAD

Wapekeka First Nation Virtual Community Information Session

Join us for a community information session to discuss the Webequie Supply Road Environmental Assessment/Impact Assessment. In this third round of consultation, our team will share a project update, consultation and engagement to date, the scope of the EA/IA, the EA/IA methodology, preliminary results of the effects assessment for select value components, and the next steps.

We will also be available to answer your questions LIVE!
Be sure to participate and have all your WSR questions answered.

Zoom Session

May 21, 2024, at 2:00 PM - 2:45 PM EST

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INDIGENOUS COMMUNITY ENGAGEMENT

699 MOUNTAIN ROAD FORT WILLIAM FIRST NATION, ON P7J 1C1

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ZOOM SESSION

July 22, 2024, at 11:00 AM - 11:45 AM EST

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INDIGENOUS COMMUNITY ENGAGEMENT

699 MOUNTAIN ROAD FORT WILLIAM FIRST NATION, ON P7J 1C1

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ZOOM SESSION

June 3, 2024, at 11:00 AM - 11:45 AM EST

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Be sure to participate and have all your WSR questions answered.

ZOOM SESSION

July 15, 2024, at 11:00 AM - 11:45 AM EST

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INDIGENOUS COMMUNITY ENGAGEMENT

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WEBEQUIE SUPPLY ROAD

WUNNUMIN LAKE FIRST NATION
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Be sure to participate and have all your WSR questions answered.

ZOOM SESSION

May 27, 2024, at 2:00 PM - 2:45 PM EST

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WEBEQUIE SUPPLY ROAD

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ZOOM SESSION

July 22, 2024, at 1:00 PM - 1:45 PM EST

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INDIGENOUS COMMUNITY ENGAGEMENT

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APPENDIX P2.D.1

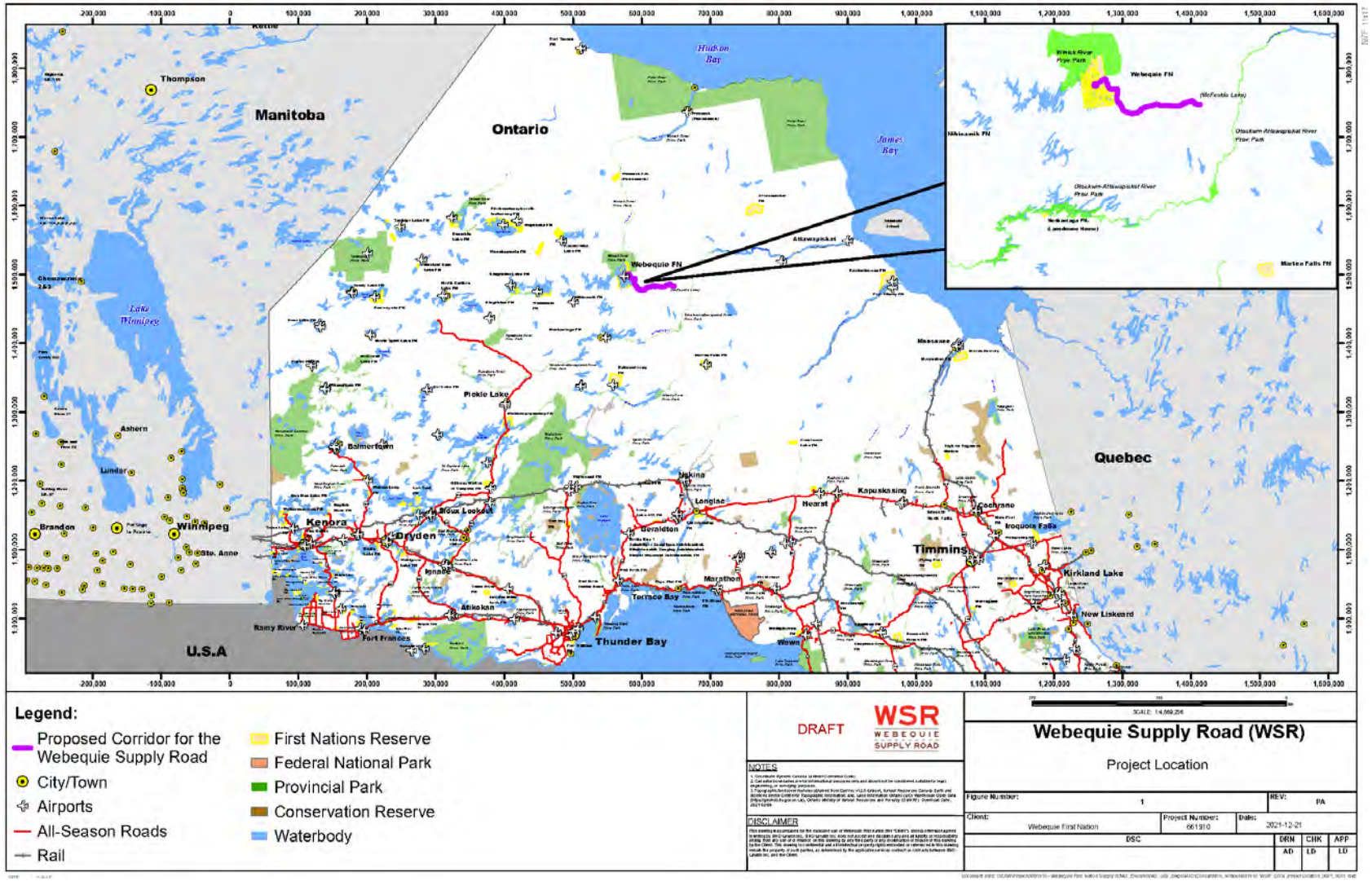
Community Specific Virtual Information Sessions

- P2.D.1.8 – Presentations of Round 3 Virtual Information Sessions

WEBEQUIE SUPPLY ROAD

Consultation Round 3: Environmental Assessment / Impact Assessment – Part 1

PROJECT LOCATION



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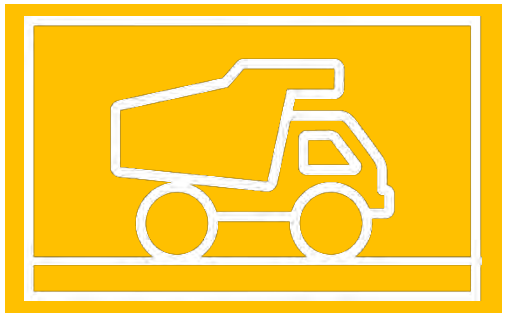
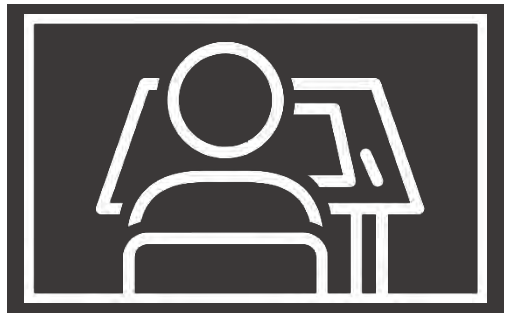
PURPOSE OF THE WEBEQUIE SUPPLY ROAD



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



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SUPPLY ROAD

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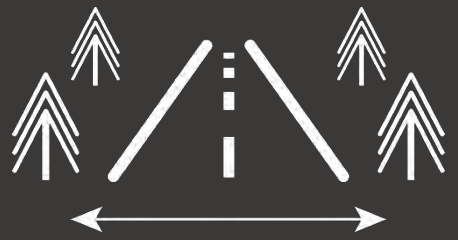
107 km

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

17 km

Length of road corridor within WFN Reserve Lands



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

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WEBEQUIE SUPPLY ROAD

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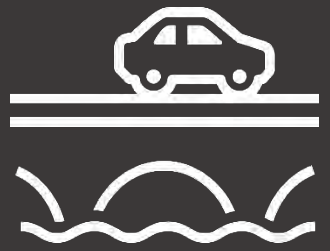

6

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

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ENGAGEMENT
&
CONSULTATION
TO DATE

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Consultation Rounds 1 & 2 – How We Reached Out

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.

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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
- Commerical 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

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ENVIRONMENTAL ASSESSMENT / IMPACT ASSESSMENT (EA/IA)

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WHAT IS AN EA / IA?

An environmental assessment is a process to identify, predict and evaluate the potential environmental effects of a proposed project.

- It provides governments and public bodies information to consider potential environmental effects for a proposed project.

- It includes engagement with Rightsholders and Stakeholders to inform the process.

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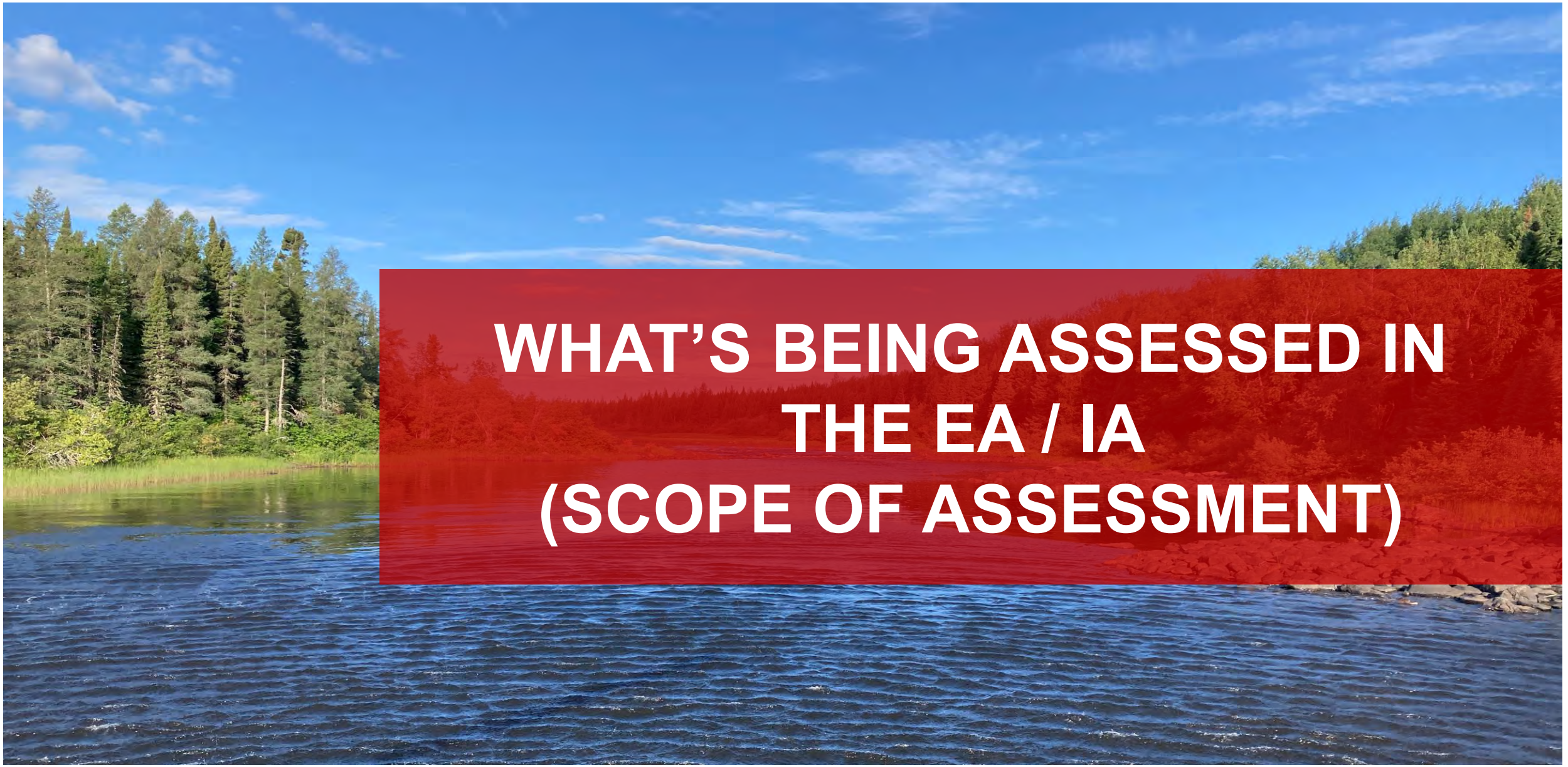

WHAT'S BEING ASSESSED IN THE EA / IA (SCOPE OF ASSESSMENT)

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SCOPE OF ASSESSMENT

- Assessment of effects on Valued Components (VCs) (in Parts 1 and 2)
- Assessment of Other Effects (in Part 2)
  - *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

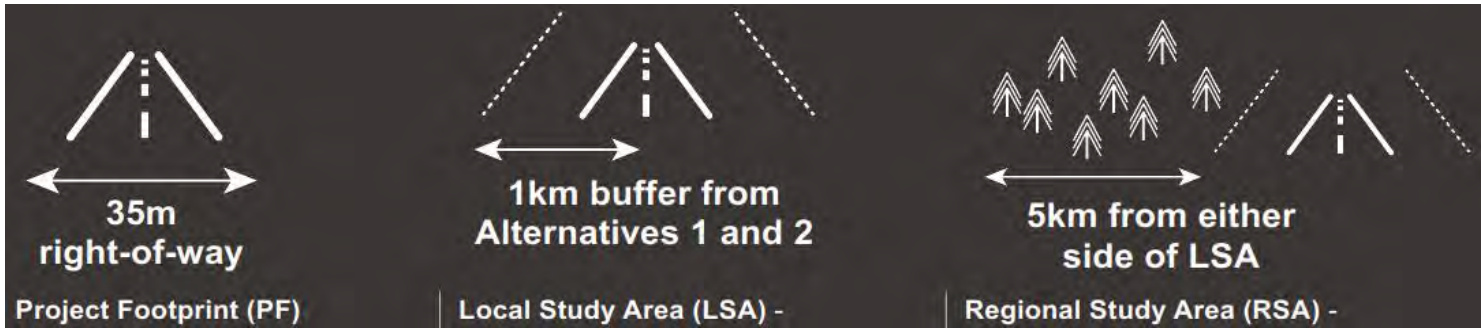
Indicators

- 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



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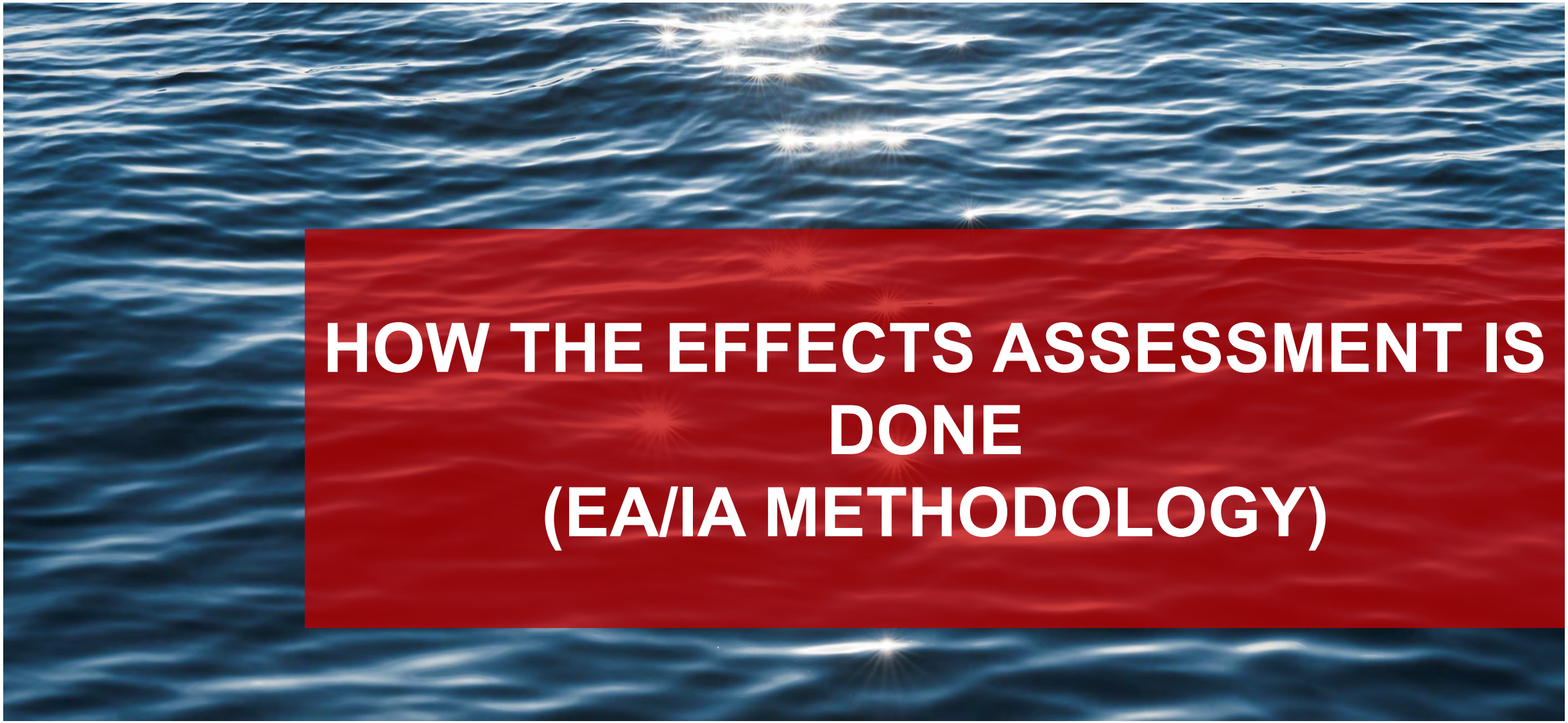

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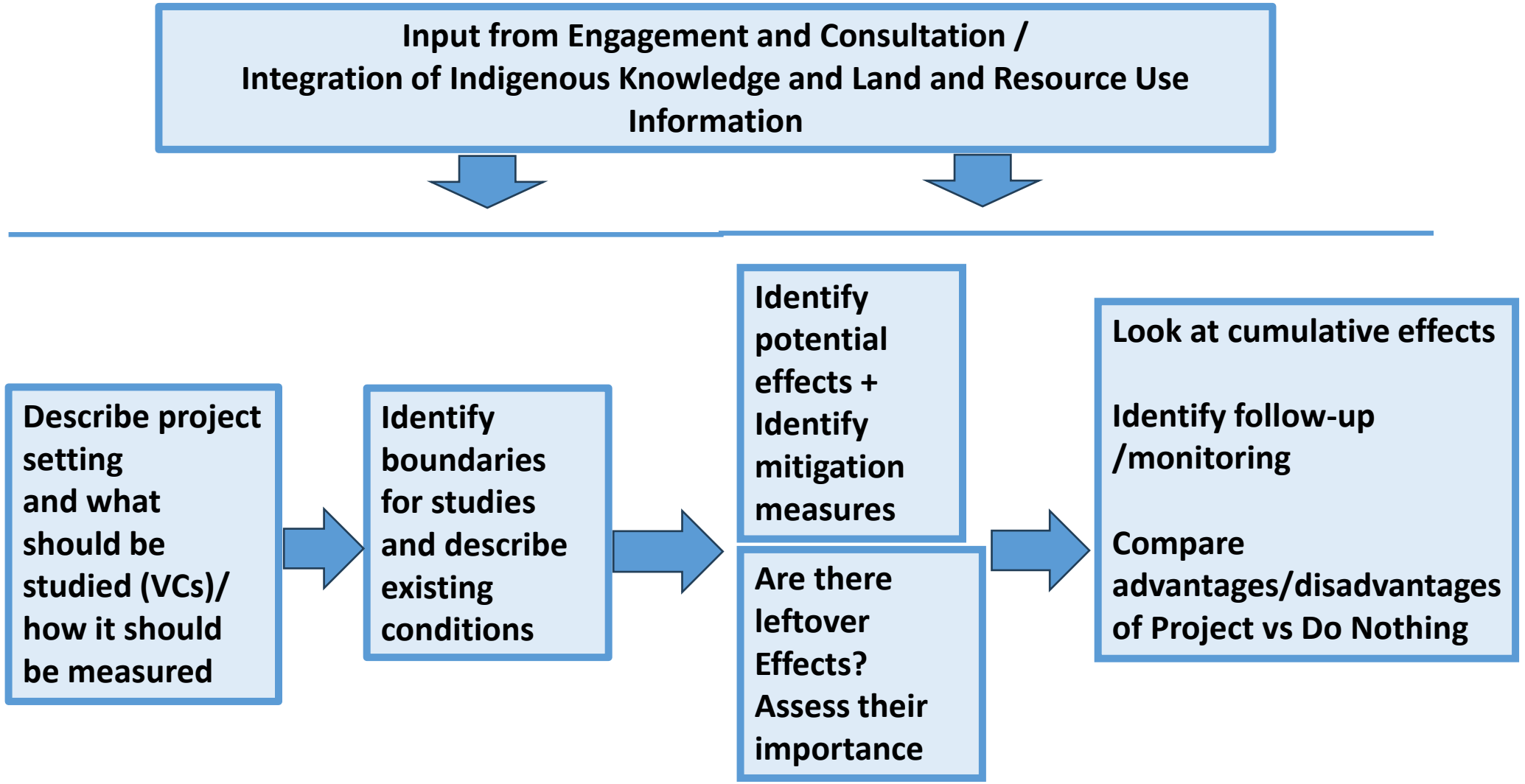
EFFECTS ASSESSMENT STEPS



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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.

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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

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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.

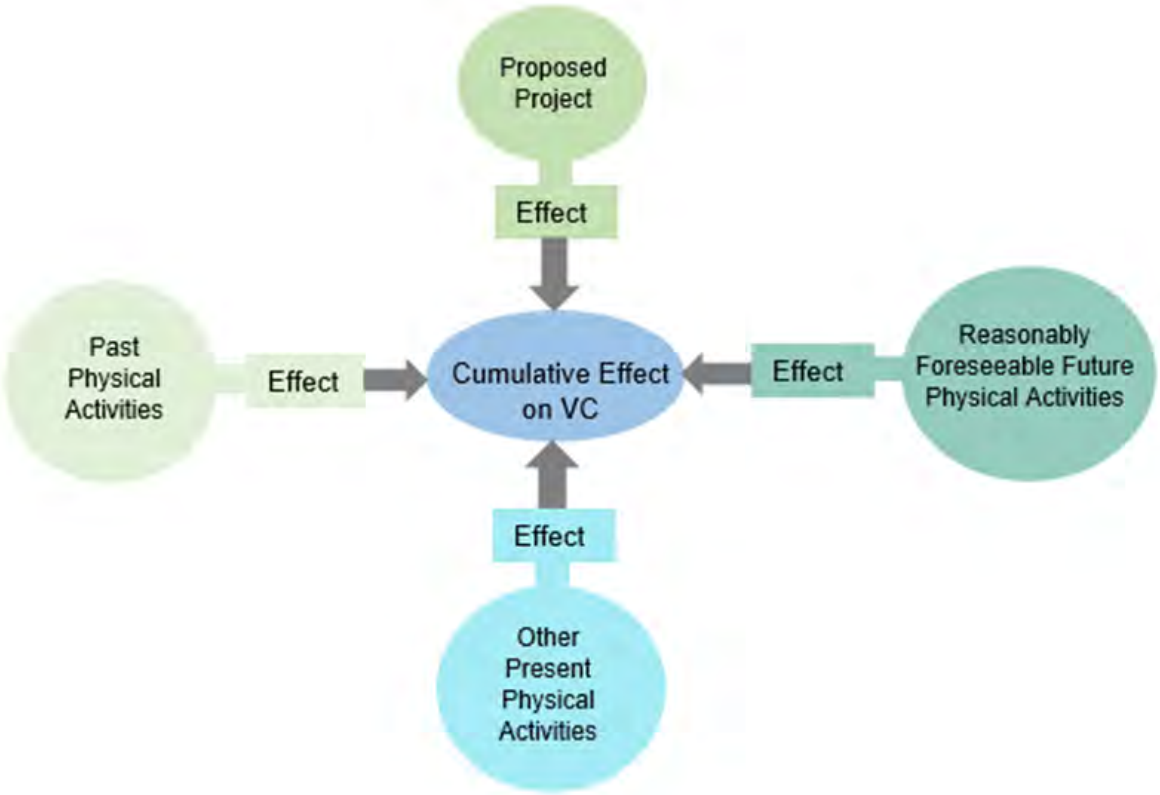
CUMULATIVE EFFECTS ASSESSMENT

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)*

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



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PRELIMINARY RESULTS OF EFFECTS ASSESSMENT FOR SELECT VALUED COMPONENTS

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SURFACE WATER

What was found

Project could potentially

- Change surface water quantity and/or flow from short-term water takings at lakes and streams for dust control and water use at camps
- Change flow, water levels or velocity at and around culvert and bridge waterbody crossings
- Change surface water quality and sediment quality from
  - short-term discharges of water, wastewater, or wash water;
  - blasting activities releasing chemical constituents into nearby waterbodies;
  - runoff and erosion, resulting in sediment entering waterbodies
  - accidental spills

SURFACE WATER

What we plan to do

- **Roadway design** will include best management practices to minimize water quality effects such as **enhanced roadside swales/ditches** that will convey, treat, and attenuate stormwater runoff
- **Road cross-culverts will be installed at regular intervals** in the lowland area (muskeg/wetland) to prevent water from ponding and allow overland flow to follow existing pathways
- **Bridges and culverts at water crossing structures will be designed to handle predicted flow under** various storms and in spring thaw to avoid flooding and downstream erosion
- **Erosion and sediment control measures will be implemented** during construction to control erosion and treat sediment-laden runoff from disturbed areas entering waterbodies
- Water quality will be mitigated through the implementation of **Spill Prevention and Emergency Response Plan**
- **Water quality monitoring will be implemented during construction** to identify potential exceedances of water quality standards

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FISH AND FISH HABITAT

What was found

Project could potentially

- Impact fish habitat due to removal of riparian and in-water vegetation and alterations of waterbodies to construct bridges and culverts from such activities as operation of heavy machinery in waterbody and placement of structures, fill or other materials
- Injure or cause death of fish, or impacts to habitat, due to release of sediment or contaminants from site erosion or accidental spill that affects water quality and habitat (spawning area)
- Negatively affect fish if in water work occurs during their critical life stages; for example - spawning period and migration
- Increased potential fish harvesting due to road providing access to fishing areas

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FISH AND FISH HABITAT

What we plan to do

- ***Installation of culverts that will consider site-specific conditions***, be designed to handle high flows and low flow conditions and will be embedded below stream bed to allow for fish passage
- ***Fish rescues*** will be implemented to safely relocate stranded fish prior to dewatering or conducting works in waterbodies
- ***Minimize clearing of riparian habitat***
- **Habitat altered at waterbody crossings** (channel bed, banks) from construction of bridges and culvert **will be restored**
- An **Erosion and Sediment Control and Spill Prevention and Emergency Response Plan** with procedures and practices to minimize and/or avoid impact to fish/fish habitat will be implemented such as
  - Refueling, service, and maintenance of vehicles and equipment will generally be carried out in designated areas at temporary construction camps and located a minimum of 100 m from waterbodies
  - Erosion and sediment control measures during construction will be installed prior to land disturbance, monitored and managed (repaired) to reduce risk of sediment reaching a waterbody
- All work in or near a waterbody will be done in accordance with the DFO's Measures to Protect Fish and Fish Habitat and Ontario Restricted Activity Timing Windows for the ***Protection of Fish and Fish Habitat during their critical life stages*** (spawning, migration)

Part 2 - PRELIMINARY RESULTS OF EFFECTS ASSESSMENT FOR SELECT VALUED COMPONENTS AND CUMULATIVE EFFECTS

The preliminary results of effects assessment for other select valued components, cumulative effects, and assessment of other aspects will be presented in a future Part 2 of the consultation Round 3.

This will include:

- VC effects assessment:
  - Vegetation (includes Peatlands)
  - Wildlife, including Species at Risk
  - Social and Economic
  - Cultural heritage & Archaeology
  - Human Health & Country Foods
  - Aboriginal and Treaty Rights and Interests
- Cumulative effects
- Assessment of other aspects/effects
- Next Steps – Review of EAR/IS

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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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Don Parkinson
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don.parkinson@atkinsrealis.com

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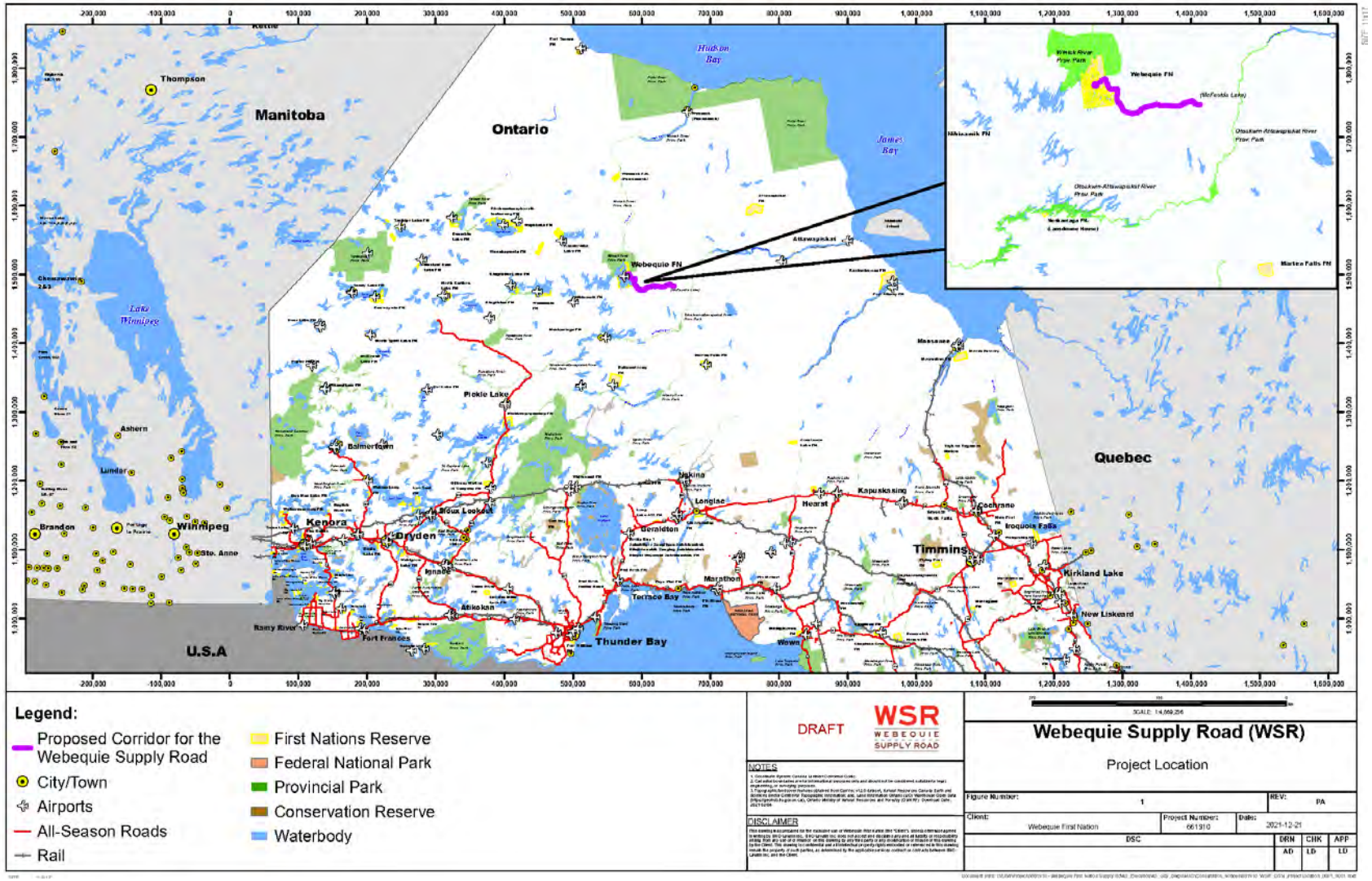
Consultation Round 3: Environmental Assessment / Impact Assessment – Part 2

PROJECT LOCATION



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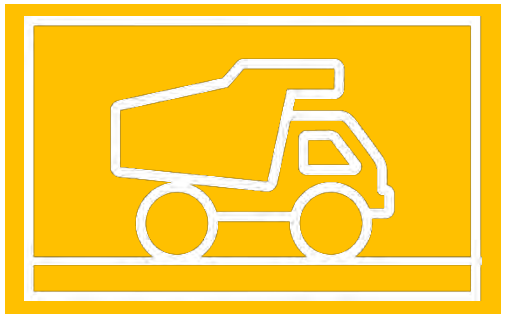

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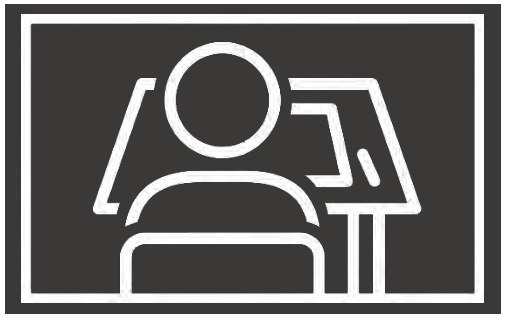

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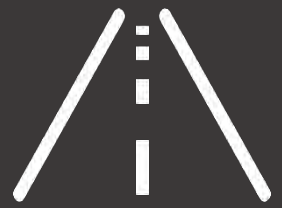

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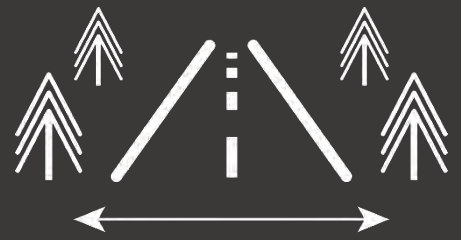

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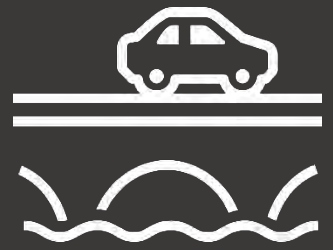

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Consultation Rounds 1 & 2, and Round 3 Part 1 – How We Reached Out

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.

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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)

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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

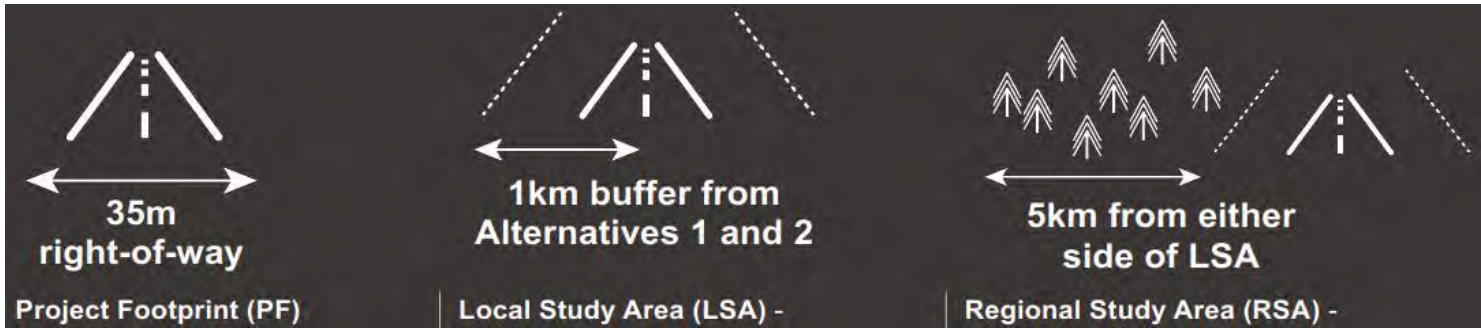
Indicators

- 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



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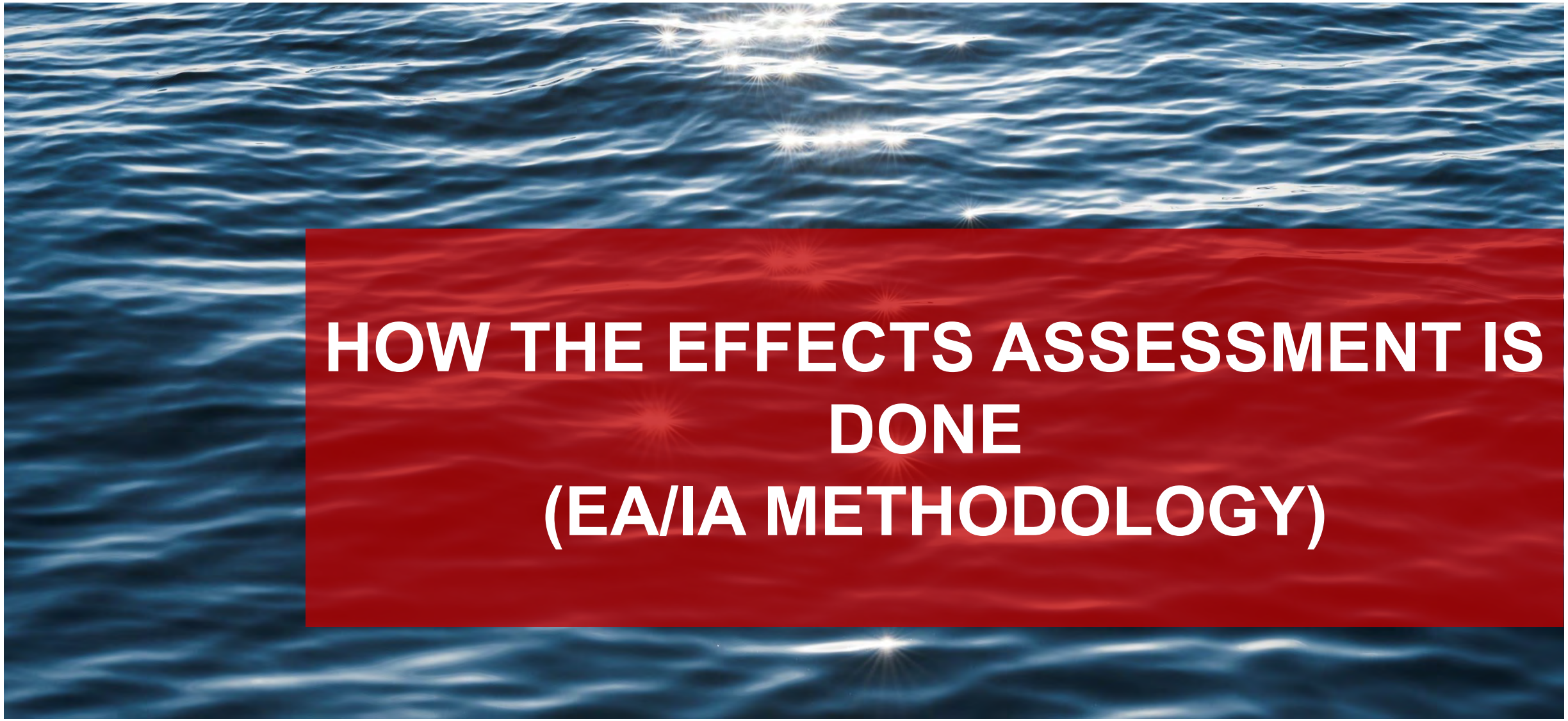

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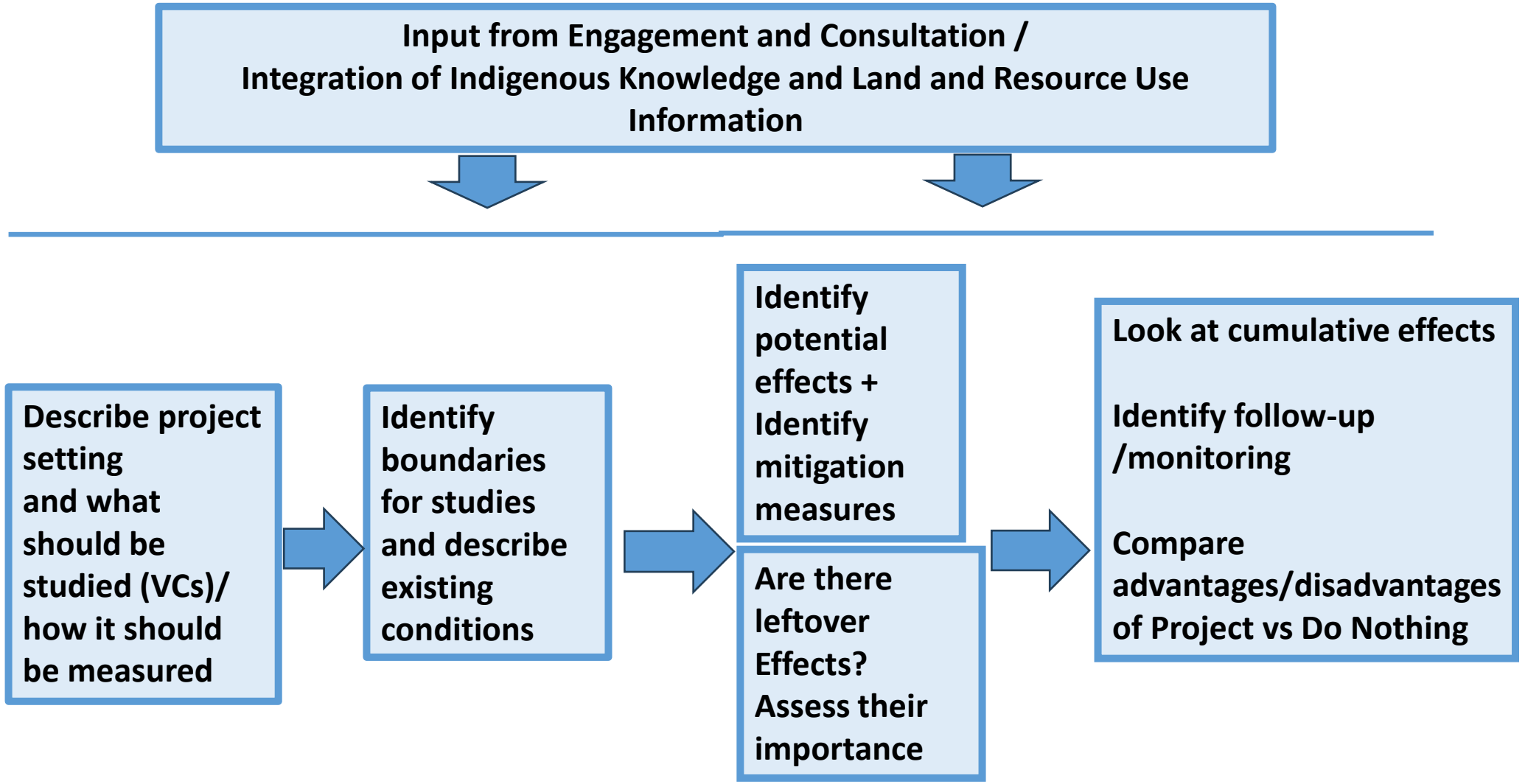
EFFECTS ASSESSMENT STEPS



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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.

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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)*

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MITIGATION – How to address potential effects

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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.

PRELIMINARY RESULTS OF EFFECTS ASSESSMENT FOR SELECT VALUED COMPONENTS

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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).

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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

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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

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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.

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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.

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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)*

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

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

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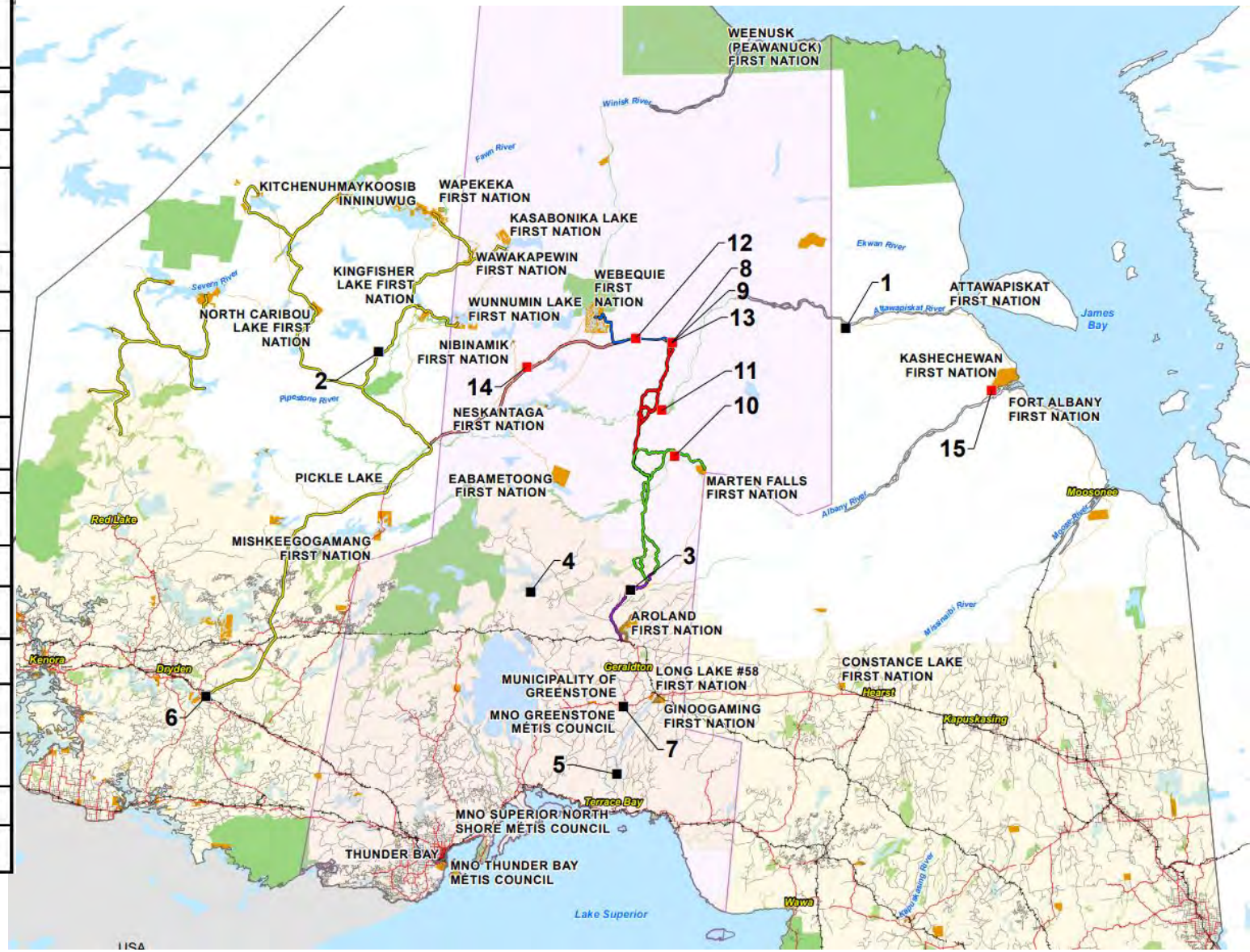
Past, Present and Future Physical Activities Considered in the Cumulative Effects Assessment

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



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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
Aboriginal and Treaty Rights and Interests	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

* Yes = Potential spatial and/or temporal overlap
No = No spatial or temporal overlap anticipated

ASSESSMENT OF OTHER ASPECTS/EFFECTS

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

ASSESSMENT OF OTHER ASPECTS/EFFECTS

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).

ASSESSMENT OF OTHER ASPECTS/EFFECTS

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.

ASSESSMENT OF OTHER ASPECTS/EFFECTS

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 *Species at Risk Act* (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 *Migratory Birds Convention Act*	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 *Canadian Net-Zero Emissions Accountability Act* (2021)	EAR/IS Sections with Assessment of Effects on VCs: Air Quality, Greenhouse Gases and Climate Change Resilience.

ASSESSMENT OF OTHER ASPECTS/EFFECTS

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

What we plan to do

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

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APPENDIX P2.D.1

Community Specific Virtual Information Sessions

- P2.D.1.9 – Summaries of Virtual Information Sessions held in Round 3

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 1

Webequie First Nation

Monday, May 6, 2024

Starting at 11:05 am on Monday May 6, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Webequie First Nation. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 1 presentation that began with a review of the project to date, followed by a discussion of preliminary results for two valued components: surface water and fish and fish habitat.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. No comments or questions were received, and the meeting then came to a close.

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 2

Webequie First Nation

Monday, June 17, 2024

Starting at 11:05 am on Monday June 17, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Webequie First Nation. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 2 presentation that began with a review of the project to date, followed by a discussion of preliminary results for the vegetation, wildlife, social environment, aboriginal and Treaty rights valued components. The presentation concluded with discussion on the cumulative effects assessment and the assessment of other aspects and effects.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. No comments or questions were received, and the meeting then came to a close.

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 1

Aroland First Nation

Monday, May 6, 2024

Starting at 12:05 pm on Monday May 6, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Aroland First Nation. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 1 presentation that began with a review of the project to date, followed by a discussion of preliminary results for two valued components: surface water and fish and fish habitat.

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WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 2

Aroland First Nation

Monday, June 17, 2024

Starting at 12:05 pm on Monday June 17, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Aroland First Nation. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 2 presentation that began with a review of the project to date, followed by a discussion of preliminary results for the vegetation, wildlife, social environment, aboriginal and Treaty rights valued components. The presentation concluded with discussion on the cumulative effects assessment and the assessment of other aspects and effects.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. No comments or questions were received, and the meeting then came to a close.

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 1

Attawapiskat First Nation

Monday, May 27, 2024

Starting at 11:05 am on Monday May 27, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Attawapiskat First Nation. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 1 presentation that began with a review of the project to date, followed by a discussion of preliminary results for two valued components: surface water and fish and fish habitat.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. Dorothee Schreiber, advisor to Attawapiskat First Nation asked when the full set of draft chapters of the environmental/impact assessment document will be available for an initial review. Michael Fox responded that the chapters will likely be available by late fall 2024. Dorothee Schreiber then asked when she could expect a response to her February 21, 2024 email asking for specific references used in the Webequie Supply Road Existing Conditions Summary relating to historical colonial impacts on Attawapiskat First Nation. Michael Fox stated that he would investigate the status of the preparation of the response to the email and provide an update or the actual response very shortly.

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 2

Attawapiskat First Nation

Monday, July 8, 2024

Starting at 11:05 am on Monday July 8, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Attawapiskat First Nation.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 2 presentation that began with a review of the project to date, followed by a discussion of preliminary results for the following valued components: vegetation (including wetlands/peatlands), wildlife, social environment, as well as aboriginal and treaty rights.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. Dorothee Schreiber, an advisor to Attawapiskat First Nation asked whether more details on planned mitigation of potential fish and fish habitat effects are available. Don Parkinson responded that these would be available in the Draft Environmental Assessment/Impact Statement that is expected to be available for review this fall. Dorothee also requested access to a recording of the virtual community meeting, as well as the presentation that is delivered during the meeting. Don committed to providing links to both of these items.

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 1

Constance Lake First Nation

Monday, May 6, 2024

Starting at 1:05 pm on Monday May 6, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Constance Lake First Nation. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 1 presentation that began with a review of the project to date, followed by a discussion of preliminary results for two valued components: surface water and fish and fish habitat.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. Bertha Sutherland of Constance Lake First Nation Lands and Resources Department and Wayne Neegan, Councillor stated that they would like the consultation team to visit the community again soon to discuss the project, adding that it would be preferred that a member of Webequie First Nation leadership attend as well to facilitate nation-to-nation discussion about the project. Don Parkinson responded that he would contact Webequie First Nation to arrange for a representative to join the consultation team for a community visit in Constance Lake in the near future.

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 2

Constance Lake First Nation

Monday, June 17, 2024

Starting at 1:05 pm on Monday June 17, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Constance Lake First Nation. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a discussion of preliminary results for the vegetation, wildlife, social environment, aboriginal and Treaty rights valued components. The presentation concluded with discussion on the cumulative effects assessment and the assessment of other aspects and effects.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. No comments or questions were received, and the meeting then came to a close.

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 1

Eabametoong First Nation

Monday, May 13, 2024

Starting at 11:05 am on Monday May 13, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Eabametoong First Nation. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 1 presentation that began with a review of the project to date, followed by a discussion of preliminary results for two valued components: surface water and fish and fish habitat.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. No comments or questions were received, and the meeting then came to a close.

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 2

Eabametoong First Nation

Monday, June 24, 2024

Starting at 11:05 am on Monday June 24, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Eabametoong First Nation. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 2 presentation that began with a review of the project to date, followed by a discussion of preliminary results for the vegetation, wildlife, social environment, aboriginal and Treaty rights valued components. The presentation concluded with discussion on the cumulative effects assessment and the assessment of other aspects and effects.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general.

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 1

Fort Albany First Nation

Monday, May 27, 2024

Starting at 12:05 pm on Monday May 27, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Fort Albany First Nation. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 1 presentation that began with a review of the project to date, followed by a discussion of preliminary results for two valued components: surface water and fish and fish habitat.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. No comments or questions were received, and the meeting then came to a close.

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 2

Fort Albany First Nation

Monday, July 8, 2024

Starting at 12:05 pm on Monday July 8, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Fort Albany First Nation.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 2 presentation that began with a review of the project to date, followed by a discussion of preliminary results for the following valued components: followed by a discussion of preliminary results for the following valued components: vegetation (including wetlands/peatlands), wildlife, social environment, as well as aboriginal and treaty rights.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. No comments or questions were received, and the meeting then came to a close.

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 1

Ginoogaming First Nation

Monday, May 13, 2024

Starting at 12:05 pm on Monday May 13, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Ginoogaming First Nation. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 1 presentation that began with a review of the project to date, followed by a discussion of preliminary results for two valued components: surface water and fish and fish habitat.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. No comments or questions were received and the meeting then came to a close.

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 2

Ginoogaming First Nation

Monday, June 24, 2024

Starting at 12:05 pm on Monday June 24, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Ginoogaming First Nation. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 2 presentation that began with a review of the project to date, followed by a discussion of preliminary results for the vegetation, wildlife, social environment, aboriginal and Treaty rights valued components. The presentation concluded with discussion on the cumulative effects assessment and the assessment of other aspects and effects.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. No comments or questions were received, and the meeting then came to a close.

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 1

Kasabonika Lake First Nation

Monday, June 3, 2024

Starting at 12:05 pm on Monday, June 3, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Kasabonika Lake First Nation. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 1 presentation that began with a review of the project to date, followed by a discussion of preliminary results for two valued components: surface water and fish and fish habitat.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. No comments or questions were received and the meeting then came to a close.

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 2

Kasabonika Lake First Nation

Monday, July 15, 2024

Starting at 12:05 pm on Monday July 15, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Kasabonika Lake First Nation. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 2 presentation that began with a review of the project to date, followed by a discussion of preliminary results for the following valued components: followed by a discussion of preliminary results for the following valued components: vegetation (including wetlands/peatlands), wildlife, social environment, as well as aboriginal and treaty rights.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. No comments or questions were received and the meeting then came to a close

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 1

Kashechewan First Nation

Monday, May 27, 2024

Starting at 1:05 pm on Monday May 27, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Kashechewan First Nation. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 1 presentation that began with a review of the project to date, followed by a discussion of preliminary results for two valued components: surface water and fish and fish habitat.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. No comments or questions were received, and the meeting then came to a close.

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 2

Kashechewan First Nation

Monday July 8, 2024

Starting at 1:05 pm on Monday July 8, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Kashechewan First Nation.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 2 presentation that began with a review of the project to date, followed by a discussion of preliminary results for the following valued components: followed by a discussion of preliminary results for the following valued components: vegetation (including wetlands/peatlands), wildlife, social environment, as well as aboriginal and treaty rights.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. No comments or questions were received, and the meeting then came to a close.

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 1

Kingfisher Lake First Nation

Monday, June 3, 2024

Starting at 1:05 pm on Monday, June 3, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Kingfisher Lake First Nation. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 1 presentation that began with a review of the project to date, followed by a discussion of preliminary results for two valued components: surface water and fish and fish habitat.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. No comments or questions were received, and the meeting then came to a close.

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 2

Kingfisher Lake First Nation

Monday July 15, 2024

Starting at 1:05 pm on Monday July 15, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Kingfisher Lake First Nation. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 2 presentation that began with a review of the project to date, followed by a discussion of preliminary results for the following valued components: followed by a discussion of preliminary results for the following valued components: vegetation (including wetlands/peatlands), wildlife, social environment, as well as aboriginal and treaty rights.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. No comments or questions were received, and the meeting then came to a close.

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 1

Kitchenuhmaykoosib Inninuwug First Nation

Monday, June 10, 2024

Starting at 12:05 pm on Monday June 10, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Kitchenuhmaykoosib Inninuwug. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 1 presentation that began with a review of the project to date, followed by a discussion of preliminary results for two valued components: surface water and fish and fish habitat.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. No comments or questions were received, and the meeting then came to a close.

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 2

Kitchenuhmaykoosib Inninuwug First Nation

Monday, July 29, 2024

Starting at 12:05 pm on Monday, July 29, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Kitchenuhmaykoosib Inninuwug First Nation. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 2 presentation that began with a review of the project to date, followed by a discussion of preliminary results for the following valued components: followed by a discussion of preliminary results for the following valued components: vegetation (including wetlands/peatlands), wildlife, social environment, as well as aboriginal and treaty rights.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. No comments or questions were received, and the meeting then came to a close.

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 1

Long Lake #58 First Nation

Monday, May 13, 2024

Starting at 1:05 pm on Monday May 13, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Long Lake First Nation. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 1 presentation that began with a review of the project to date, followed by a discussion of preliminary results for two valued components: surface water and fish and fish habitat.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. No comments or questions were received and the meeting then came to a close.

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 2

Long Lake #58 First Nation

Monday, June 24, 2024

Starting at 1:05 pm on Monday June 24, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Long Lake First Nation. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 2 presentation that began with a review of the project to date, followed by a discussion of preliminary results for the vegetation, wildlife, social environment, aboriginal and Treaty rights valued components. The presentation concluded with discussion on the cumulative effects assessment and the assessment of other aspects and effects.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. No comments or questions were received and the meeting then came to a close.

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 1

Marten Falls First Nation

Tuesday, May 21, 2024

Starting at 11:05 am on Tuesday May 21, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Marten Falls First Nation. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 1 presentation that began with a review of the project to date, followed by a discussion of preliminary results for two valued components: surface water and fish and fish habitat.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. No comments or questions were received, and the meeting then came to a close.

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 2

Marten Falls First Nation

Tuesday, July 2, 2024

Starting at 11:05 am on Tuesday, July 2, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Marten Falls First Nation. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 2 presentation that began with a review of the project to date, followed by a discussion of preliminary results for two valued components: surface water and fish and fish habitat.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. No comments or questions were received and the meeting then came to a close.

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 1

Métis Nation of Ontario (MNO) - Region 2

Monday, June 10, 2024

Starting at 2:05 pm on Monday June 10, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with MNO. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 1 presentation that began with a review of the project to date, followed by a discussion of preliminary results for two valued components: surface water and fish and fish habitat.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. No comments or questions were received, and the meeting then came to a close.

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 2

Metis Nation of Ontario – Region 2

Monday, July 29, 2024

Starting at 2:05 pm on Monday July 29, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Metis Nation of Ontario – Region 2. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 2 presentation that began with a review of the project to date, followed by a discussion of preliminary results for the following valued components: followed by a discussion of preliminary results for the following valued components: vegetation (including wetlands/peatlands), wildlife, social environment, as well as aboriginal and treaty rights.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. No comments or questions were received and the meeting then came to a close.

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 1

Mishkeegogamang First Nation

Monday, June 10, 2024

Starting at 1:05 pm on Monday June 10, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Mishkeegogamang First Nation. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 1 presentation that began with a review of the project to date, followed by a discussion of preliminary results for two valued components: surface water and fish and fish habitat.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. No comments or questions were received, and the meeting then came to a close.

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 2

Mishkeegogamang First Nation

Monday, July 29, 2024

Starting at 1:05 pm on Monday, July 29, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Mishkeegogamang First Nation. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 2 presentation that began with a review of the project to date, followed by a discussion of preliminary results for two valued components: surface water and fish and fish habitat.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. No comments or questions were received and the meeting then came to a close.

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 1

Neskantaga First Nation

Tuesday, May 21, 2024

Starting at 12:05 pm on Tuesday May 21, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Neskantaga First Nation. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 1 presentation that began with a review of the project to date, followed by a discussion of preliminary results for two valued components: surface water and fish and fish habitat.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. No comments or questions were received, and the meeting then came to a close.

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 2

Neskantaga First Nation

Tuesday, July 2, 2024

Starting at 12:05 pm on Tuesday, July 2, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Neskantaga First Nation. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 2 presentation that began with a review of the project to date, followed by a discussion of preliminary results for the following valued components: vegetation (including wetlands/peatlands), wildlife, social environment, as well as aboriginal and treaty rights.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. No comments or questions were received and the meeting then came to a close.

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 1

Nibinamik First Nation

Tuesday, May 21, 2024

Starting at 1:05 pm on Tuesday May 21, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Nibinamik First Nation. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 1 presentation that began with a review of the project to date, followed by a discussion of preliminary results for two valued components: surface water and fish and fish habitat.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. No comments or questions were received, and the meeting then came to a close.

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 2

Nibinamik First Nation

Monday, July 2, 2024

Starting at 1:05 pm on Monday, July 2, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Nibinamik First Nation. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 2 presentation that began with a review of the project to date, followed by a discussion of preliminary results for the following valued components: followed by a discussion of preliminary results for the following valued components: vegetation (including wetlands/peatlands), wildlife, social environment, as well as aboriginal and treaty rights.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. No comments or questions were received and the meeting then came to a close.

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 1

North Caribou Lake First Nation

Monday, June 10, 2024

Starting at 11:05 pm on Monday June 10, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with North Caribou Lake First Nation. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 1 presentation that began with a review of the project to date, followed by a discussion of preliminary results for two valued components: surface water and fish and fish habitat.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. No comments or questions were received, and the meeting then came to a close.

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 2

North Caribou Lake First Nation

Monday, July 29, 2024

Starting at 11:05 am on Monday, July 29, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with North Caribou Lake First Nation. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 2 presentation that began with a review of the project to date, followed by a discussion of preliminary results for two valued components: surface water and fish and fish habitat.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. No comments or questions were received and the meeting then came to a close.

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 1

Wapekeka First Nation

Tuesday, May 21, 2024

Starting at 2:05 pm on Tuesday May 21, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Wapakeka First Nation. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 1 presentation that began with a review of the project to date, followed by a discussion of preliminary results for two valued components: surface water and fish and fish habitat.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. No comments or questions were received, and the meeting then came to a close.

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 2

Wapekeka First Nation

Monday, July 22, 2024

Starting at 11:05 am on Monday July 22, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Wapekeka First Nation. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 2 presentation that began with a review of the project to date, followed by a discussion of preliminary results for the following valued components: followed by a discussion of preliminary results for the following valued components: vegetation (including wetlands/peatlands), wildlife, social environment, as well as aboriginal and treaty rights.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. No comments or questions were received and the meeting then came to a close.

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 1

Wawakapewin First Nation

Monday, June 3, 2024

Starting at 2:05 pm on Monday June 3, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Wawakapewin First Nation. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 1 presentation that began with a review of the project to date, followed by a discussion of preliminary results for two valued components: surface water and fish and fish habitat.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. No comments or questions were received, and the meeting then came to a close.

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 2

Wawakapewin First Nation

Monday, July 22, 2024

Starting at 12:05 pm on Monday July 22, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Wawakapewin First Nation. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 2 presentation that began with a review of the project to date, followed by a discussion of preliminary results for the following valued components: followed by a discussion of preliminary results for the following valued components: vegetation (including wetlands/peatlands), wildlife, social environment, as well as aboriginal and treaty rights.

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Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. No comments or questions were received and the meeting then came to a close.

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WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 1

Weenusk First Nation

Monday, June 3, 2024

Starting at 11:05 am on Monday, June 3, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Weenusk First Nation. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 1 presentation that began with a review of the project to date, followed by a discussion of preliminary results for two valued components: surface water and fish and fish habitat.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. No comments or questions were received, and the meeting then came to a close.

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 2

Weenusk First Nation

Monday, July 15, 2024

Starting at 11:05 am on Monday July 15, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Weenusk First Nation.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 2 presentation that began with a review of the project to date, followed by a discussion of preliminary results for the following valued components: followed by a discussion of preliminary results for the following valued components: vegetation (including wetlands/peatlands), wildlife, social environment, as well as aboriginal and treaty rights.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. No comments or questions were received and the meeting then came to a close.

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WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 1

Wunnumin Lake First Nation

Monday, May 27, 2024

Starting at 2:05 pm on Monday May 27, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Wunnumin Lake First Nation. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 1 presentation that began with a review of the project to date, followed by a discussion of preliminary results for two valued components: surface water and fish and fish habitat.

Participants were informed that the unabridged version of the presentation was available on the website and that this version reported preliminary results for several other valued components.

Once the main presentation was complete, participants were asked whether they had any questions or comments on the presentation or the project in general. No comments or questions were received, and the meeting then came to a close.

WEBEQUIE SUPPLY ROAD PROJECT

Virtual Community Meeting Summary- Round 3 Part 2

Wunnumin Lake First Nation

Monday, July 22, 2024

Starting at 1:05 pm on Monday July 22, 2024 the Webequie Supply Road consultation team conducted a virtual community meeting on the Zoom platform with Wunnumin Lake First Nation. An Oji Cree translator provided real-time translation of all meeting content.

The meeting began with a video message from Chief Cornelius Wabasse of Webequie First Nation, then was followed by a pre-recorded Consultation Round 3 Part 2 presentation that began with a review of the project to date, followed by a discussion of preliminary results for the following valued components: followed by a discussion of preliminary results for the following valued components: vegetation (including wetlands/peatlands), wildlife, social environment, as well as aboriginal and treaty rights.

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APPENDIX P2.D.2

Other Forums/Events

- P2.D.2.1 – Aboriginal and Treaty Rights and Interests Forum #1 Materials

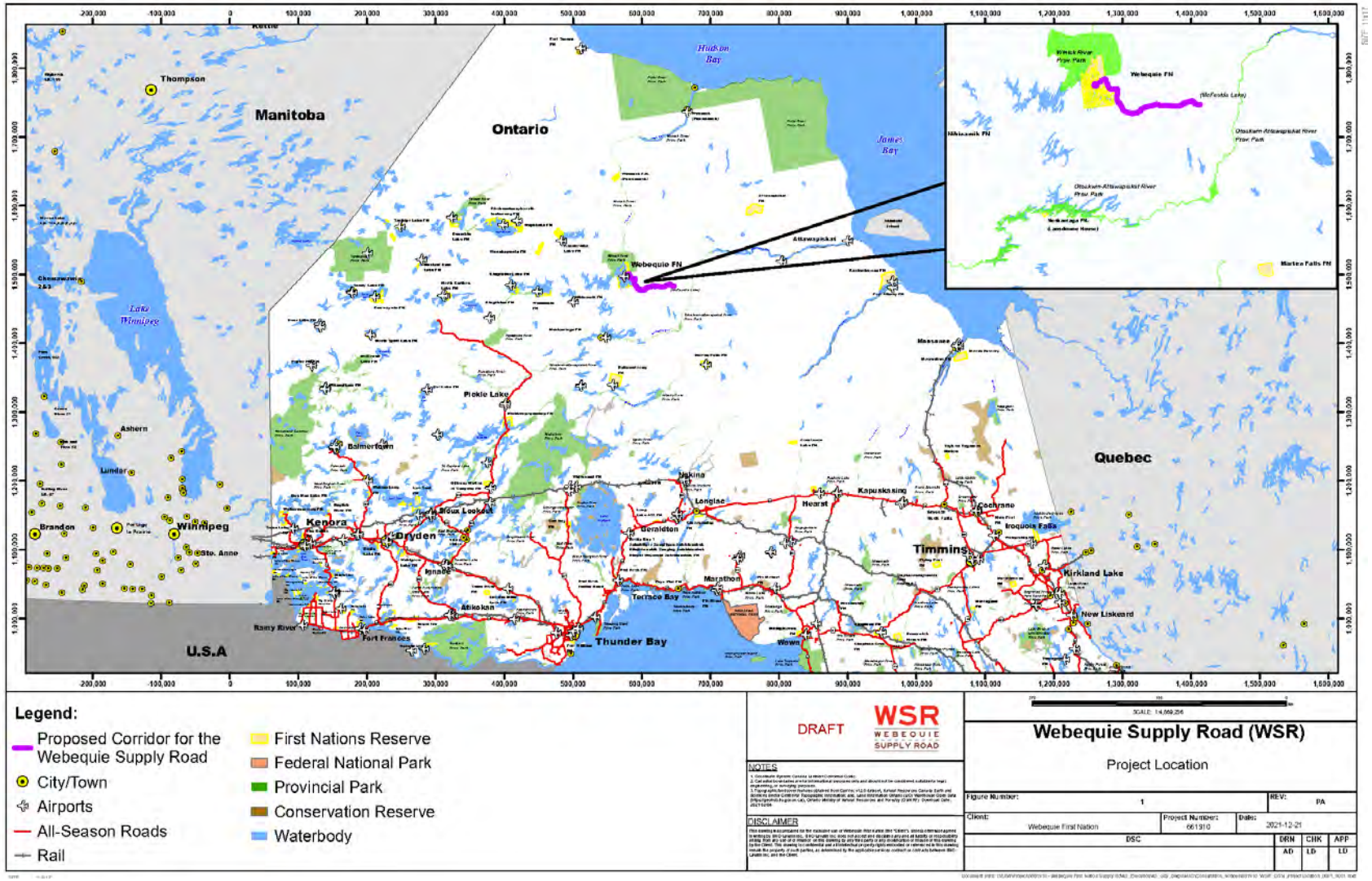
WEBEQUIE SUPPLY ROAD

WSR
WEBEQUIE
SUPPLY ROAD

Aboriginal and/or Treaty Rights and Interests Forum

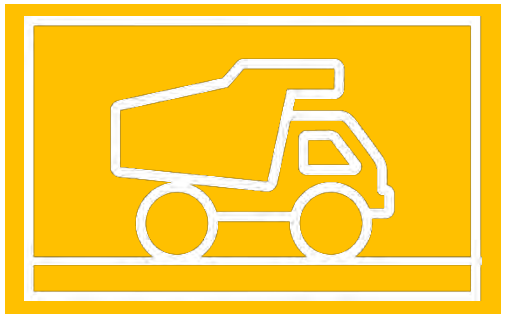
February 8 and 9, 2023

PROJECT LOCATION



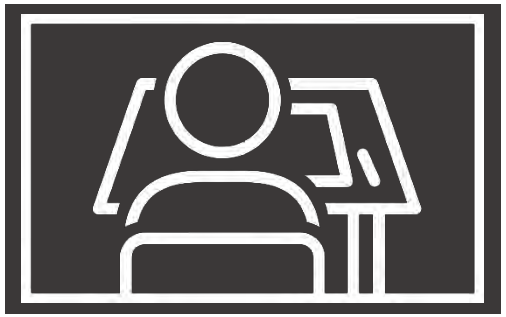
WSR
WEBEQUIE
SUPPLY ROAD

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 post-secondary education

WSR
WEBEQUIE
SUPPLY ROAD

THREE-TIER MODEL

01 Core Tier

The Community and their Overall Well-Being

- Physical health
- Mental health
- Social health
- Education
- Employment opportunities
- Income

02 Relational Tier

Preserving the Indigenous Culture of the Community

- Increasing understanding of the culture by others
- Language
- Traditional cultural activities
- Ancestral knowledge inheritance – recording and passing down knowledge from the elders

03 Foundational Tier

Treaty and Partnerships

- Fair sharing of benefits from the land with government and industry

The three tiers are closely connected and depend on each other.

WSR
WEBEQUIE
SUPPLY ROAD

WSR
WEBEQUIE
SUPPLY ROAD

Indigenous Communities Aboriginal and/or Treaty Rights and Interests

- Roles and Responsibilities of
- Proponent and Community Members in ATRI Assessment

Review Project Information and Learn About the Project

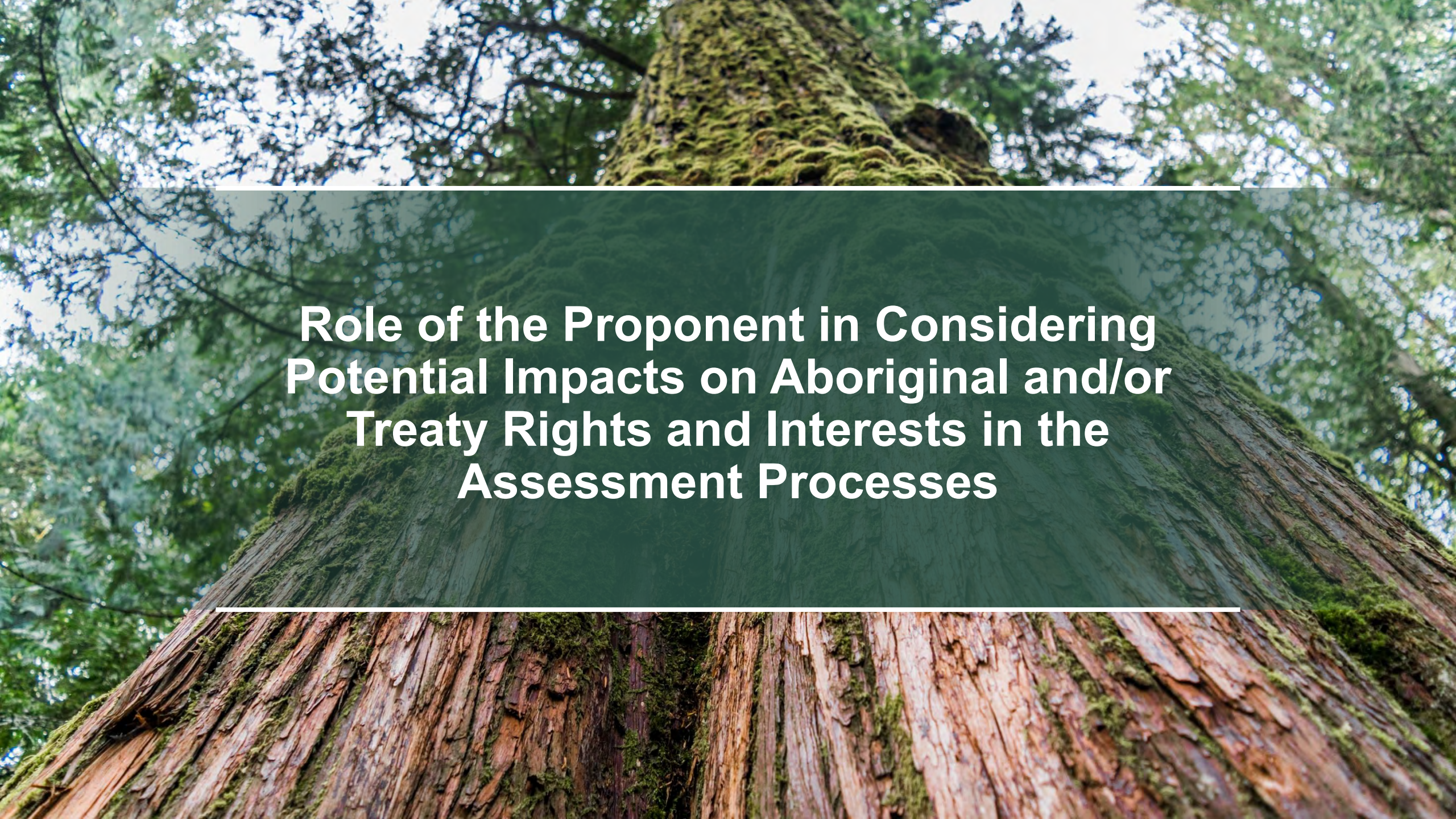
Participate in the Aboriginal and/or Treaty Rights and Interests Assessment Process

- Discuss how your community wants to participate
- Share your views on where you see opportunities to participate

Provide Community Input into the Aboriginal and/or Treaty Rights and Interests Assessment

- Share Information
- Discuss/Assess Potential Impacts
- Collaborate on Mitigation/ Avoidance

Validate Information Provided



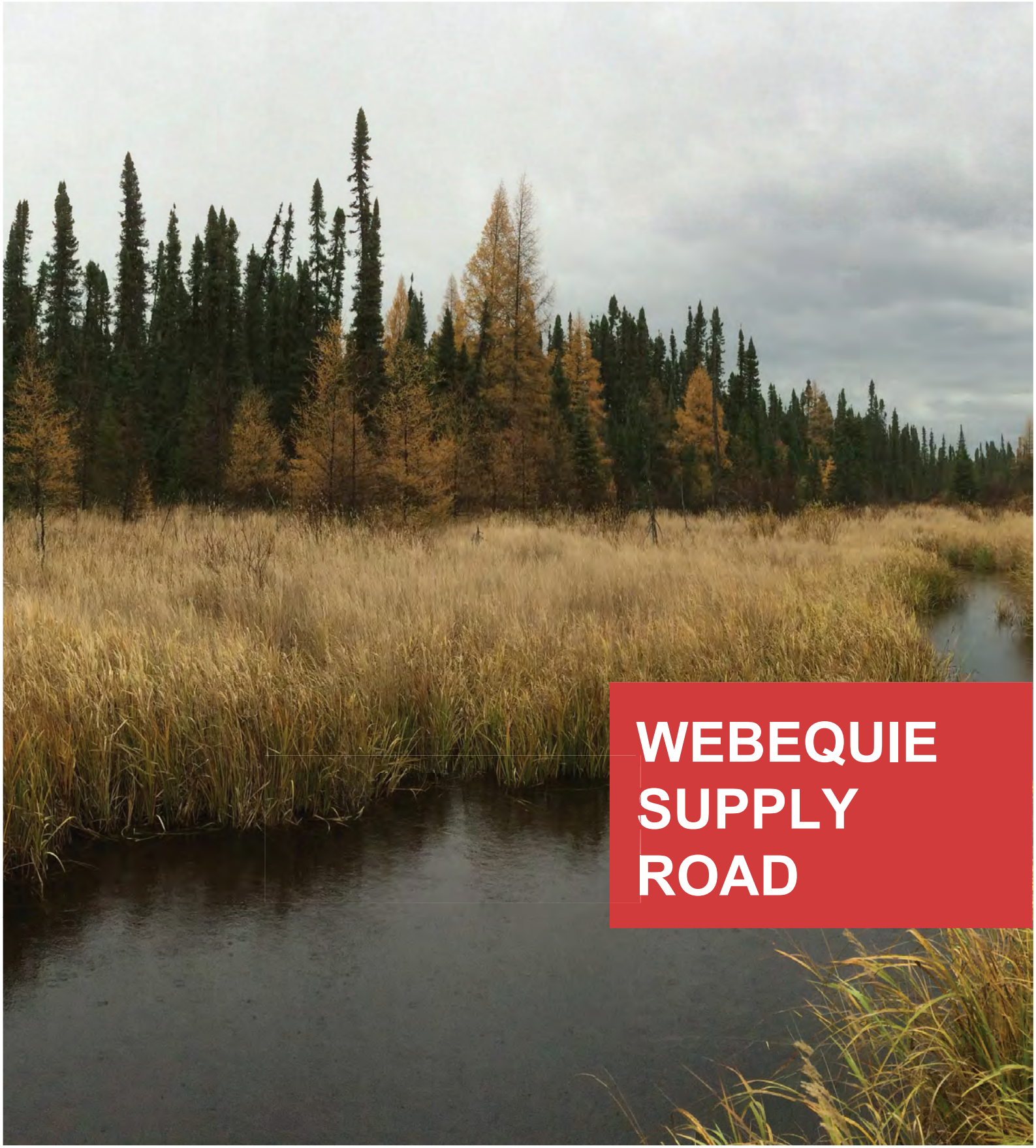
Role of the Proponent in Considering Potential Impacts on Aboriginal and/or Treaty Rights and Interests in the Assessment Processes

Provide Information about the Project and the Impact Assessment Process

Discuss the Process and Information to be Gathered by Communities for the Project

Receive, Collaborate, and Incorporate Information Provided by the Communities Into the Assessment

Confirm and Respect Protocols for Sharing Information and Validate Information with Communities



WEBEQUIE SUPPLY ROAD

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

About the Project

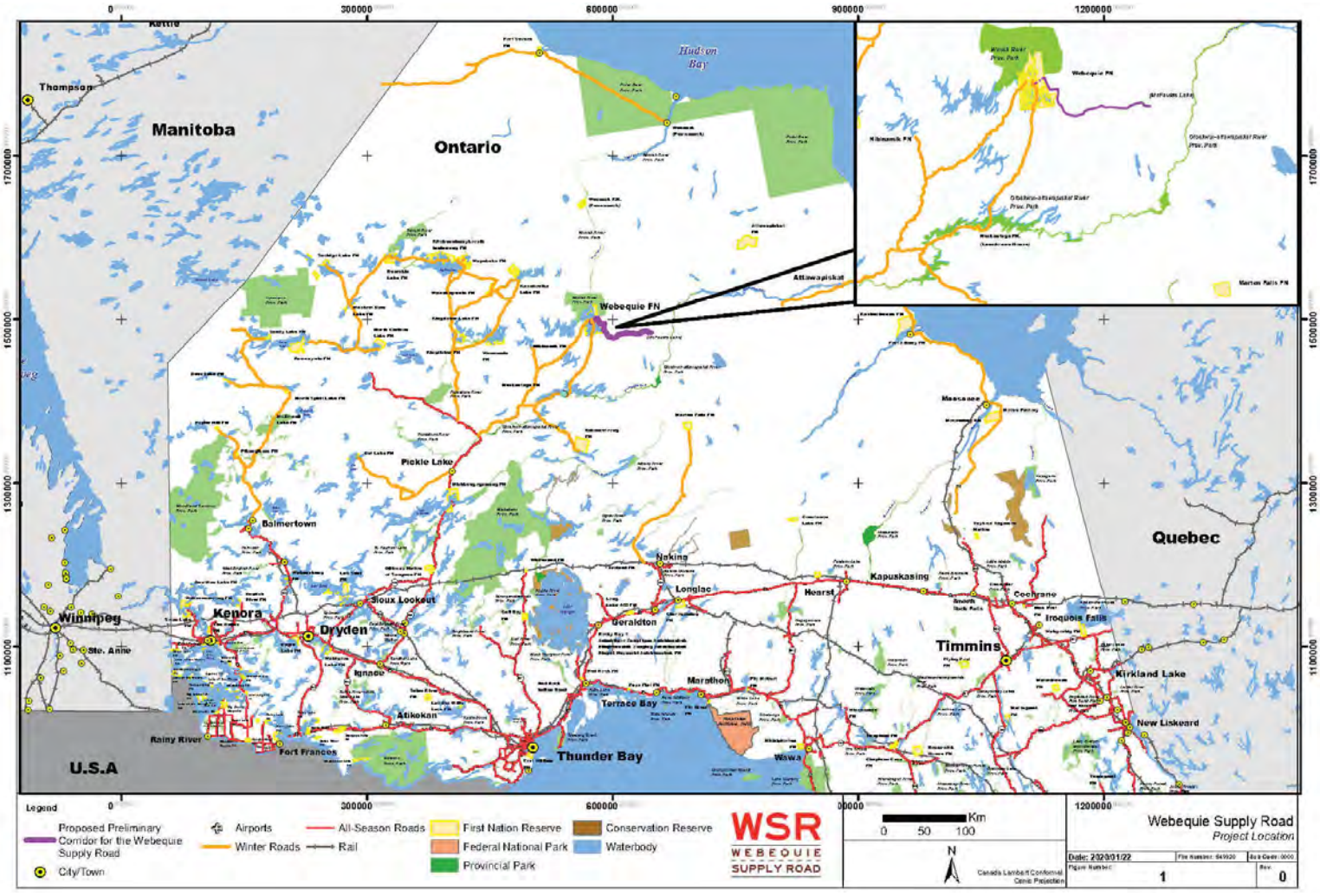
Project Purpose

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 post-secondary education

Project Location



Schedule

Spring/Summer/Fall 2023

We Are Here

- 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

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

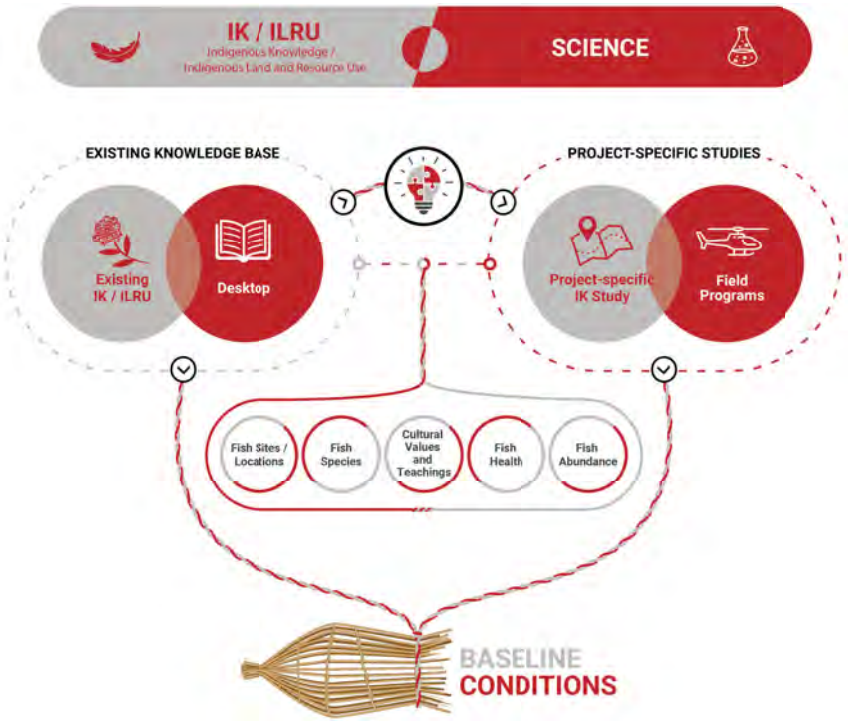
Winter 2025 / Spring 2026

- Review of Draft and Final EAR/IS

Indigenous Knowledge, Land and Resource Use Program

Program Purpose

- Develop understanding of insights and knowledge gained from experience, history and traditions of potentially affected 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



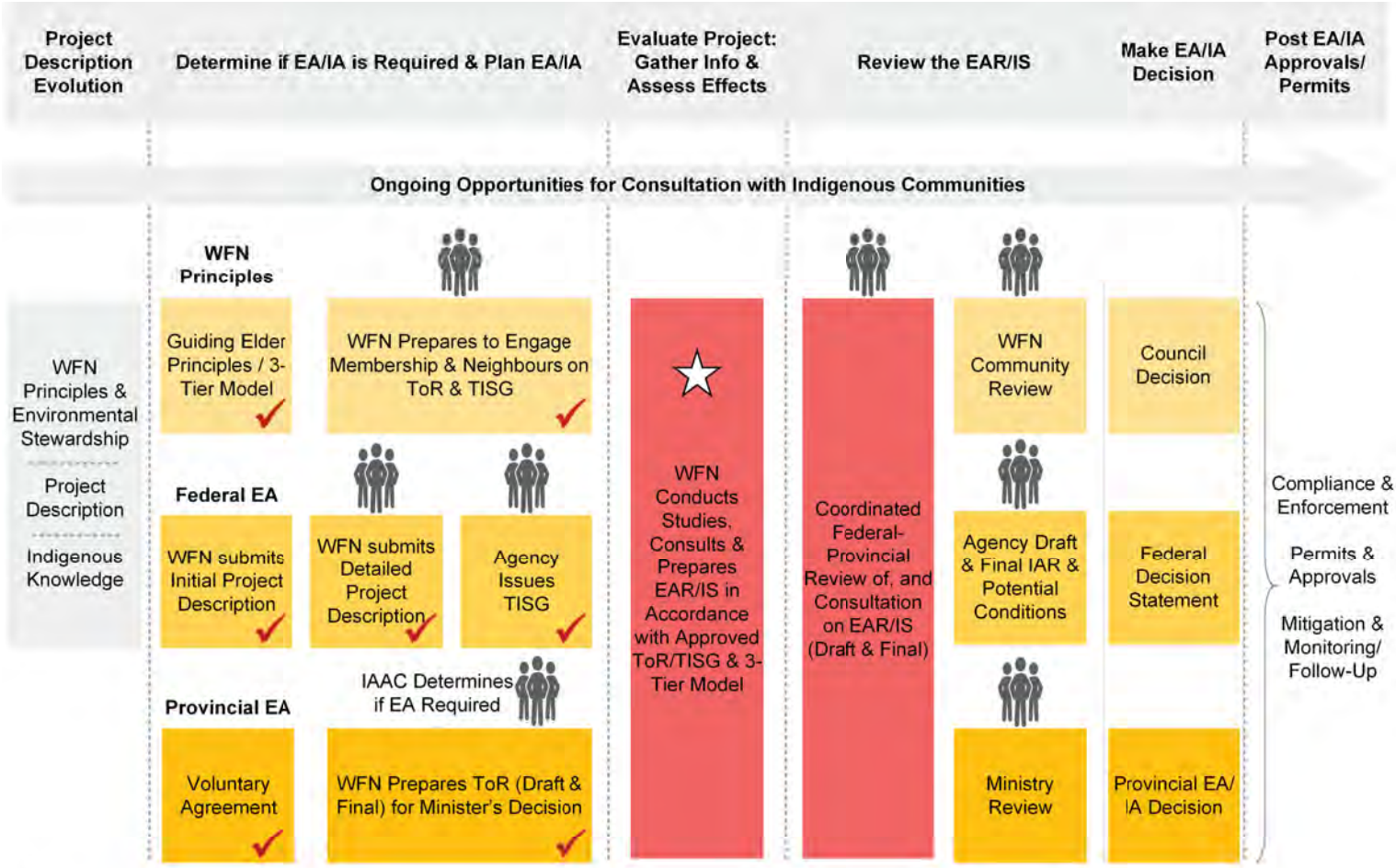
How We Will Deliver the Program

- 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 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 Environmental Assessment Report/Impact Statement (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 IKLRU Program.

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

Aboriginal and/or Treaty Rights and Interests

Indigenous Current and Historical Use of Lands and Resources for Traditional Purposes

Indicators

- Changes to availability of lands and resources for traditional purposes
- Loss of or change to sites and areas (ha) used for traditional activities (hunting, trapping, fishing, gathering):
  - Location/number/area of fish harvesting areas affected
  - Location/number/area (ha) of seasonal hunting areas affected
  - Location/number/area (ha) of wildlife (e.g., moose) mating, breeding or nursery areas affected
  - Location/number/area (ha) of plants harvested for human consumption and /or medicinal purposes affected
  - Location and number of traplines affected
- Changes in preferred harvested species
- Changes to, or restrictions on, preferred harvesting methods
- Changes to access/routes to harvested species, including use of navigable waterways
- Changes to distance for harvesting preferred species
- Changes to timing/seasonality for harvesting preferred species
- Demand for permanent and/or temporary housing
- Location/number/type of cultural keystone species affected
- Changes to experience of place and being on the land (sensory, aesthetics, connections)

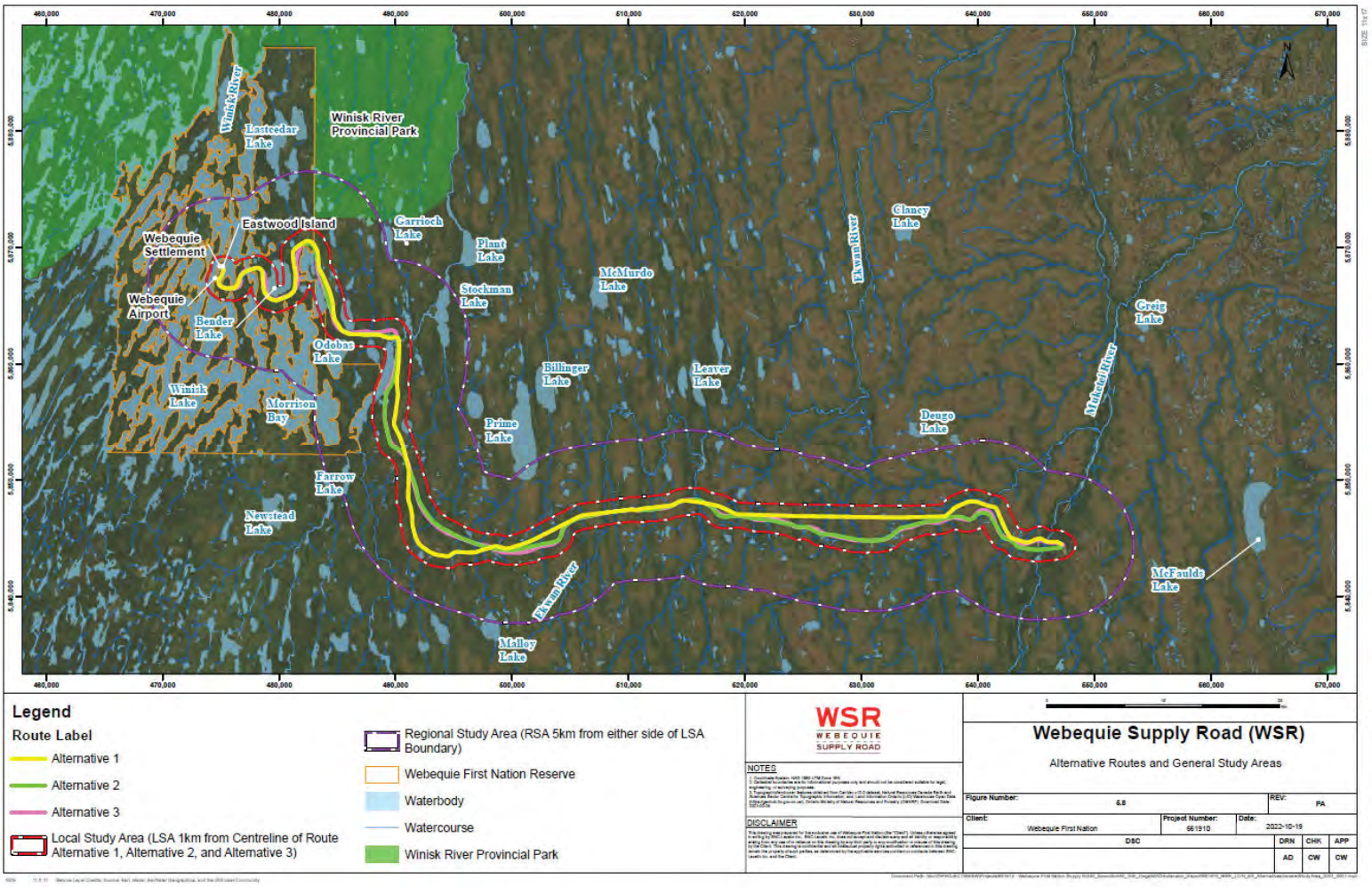
Cultural Continuity

Indicators

- Loss of or change to quantity (number or ha) or quality of culturally and spiritually important sites and areas (e.g., ceremonial sites, sacred areas, teaching sites)
- Sufficiency of lands and resources for cultural practices
- Changes to cultural traditions or practices

22 Indigenous communities will be consulted and engaged as a part of the EA/IA. Provincial and federal regulators have identified communities whose established or asserted Aboriginal and Treaty Rights, and/or Interests may be affected by the Project.

Project Alternatives



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
- Alternative 2
- Alternative 3 (new route identified after Terms of Reference)

Alternative Aggregate Sources

Alternative Aggregate/Rock Source Areas and total volume of material needed for construction and operation of the road are being identified from information and studies completed to date.

Evaluation of Alternatives

An evaluation will be completed to compare route alternatives and aggregate/rock source areas against a set of Valued Components (environmental conditions that may be affected by the Project) and indicators (used to measure potential Project effects) within broader factors that include:

- Natural Environment
- Indigenous Knowledge, Land and Resource Use and Interests
- Socio-economic Environment, including 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

APPENDIX P2.D.2

Other Forums/Events

- P2.D.2.2 – Summary of Aboriginal and Treaty Rights and Interests Forum #1

ABORIGINAL AND/OR TREATY RIGHTS AND INTERESTS

WEBEQUIE SUPPLY ROAD (WSR) • **MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD** (MFFN CAR) • **NORTHERN ROAD LINK** (NRL)

MIIGWECH / MIIGWETCH / THANK YOU!

Webequie First Nation and Marten Falls First Nation greatly appreciate your community's participation in the 2-day Aboriginal and/or Treaty Rights and Interests Forum held in Thunder Bay on February 8th & 9th, 2023. The Forum focused on discussing potential impacts to northern Indigenous communities' Aboriginal and/or Treaty Rights and Interests as they relate to the following Projects:

Webequie Supply Road (WSR) • **Northern Road Link** (NRL)
Marten Falls First Nation Community Access Road (MFFN CAR)

AS PART OF THE ASSESSMENT PROCESSES FOR THE PROJECT(S), OUR GOAL IS TO WORK WITH YOU TO:

Develop an understanding of Aboriginal and/or Treaty Rights and Interests by each community within each distinct Project area

By understanding Rights and Interests we will be in a better position to have discussions about potential Project(s) impacts

Together, we can then look at ways of avoiding, reducing and mitigating potential negative impacts while enhancing potential opportunities to support Aboriginal and/or Treaty Rights and Interests

The Forum was also an important opportunity to:

- Meet face-to-face
- Connect on how we can work together
- Better understand the roles we all play in assessing potential impacts to Aboriginal and/or Treaty Rights and Interests
- Reduce consultation fatigue
- Provide input into the MFFN CAR Cultural Heritage and Archaeology Program

For your review and comment, please find attached:

- Summary of comments your community provided in the individual Project-Specific Breakout Session(s) and the MFFN CAR Cultural Heritage and Archaeology Workshop
- Summary of comments provided during the group plenary session (Day One Morning)

As First Nation Proponents we understand that assessing potential impacts to Aboriginal and/or Treaty Rights and Interests is complex and iterative. As such, we would greatly appreciate the opportunity to meet with your community one-on-one to further our conversations on this important part of the assessment processes.

Based on positive feedback, we plan on hosting another session in the coming months.
Please stay tuned for more information.

To ***schedule a one-on-one meeting*** or to share further information about your Aboriginal and/or Treaty Rights and Interests with Project Team Representatives please contact:

MFFN CAR: Andrea Nokleby: anokleby@dillon.ca
NRL: Mishal Naseer: mnaseer@dillon.ca
WSR: Michael Fox: michael.fox@indigenousengagement.ca

WSR WEBEQUIE SUPPLY ROAD
MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD
NRL
Ontario

ABORIGINAL AND/OR TREATY RIGHTS AND INTERESTS FORUM
FEBRUARY 7th & 9th, 2023
THUNDER BAY, ON
GENERAL SUMMARY

#	Indigenous Community	Comment/Issue Raised	Post Forum Response
1.	Webequie First Nation	Need to condense information in a way communities can understand as big documents is not their way to looking at things.	The proponents are taking steps to ensure the project information is understood, such as generating fact sheets, newsletters, and plain language summaries of key documents. In addition, some key documents are translated to Indigenous languages. The proponents will endeavour to continue to provide project information in a way that is concise and uses layman's terms whenever possible.
2.	Webequie First Nation	Important to take the time to listen and learn from First Nations.	Comment acknowledged. The proponents are committed to pursuing open dialogue and consultation with Indigenous communities during the environmental assessment processes.
3.	Attawapiskat First Nation	Community members do not know what is going on with the road Projects. Proponents tend to deal with Chief and Council and information does not get down to the grassroots people. The colonial processes of Chief and Council do not always represent the interests of the Treaty Rights holders.	The proponents will continue to discuss with community leadership how to ensure that community members are reached directly during consultation and engagement activities.
4.	Attawapiskat First Nation	Do not see Treaty people at the forum, only business people.	All Indigenous communities scoped into the EA/IA processes by the Province and IAAC were invited to attend the ATRI Forum.
5.	Attawapiskat First Nation	Do not see Treaty people at the forum, only business people.	All Indigenous communities scoped into the EA/IA processes by the Province and IAAC were invited to attend the ATRI Forum.

#	Indigenous Community	Comment/Issue Raised	Post Forum Response
6.	Attawapiskat First Nation	We (Attawapiskat First Nation) only received notice for the IAAC Northern Road Link Project Open House one day before the session. IAAC is not advertising its consultation and they are not meeting with the people.	Thank you for this comment. We will share with IAAC.
7.	Attawapiskat First Nation	It is important to talk to Treaty Rights holders and that is why he is streaming the session back to the community.	The proponents will look into options to live-stream consultation and engagement activities when possible.
8.	Webequie First Nation (Chief)	Information being shared at the Forum will help the Proponents see what the impacts to Aboriginal and Treaty Rights may be and will help them make good decisions.	Comment acknowledged.
9.	Webequie First Nation (Chief)	Need to find balance between traditional way of living and the new way of life.	Comment acknowledged. The proponents looks forward to learning more about Indigenous communities' traditional way of life through the Indigenous Knowledge (IK) Programs.
10.	Webequie First Nation (Chief)	There are challenges of keeping Aboriginal and/or Treaty Rights and Interests information confidential. It will be up to each community to decide whether to share information, get feedback and report back to their communities	The proponents acknowledge that it is up to each community to decide whether to share information. It is anticipated that Indigenous Knowledge (IK) collected through the IK Programs will be governed by IK Sharing Agreements that indicate how confidential information will be used to inform the effects assessment but will be protected from public or third-party disclosure.
11.	Webequie First Nation (Chief)	Transparency is important when discussing Aboriginal and/or Treaty Rights and Interests.	Comment acknowledged.

#	Indigenous Community	Comment/Issue Raised	Post Forum Response
12.	Aroland First Nation	Some communities pulled out of the Forum because they were told that advisors were not welcome at the Forum. Aroland First Nation decided to stay despite the fact they did not have their advisors with them to get information as they were not able to meet because of the COVID pandemic.	"The proponents acknowledge there was a miscommunication during the planning of the ATRI Forum. The proponents thank Aroland First Nation for staying in the forum despite this miscommunication. The proponents welcome Indigenous community Advisors/Consultants in all Indigenous consultation and engagement activities for the EA/IA processes.
13.	Aroland First Nation	The group is talking about consultation but this cannot be consultation if community advisors are not present.	The proponents welcome Indigenous community Advisors/Consultants in all Indigenous consultation and engagement activities for the EA/IA processes.
14.	Aroland First Nation	Aroland First Nation is key to the Projects but feels left out. Further, it is a hard position us (for Aroland First Nation) if our neighbours to the north want to do things. The Proponents need to do better.	Comment acknowledged. Marten Falls First Nation and Aroland First Nation have initiated a nation to nation dialogue to resolve concerns raised by Aroland First Nation and are working towards building a collaborative relationship.
15.	Aroland First Nation	The Proponents need to do better to understand what Aroland First Nation wants to do as well.	The proponents are committed to collaborating with Aroland First Nation throughout the EA/IA processes.
16.	Aroland First Nation	We (Aroland First Nation) is attending the Forum to build relationships with our neighbours.	The proponents thank Aroland First Nation for participating in the ATRI Forum. The proponents also aim to build relationships with our neighbours, and are committed to pursuing open dialogue and consultation with Indigenous communities during the EA/IA processes.

#	Indigenous Community	Comment/Issue Raised	Post Forum Response
17.	Aroland First Nation	Aroland First Nation will not support any development until the federal Regional Assessment is completed. What will the cumulative effects be. Aroland First Nation has written letters to that effect.	"The proponents acknowledge Aroland First Nation's request that the Regional Assessment precede the individual road assessments; however, completion of the Regional Assessment in the Ring of Fire Area is not a requirement for the proponents to proceed with the individual EA/IA processes. It is the proponents' understanding that the Impact Assessment Agency of Canada (the Agency) is currently engaging with interested Indigenous communities on a proposed approach for a Regional Assessment that could be co-led by the Agency, Indigenous communities and Ontario. Information generated by the Regional Assessment will be incorporated into the Project's EA/IA as it becomes available. The decision to proceed with the EA/IA processes for the three road projects is consistent with the agreements between the proponents and the Province of Ontario. The proponents are committed to realizing the intended/perceived benefits of the roads for their respective communities, and the region as a whole, within a reasonable timeframe. Deferring/pausing the individual EA/IA processes does not align with these objectives. The EA/IA for the road projects will each include a cumulative effects assessment. The scoping of the cumulative effects assessments will include other past, present or reasonably foreseeable projects and activities, including the other road projects as well as proposed mining projects in the region.

#	Indigenous Community	Comment/Issue Raised	Post Forum Response
18.	Aroland First Nation	The parties need to rethink the strategy about not allowing advisors. It is strange that government and Proponent advisors are here, yet First Nations are denied their advisors. Aroland First Nation will listen, watch, participate and report back to the community.	The proponent acknowledges there was a miscommunication during the planning of the ATRI Forum. The proponent welcomes Indigenous community Advisors/Consultants in all Indigenous consultation and engagement activities for the NRL Project's EA/IA process.
19.	Aroland First Nation (Chief)	Need to work with Council to answer to members. We came to listen and everyone needs to work together. Proponents need to work with Aroland First Nation.	The proponents are committed to collaborating with Aroland First Nation throughout the EA/IA processes.
20.	Aroland First Nation (Chief)	We (Aroland First Nation) welcome and support Marten Falls First Nation for the Community Access Road Project only, but now there are other things attached (NRL, WSR). Why is Aroland First Nation not involved and why wasn't the community been asked to participate in the development of the Project(s).	Comment acknowledged. Marten Falls First Nation and Aroland First Nation have initiated a nation to nation dialogue to resolve concerns raised by Aroland First Nation and are working towards building a collaborative relationship.
21.	Aroland First Nation (Chief)	The Road Projects will affect everyone and we (Aroland First Nation) are already seeing impacts that will change everything. You can not reverse impacts.	The proponents understand the roads would result in effects/changes, and are conducting individual EA/IA processes in an effort to better understand those effects and develop measure to mitigate negative effects and enhance positive effects.
22.	Aroland First Nation (Chief)	We (Aroland First Nation) want to build a relationship with Marten Falls First Nation and we don't want to fight with our relations. Government is making us fight with our relations and it is confusing.	The proponents appreciate Aroland First Nation's desire to build a relationship and work together.
23.	Aroland First Nation (Chief)	Received texts from other First Nations about opting out of the Forum. We thought about opting out, but I wanted to be open and share my feelings, so we stayed at the Forum.	The proponents appreciates Aroland First Nation's participation in the ATRI Forum.
24.	Marten Falls First Nation	Marten Falls First Nation representative asked to respond to some of the comments made by the Aroland First Nation Chief.	Comment acknowledged.

#	Indigenous Community	Comment/Issue Raised	Post Forum Response
25.	Marten Falls First Nation	Marten Falls First Nation representative noted that the Proponents have made every effort to meet and consult with Aroland First Nation, but this has been refused for a number of reasons including the COVID pandemic.	Comment acknowledged.
26.	Marten Falls First Nation	There are many ways to communicate, so the Marten Falls First Nation representative disagrees with the notion that the Proponent is not consulting. Issues should not be construed as an argument but rather debating.	Comment acknowledged.
27.	Marten Falls First Nation	Marten Falls First Nation representative recalled a story of a proposed forestry agreement between 3 First Nations that was stalled for more than a year. The Chiefs finally met to discuss and they were able to reach an agreement. There needs to be meetings with just the Chiefs. They did not have advisors and consultants back then. Chiefs need to get together and talk. That is why they are elected.	Comment acknowledged.

APPENDIX P2.D.2

Other Forums/Events

- P2.D.2.3 – Aboriginal and Treaty Rights and Interests Forum #2 Materials

ABORIGINAL AND / OR TREATY RIGHTS AND INTERESTS FORUM

Cumulative Effects Discussion

Webequie Supply Road (WSR) • Marten Falls First Nation Community Access Road (MFCAR) • Northern Road Link (NRL)

Thunder Bay, Ontario - Valhalla Inn

November 21st – 23rd, 2023

AGENDA

DAY ONE – NOVEMBER 21st, 2023
Aboriginal and / or Treaty Rights and Interests

Time	Topic	Location
8:00 – 8:40	***Breakfast***	***Scandia Room***
8:40	Introductions/Welcoming Participants	Scandia Room
8:50	Opening Ceremony	
9:00	Welcome from Chiefs	
9:10	Purpose of the Forum and Agenda Overview	
9:30	Projects – Overview	
9:45	Participant Q&A	
10:10 – 10:30	***Coffee Break***	***Scandia Room***
10:30 - 12:00	Breakout Sessions	Meeting Rooms
12:00 – 1:00	***Lunch***	***Scandia Room***
1:00 - 2:30	Breakout Sessions	Meeting Rooms
2:30 - 4:00	Breakout Sessions	
4:00 - 5:30	Breakout Sessions	
5:30	***Dinner***	***Scandia Room***
7:00	Movie Screening – Bridges to the North – a Story about Webequie and Marten Falls First Nations	Scandia Room

Individual Breakout Sessions: Representatives from NRL, MFCAR, WSR, and the Province with the Impact Assessment Agency of Canada are each hosting seperate meeting spaces for individual community representatives to discuss Aboriginal and/or Treaty Rights and Interests related to each Project.

Plenary/Group Sessions: For those Participants not in an Individual Breakout Session, we will be hosting a series of presentations and activities in the main Forum area.

WSR Webequie Supply Road

Marten Falls First Nation Community Access Road

NRL Northern Road Link

Ontario

ABORIGINAL AND / OR TREATY RIGHTS AND INTERESTS FORUM

Cumulative Effects Discussion

Webequie Supply Road (WSR) • Marten Falls First Nation Community Access Road (MFCAR) • Northern Road Link (NRL)

Thunder Bay, Ontario - Valhalla Inn

November 21st – 23rd, 2023

AGENDA

DAY TWO – NOVEMBER 22nd, 2023
Aboriginal and / or Treaty Rights and Interests

Time	Topic	Location
8:00 – 8:45	***Breakfast***	***Scandia Room***
8:45 - 9:00	Morning Greeting	Scandia Room
9:00 - 10:30	Breakout Sessions & Plenary Room	Meeting Rooms
10:30 - 12:00	Breakout Sessions & Plenary Room	Meeting Rooms
12:00 – 1:00	***Lunch***	***Scandia Room***
1:00 - 2:30	Breakout Sessions & Plenary Room	Meeting Rooms
2:30 - 4:00	Breakout Sessions & Plenary Room	
4:00 - 5:30	Breakout Sessions & Plenary Room	
5:30	***Dinner***	***Scandia Room***

DAY THREE – NOVEMBER 23rd, 2023
Cumulative Effects

Time	Topic	Location
8:00 – 8:45	***Breakfast***	***Scandia Room***
8:45	Morning Greeting	Scandia Room
9:00 - 9:30	Presentation – Cumulative Effects Overview (Project Teams)	
9:30 - 10:00	Presentation – Assessing Potential Cumulative Effects For Federal Assessments (Impact Assessment Agency of Canada)	
10:00 - 10:30	Q&A on Presentations	
10:30 – 10:45	***Coffee Break***	***Scandia Room***
10:45 – 11:45	Roundtable Discussion on Cumulative Effects (Plenary)	Scandia Room
11:45 – 1:00	***Closing Comments & Lunch***	***Scandia Room***

Individual Breakout Sessions: Representatives from NRL, MFCAR, WSR, and the Province with the Impact Assessment Agency of Canada are each hosting seperate meeting spaces for individual community representatives to discuss Aboriginal and/or Treaty Rights and Interests related to each Project.

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WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL Northern Road Link

Ontario

ABORIGINAL AND / OR TREATY RIGHTS AND INTERESTS FORUM

Cumulative Effects Discussion

Webequie Supply Road (WSR) • Marten Falls First Nation Community Access Road (MFCAR) • Northern Road Link (NRL)

Thunder Bay, Ontario - Valhalla Inn

November 21st – 23rd, 2023

PLENARY AGENDA

DAY ONE - SCANDIA ROOM

Time	Fireside Chat (includes Q&A)
1:00	Marten Falls First Nation Community Access Road Project Update
2:00	***Wellness Activity***
3:00	Webequie Supply Road Project Update
4:00	Northern Road Link Project Update

DAY TWO - SCANDIA ROOM

Time	Fireside Chat (includes Q&A)
9:00	Province (MNRF)- Far North District and Land Use Planning Overview
10:00	Northern Road Link Project Update
11:00	***Wellness Activity***
12:00	***Lunch***
1:00	Province (MECP & MINES) – Environmental Assessment Process and Consultation Approach.
2:00	Marten Falls First Nation Community Access Road Project Update
3:00	***Wellness Activity***
4:00	Webequie Supply Road Project Update

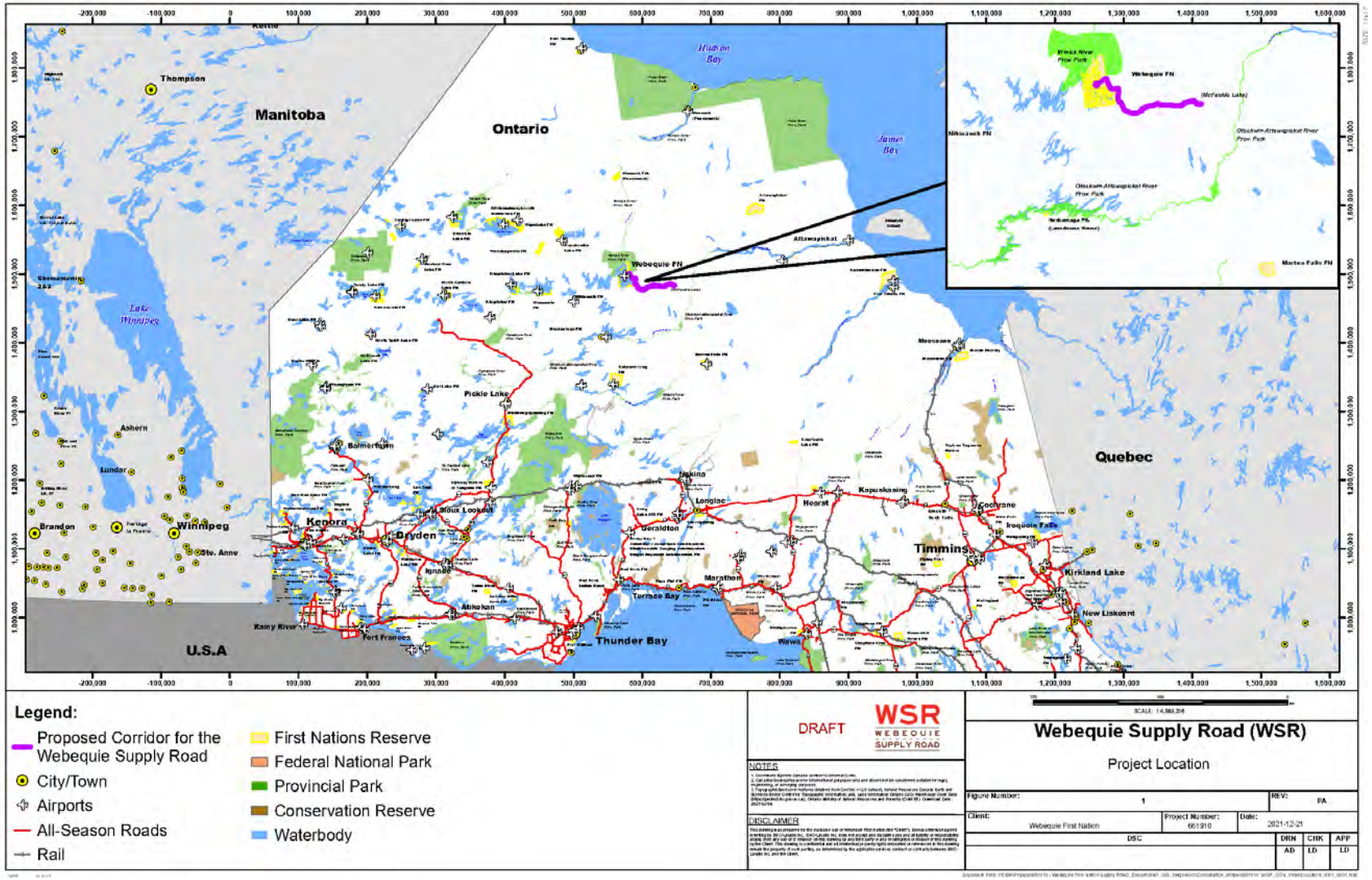
WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL Northern Road Link

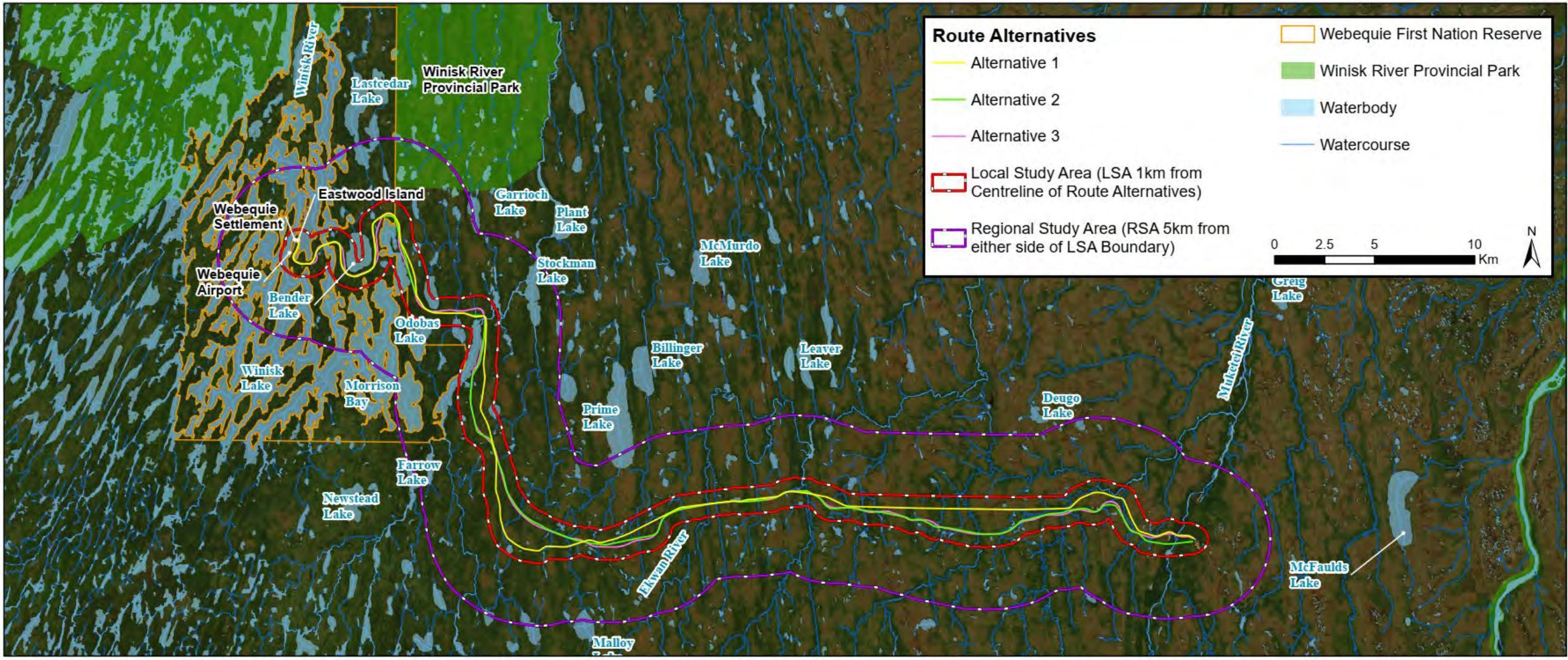
Ontario

PROJECT LOCATION



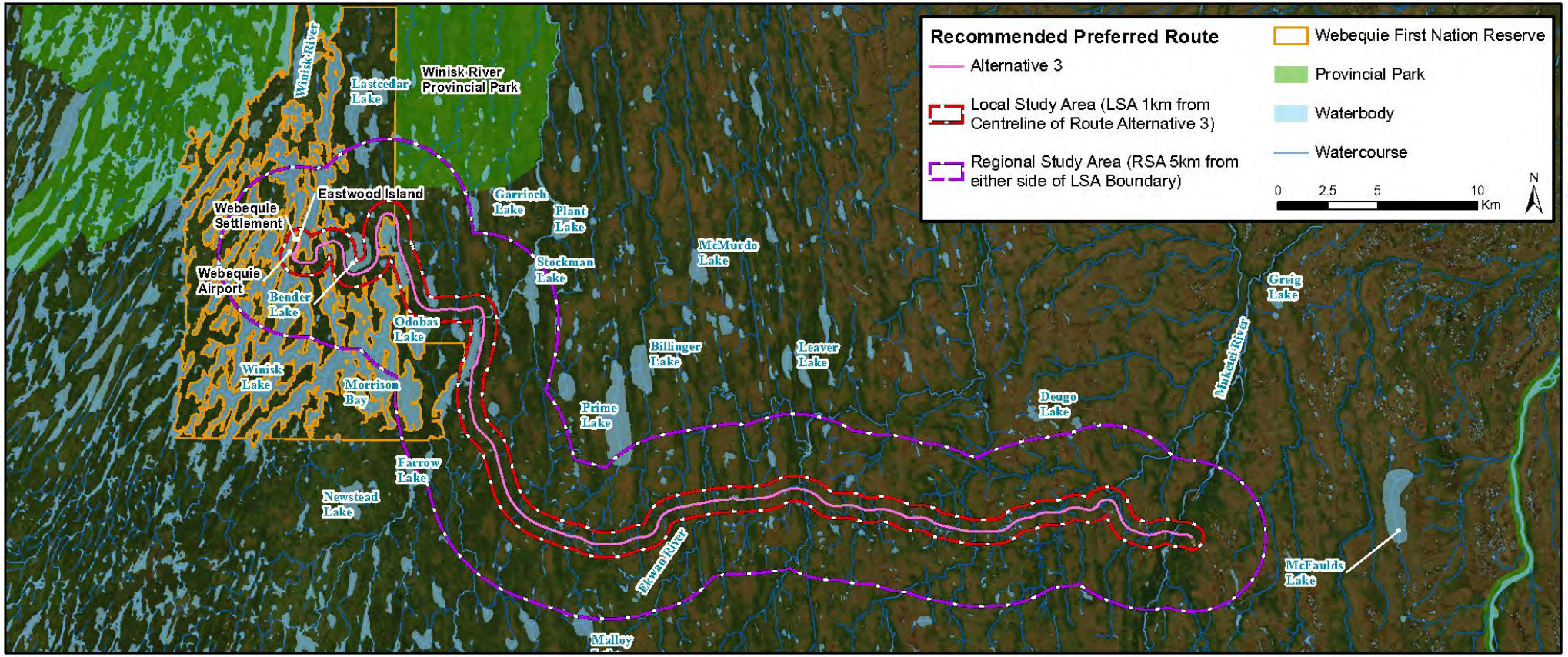
WSR WEBEQUIE SUPPLY ROAD

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



WSR
WEBEQUIE SUPPLY ROAD

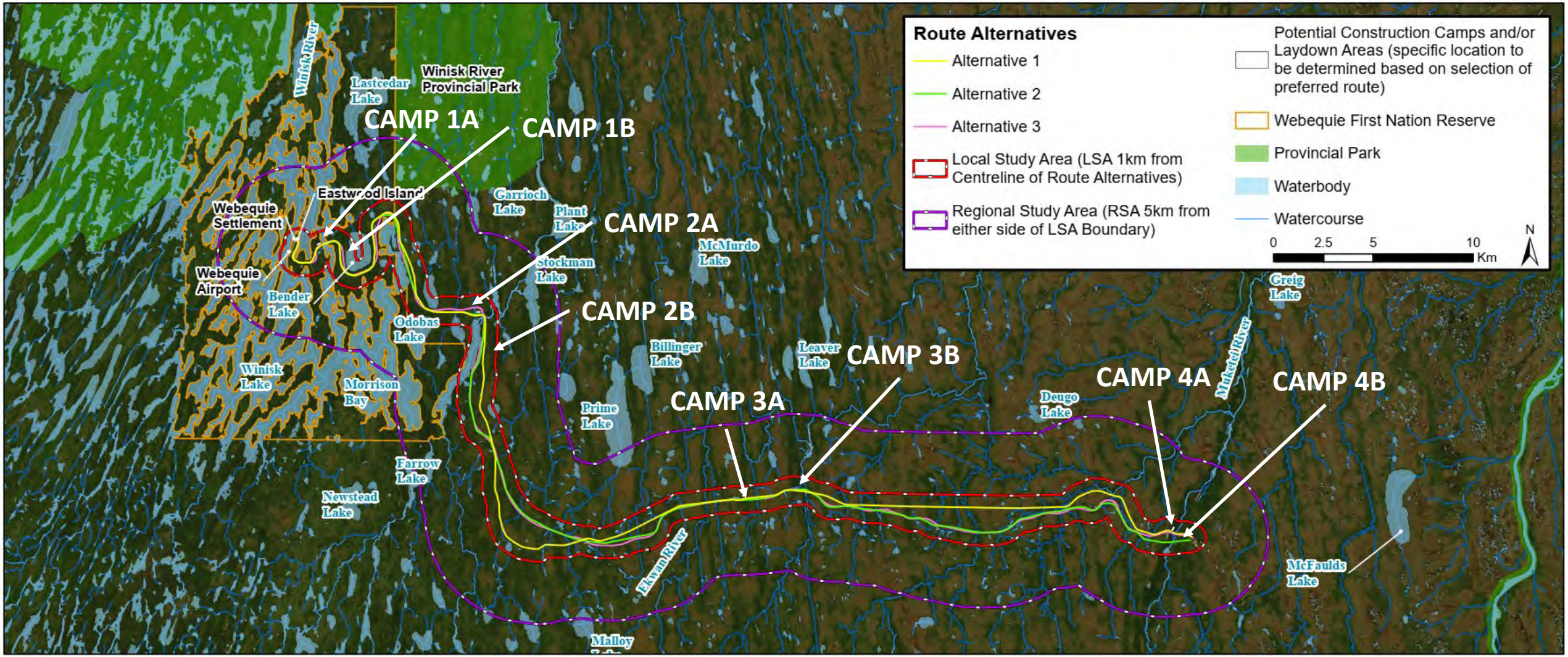
ALTERNATIVES FOR SUPPORTIVE INFRASTRUCTURE

The evaluation of alternative locations for supportive infrastructure includes

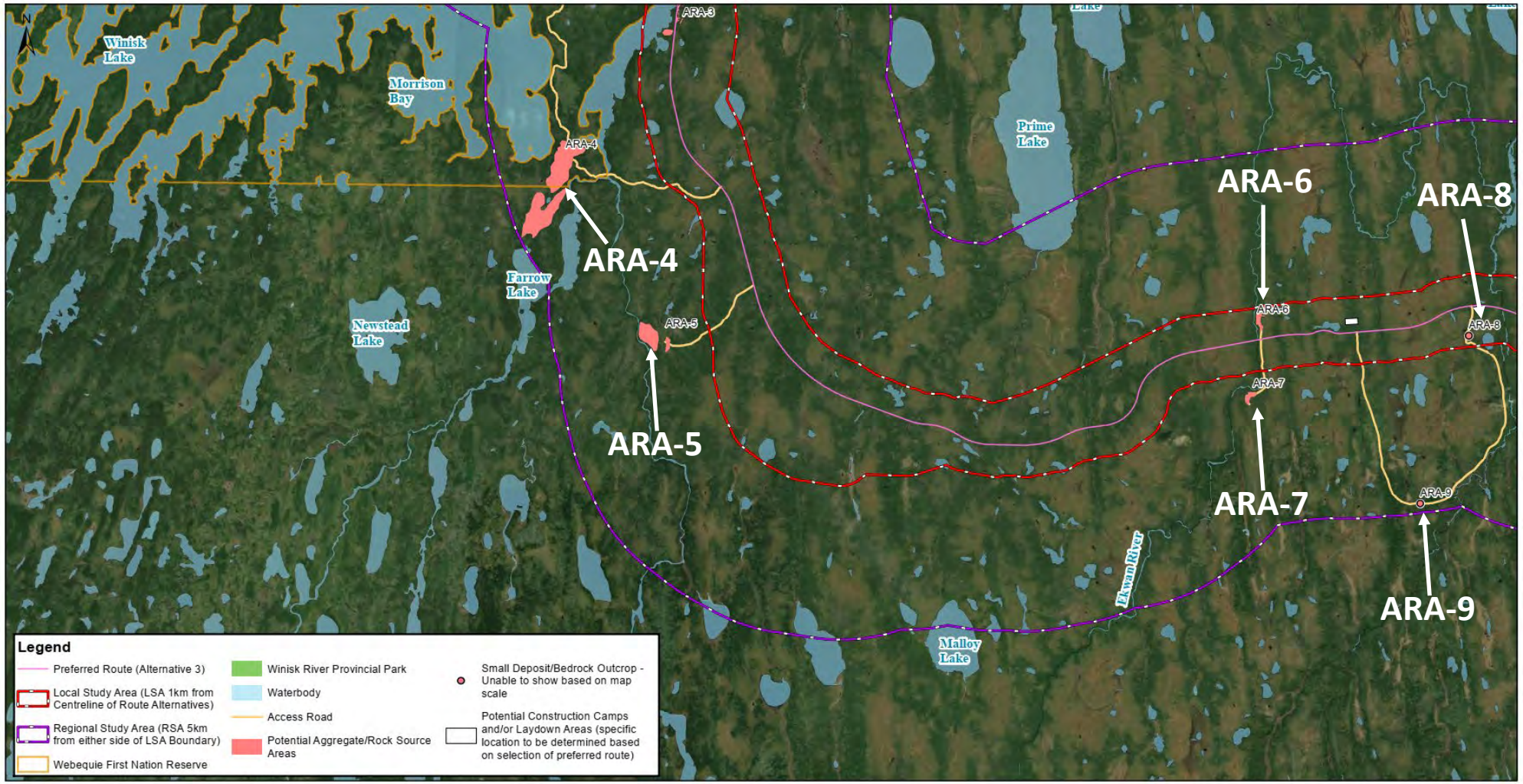
- Aggregate/Rock Source Areas (Pits/Quarries)
- Access Roads
- Construction Camps with Storage/Laydown Areas for Equipment & Materials

WSR
WEBEQUIE SUPPLY ROAD

POTENTIAL CONSTRUCTION CAMP LOCATIONS



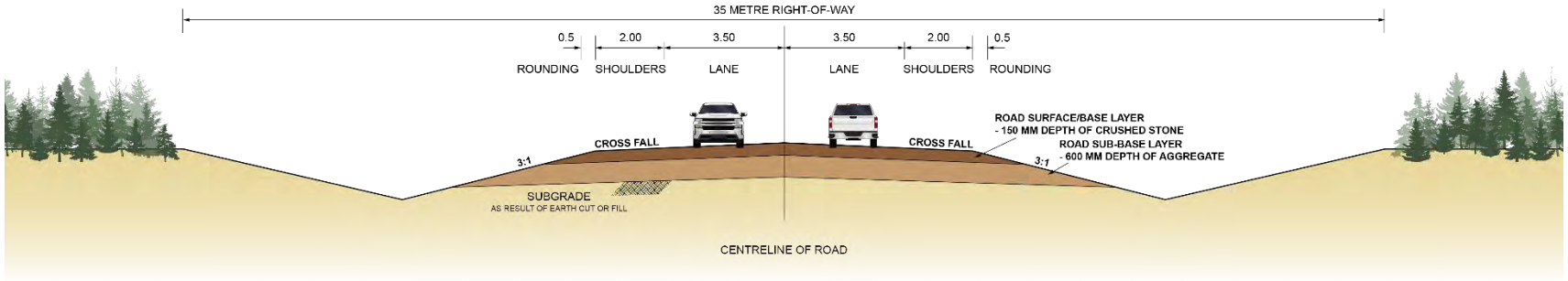
POTENTIAL AGGREGATE SOURCE AREAS (WEST-CENTRAL)



WSR
WEBEQUIE SUPPLY ROAD

ROAD FOUNDATION DESIGN

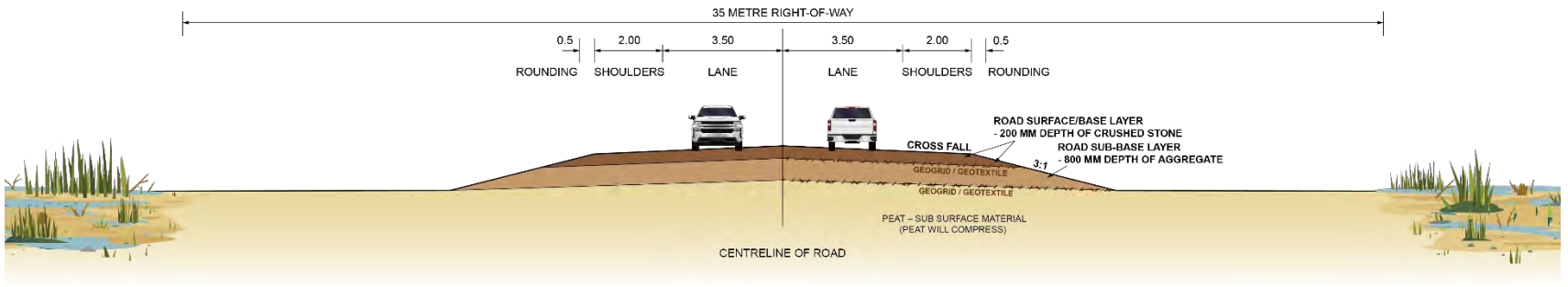
The road will have a surface layer/base layer and sub-base layer with various size of gravel/aggregate for each layer



WEBEQUIE SUPPLY ROAD

UPLAND AREA (NORTH-SOUTH SECTION)

ALL DIMENSION ARE IN METRES



WEBEQUIE SUPPLY ROAD

LOWLAND AREA (EAST-WEST SECTION)

ALL DIMENSION ARE IN METRES

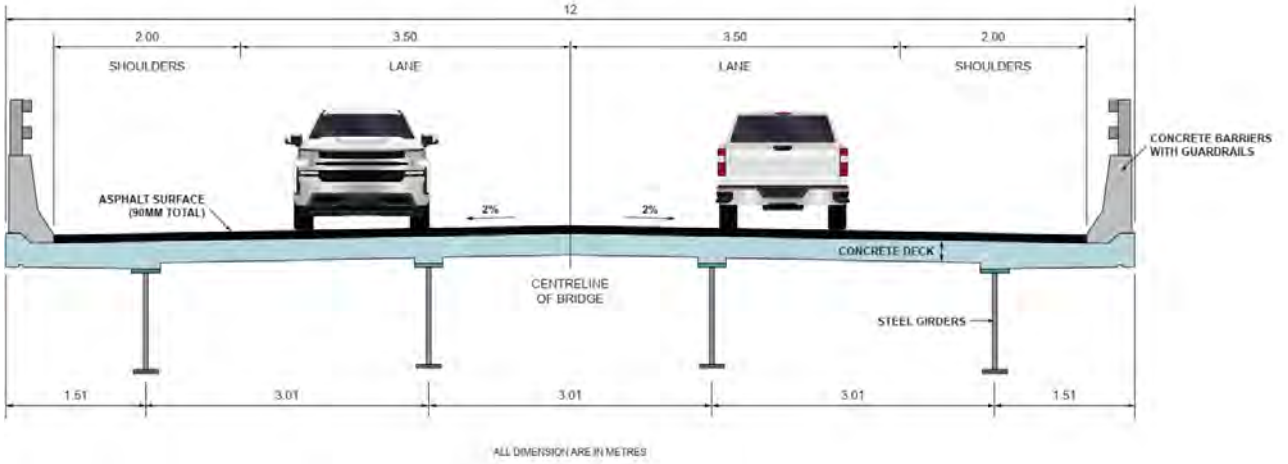
WSR
WEBEQUIE
SUPPLY ROAD

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

WSR
WEBEQUIE SUPPLY ROAD

WINISK LAKE CROSSING

BEFORE

AFTER

WSR
WEBEQUIE
SUPPLY ROAD

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

Boozhoo! / Wachiye! Welcome!

ABORIGINAL AND / OR TREATY RIGHTS AND INTERESTS

Webequie Supply Road (WSR) • Northern Road Link (NRL)
Marten Falls First Nation Community Access Road (MFFN CAR)

CUMULATIVE EFFECTS

November 21, 22, & 23, 2023

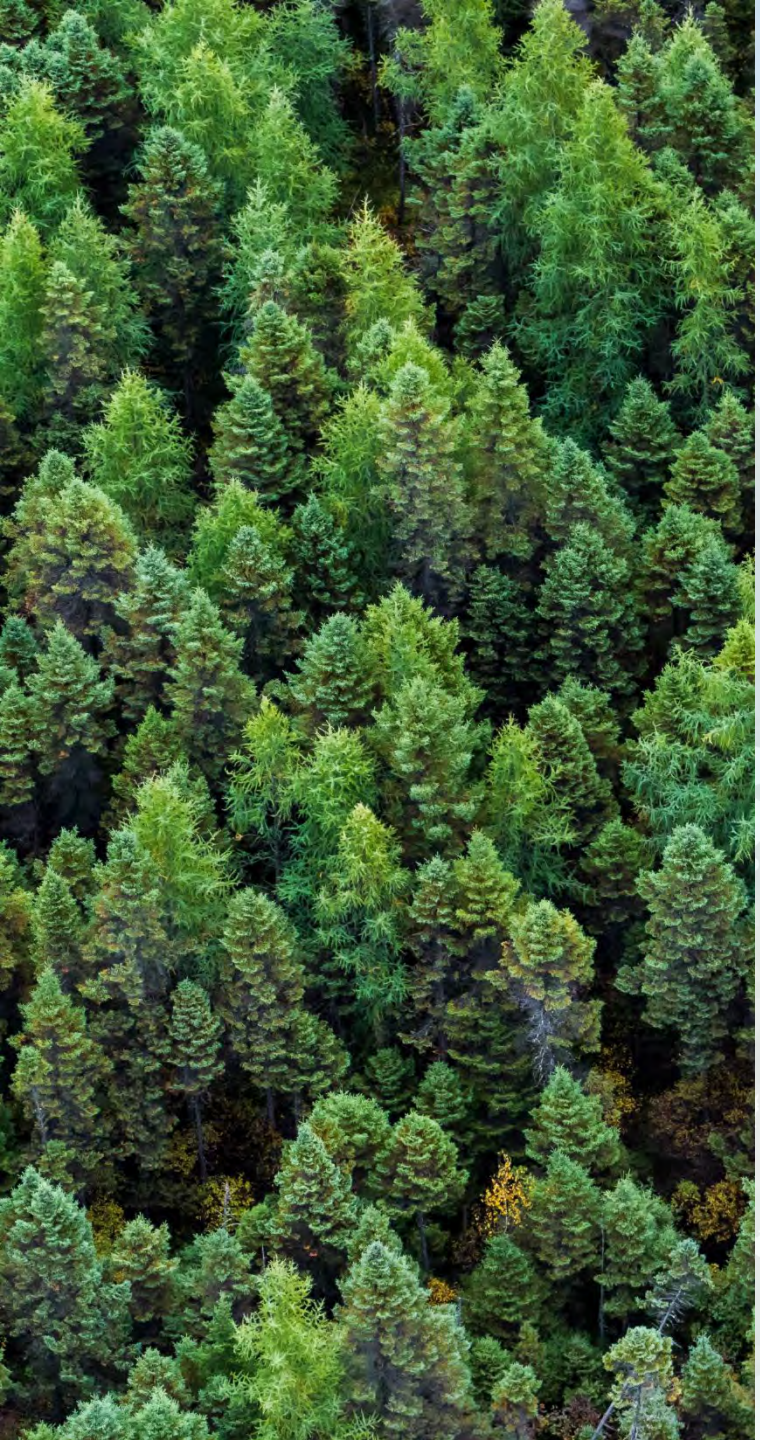
Photos: Ariane Heisey

WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL Northern Road Link

Ontario



Opening Ceremony

WSR
WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

NRL
Northern Road Link

Introductions

Marten Fall First Nation Community Access Road

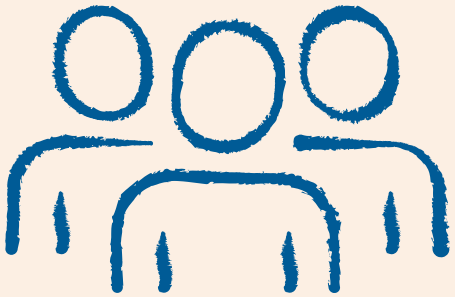
Webequie Supply Road

Northern Road Link

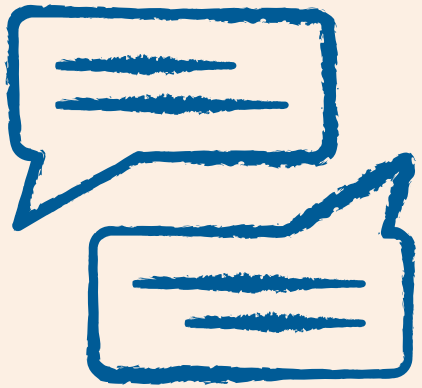
Chief & Council Welcome

Why are We Here?
Forum Purpose & Objectives

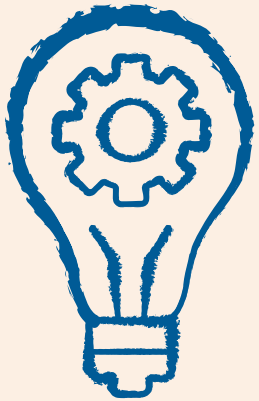
Building Relationships



Create an occasion to meet face-to-face



Provide an opportunity to ask questions and engage in conversations about the Projects



Provide space to listen and learn from each other

Creating a Collaborative Space

Ongoing Conversations

Co-learning

Confidential Space

Understanding Aboriginal and / or Treaty Rights and Interests – Days 1 & 2

Developing and sharing our current understanding of Aboriginal and/or Treaty Rights and Interests asserted by each community within each distinct Project area

Understanding and Confirming Rights and Interests will help us in future discussions about potential Project(s) impacts

Collaborating to avoid, reduce or mitigate potential impacts while enhancing potential positive impacts to support Aboriginal and/or Treaty Rights and Interest

Aboriginal and / or Treaty Rights and Interests Assessment – Role of the Proponent

The **Proponents –** Marten Falls First Nation and Webequie First Nation – are ***required*** to assess the potential project impacts to Aboriginal and / or Treaty Rights and Interests as part of the assessment process.

Developing Our Understanding

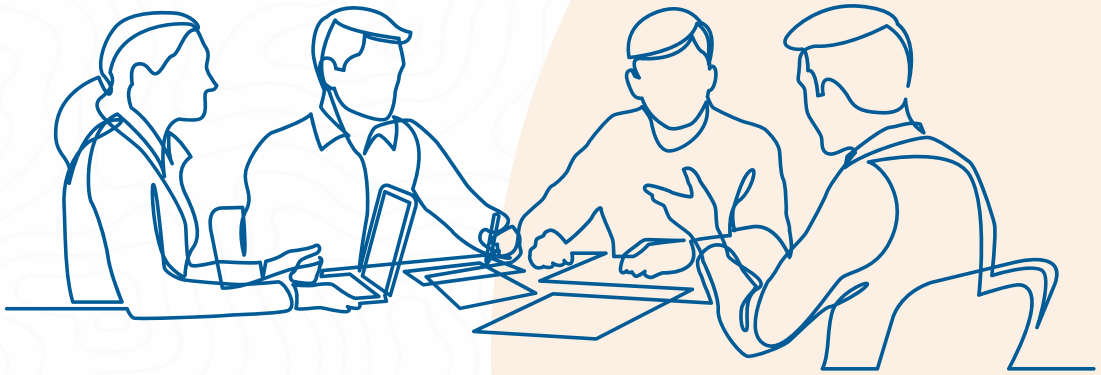
We are developing our understanding of Aboriginal and / or Treaty Rights and Interests through:

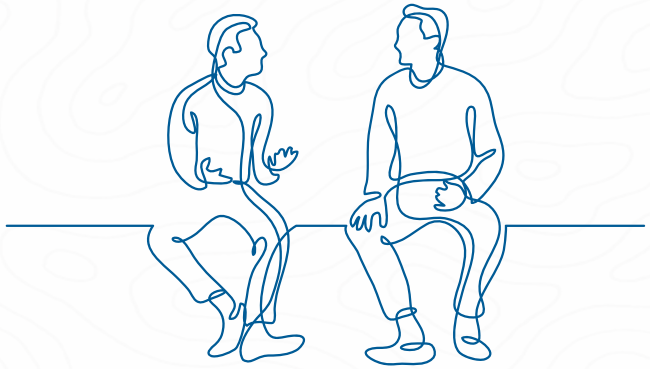
1. Information received directly from Communities

2. Research and literature review of publicly available information

Sharing Our Current Understanding

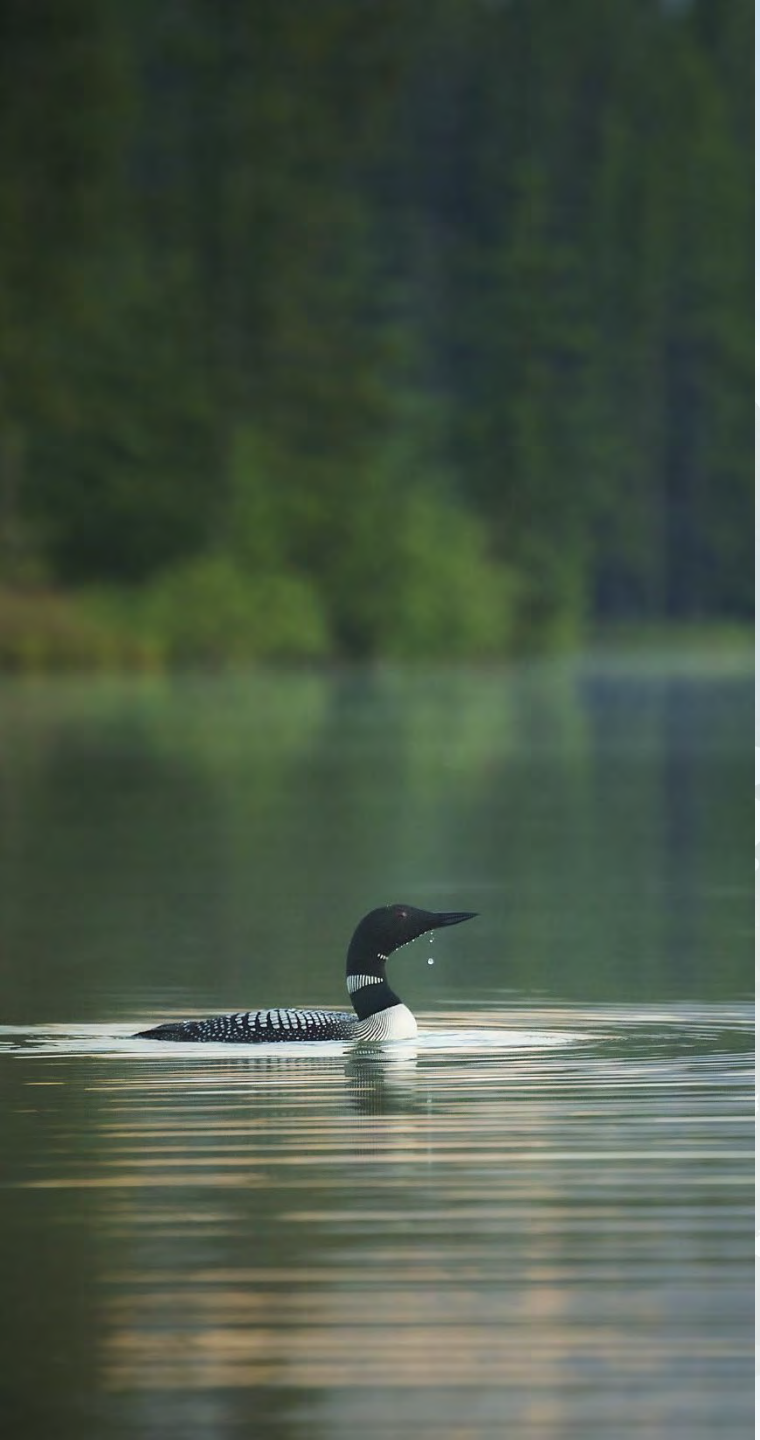
Breakout Rooms





Cumulative Effects Discussion – Day 3

- To obtain a shared understanding of cumulative effects and cumulative effects assessment process.
- To have an open discussion to seek feedback, gather insights with attendees on cumulative effects in the context of the three separate road projects.



Agenda Overview

Forum Agenda

ABORIGINAL AND / OR TREATY RIGHTS AND INTERESTS FORUM

Cumulative Effects Discussion

Webequie Supply Road (WSR) • Marten Falls First Nation Community Access Road (MFCAR) • Northern Road Link (NRL)

Thunder Bay, Ontario - Valhalla Inn

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AGENDA

DAY ONE – NOVEMBER 21st, 2023
Aboriginal and / or Treaty Rights and Interests

Time	Topic	Location
8:00 – 8:40	Breakfast	Scandia Room
8:40	Introductions/Welcoming Participants	Scandia Room
8:50	Opening Ceremony	
9:00	Welcome from Chiefs	
9:10	Purpose of the Forum and Agenda Overview	
9:30	Projects – Overview	
9:45	Participant Q&A	
10:10 – 10:30	Coffee Break	Scandia Room
10:30 - 12:00	Breakout Sessions	Meeting Rooms
12:00 – 1:00	Lunch	Main Ballroom
1:00 - 2:30	Breakout Sessions	Meeting Rooms
2:30 - 4:00	Breakout Sessions	
4:00 - 5:30	Breakout Sessions	
5:30	Dinner	Scandia Room
7:00	Movie Screening – Bridges to the North – a Story about Webequie and Marten Falls First Nations	Scandia Room

ABORIGINAL AND / OR TREATY RIGHTS AND INTERESTS FORUM

Cumulative Effects Discussion

Webequie Supply Road (WSR) • Marten Falls First Nation Community Access Road (MFCAR) • Northern Road Link (NRL)

Thunder Bay, Ontario - Valhalla Inn

November 21st – 23rd, 2023

AGENDA

DAY TWO – NOVEMBER 22nd, 2023
Aboriginal and / or Treaty Rights and Interests

Time	Topic	Location
8:00 – 8:45	Breakfast	Scandia Room
8:45 - 9:00	Morning Greeting	Scandia Room
9:00 - 10:30	Breakout Sessions & Plenary Room	Meeting Rooms
10:30 - 12:00	Breakout Sessions & Plenary Room	Meeting Rooms
12:00 – 1:00	Lunch	Scandia Room
1:00 - 2:30	Breakout Sessions & Plenary Room	
2:30 - 4:00	Breakout Sessions & Plenary Room	Meeting Rooms
4:00 - 5:30	Breakout Sessions & Plenary Room	
5:30	Dinner	Scandia Room

DAY THREE – NOVEMBER 23rd, 2023
Cumulative Effects

Time	Topic	Location
8:00 – 8:45	Breakfast	Scandia Room
8:45	Morning Greeting	Scandia Room
9:00 - 9:30	Presentation – Cumulative Effects Overview (Project Teams)	
9:30 - 10:00	Presentation – Assessing Potential Cumulative Effects For Federal Assessments (Impact Assessment Agency of Canada)	
10:00 - 10:30	Q&A on Presentations	
10:30 – 10:45	Coffee Break	Scandia Room
10:45 – 11:45	Roundtable Discussion on Cumulative Effects (Plenary)	Scandia Room
11:45 – 1:00	Closing Comments & Lunch	Scandia Room

Fireside Chat and Wellness Agenda

ABORIGINAL AND / OR TREATY RIGHTS AND INTERESTS FORUM

Cumulative Effects Discussion

Webequie Supply Road (WSR) • Marten Falls First Nation Community Access Road (MFCAR) • Northern Road Link (NRL)

Thunder Bay, Ontario - Valhalla Inn

November 21st – 23rd, 2023

PLENARY AGENDA

DAY ONE - SCANDIA ROOM

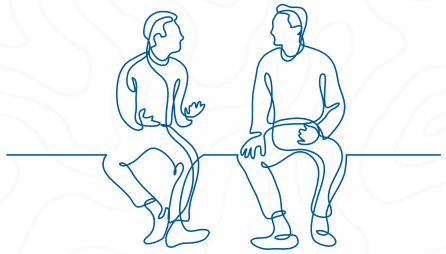
Time	Fireside Chat (includes Q&A)
1:00	Marten Falls First Nation Community Access Road Project Update
2:00	*Wellness Activity*
3:00	Webequie Supply Road Project Update
4:00	Northern Road Link Project Update

DAY TWO - SCANDIA ROOM

Time	Fireside Chat (includes Q&A)
9:00	Province (MNRF)- Far North District and Land Use Planning Overview
10:00	Northern Road Link Project Update
11:00	*Wellness Activity*
12:00	*Lunch*
1:00	1:00 (Ontario) – Environmental Assessment Process and Consultation Approach
2:00	Marten Falls First Nation Community Access Road Project Update
3:00	*Wellness Activity*
4:00	Webequie Supply Road Project Update

How Does the Forum Work?

Breakout Sessions and Plenary Room



Breakout Sessions

Representatives from NRL, MFFN CAR, WSR, and the Province with the Impact Assessment Agency of Canada, are each hosting separate meeting spaces for individual community representatives to discuss Aboriginal and/or Treaty Rights and Interests related to each Project.

Plenary/Group Sessions

Participants not in a Breakout Session, we will be hosting a series of presentations and activities in the main Forum area.

Breakout Session Sign Up

ABORIGINAL AND/OR TREATY RIGHTS AND INTERESTS FORUM

Webequie Supply Road (WSR) • Marten Falls First Nation Community Access Road (MFCAR) • Northern Road Link (NRL)

November 21st and 22nd, 2023

BREAKOUT SESSIONS SIGN UP SHEET

Please register your community for an individual Breakout Session!

Time	MFFN CAR	WSR	NRL	The Province of Ontario and Impact Assessment Agency of Canada
Day 1 - November 21st, 2023				
10:30 – 12:00				
Contact Name and Phone Number				
1:00 – 2:30				
Contact Name and Phone Number				
2:30 – 4:00				
Contact Name and Phone Number				
4:00 – 5:30				
Contact Name and Phone Number				
Day 2 - November 22nd, 2023				
9:00 – 10:30				
Contact Name and Phone Number				
10:30 – 12:00				
Contact Name and Phone Number				
1:00 – 2:30				
Contact Name and Phone Number				
2:30 – 4:00				
Contact Name and Phone Number				
4:00 – 5:30				
Contact Name and Phone Number				

WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL

Ontario

ABORIGINAL AND/OR TREATY RIGHTS AND INTERESTS FORUM

Cumulative Effects Discussion

Webequie Supply Road (WSR) • Marten Falls First Nation Community Access Road (MFCAR) • Northern Road Link (NRL)

November 21st, 22nd and 23rd, 2023

PARTICIPANT SIGN IN SHEET

Name of Participant	Role	Email	Telephone Number

WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL

Ontario

Project Overviews

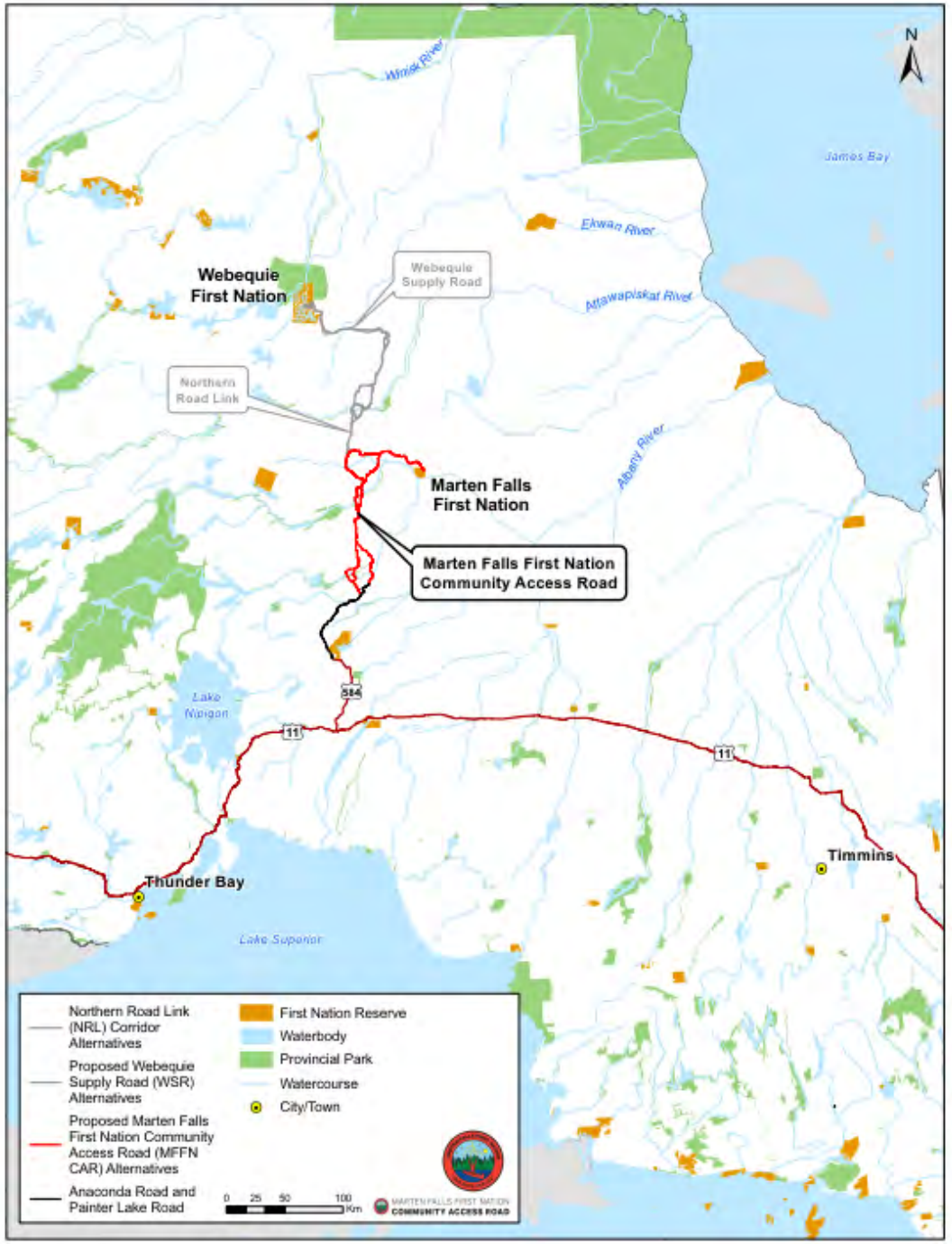
WSR
WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

NRL
Northern Road Link

MARTEN FALLS FIRST NATION

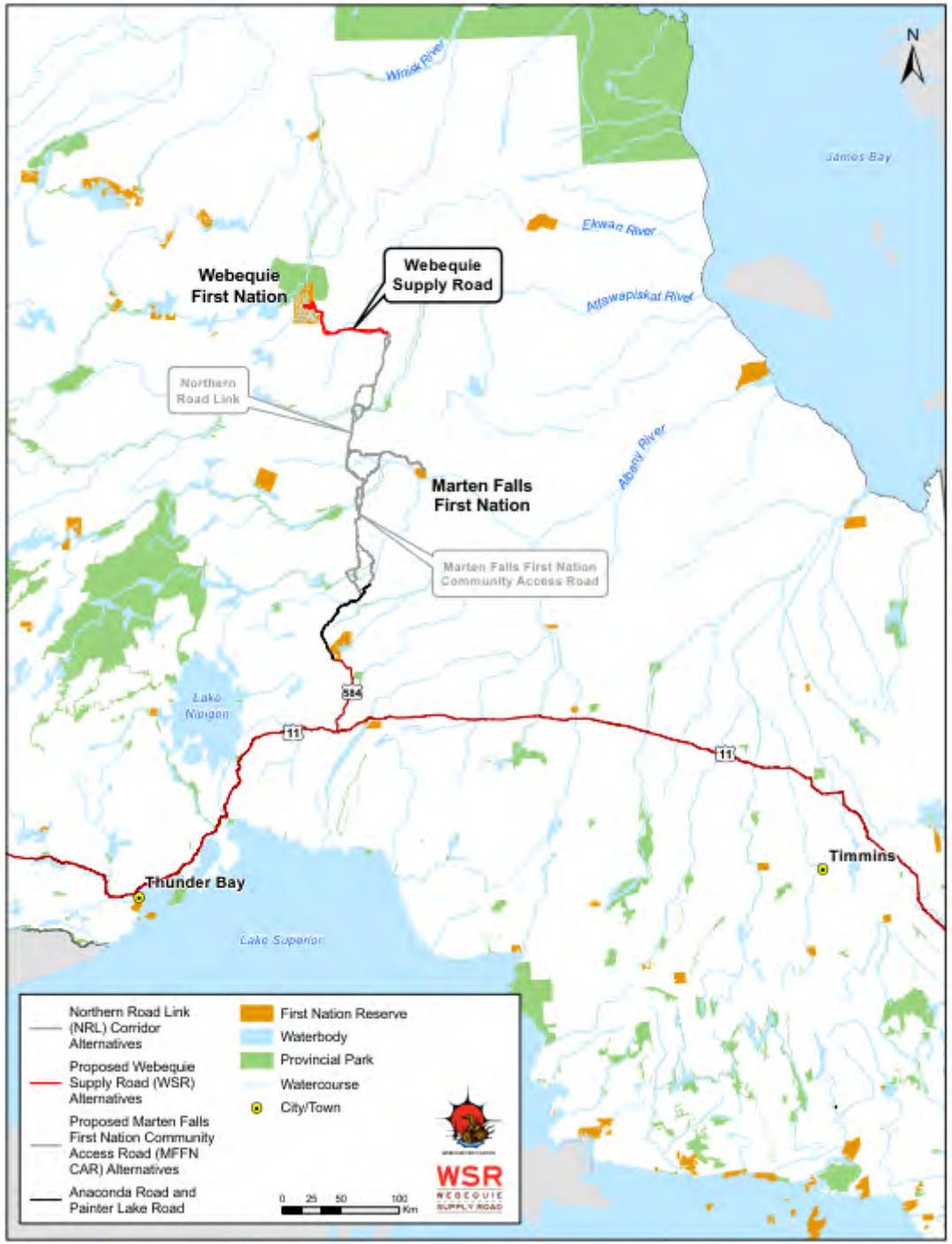
COMMUNITY ACCESS ROAD



WSR

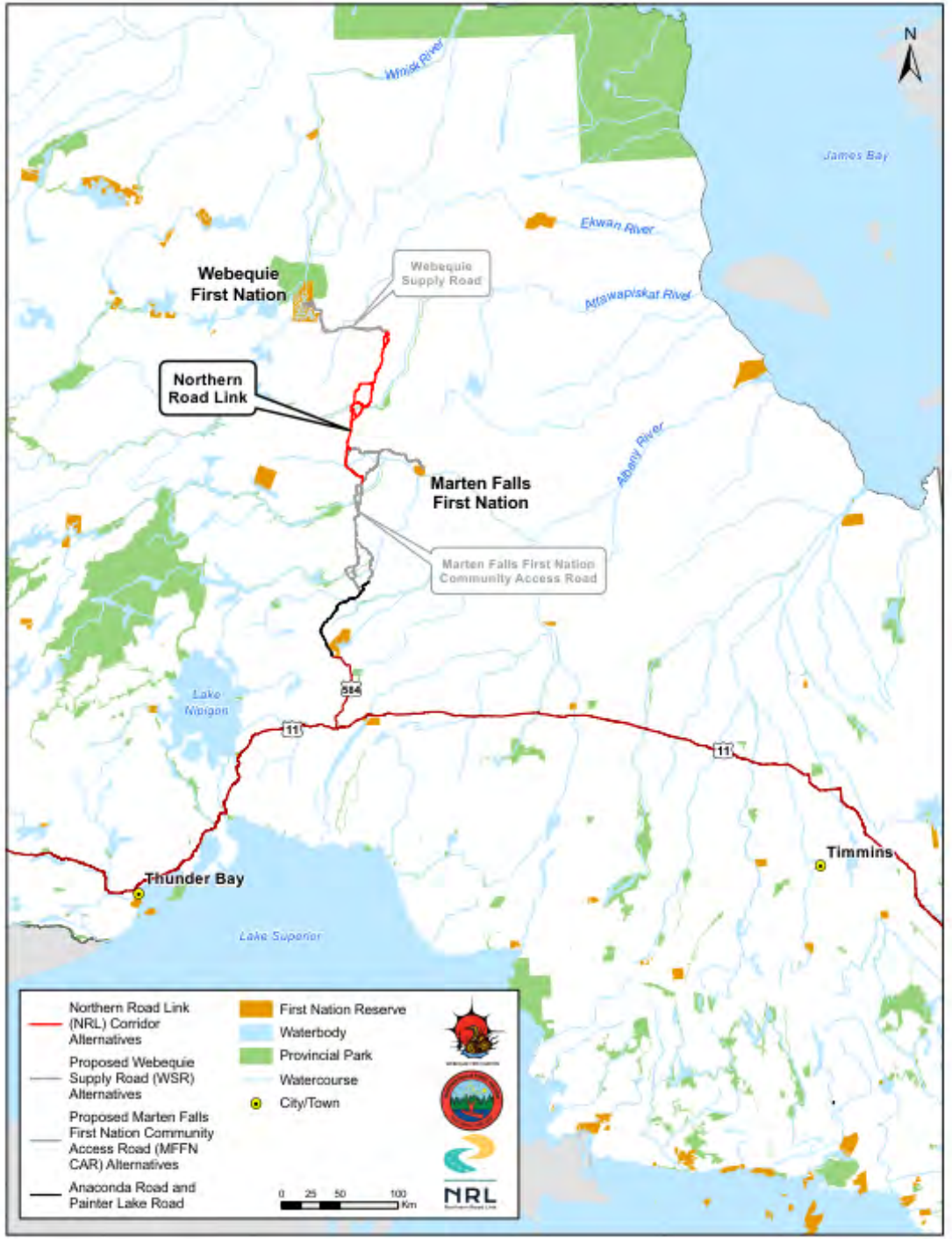
WEBEQUIE

SUPPLY ROAD



NRL

Northern Road Link



Q & A

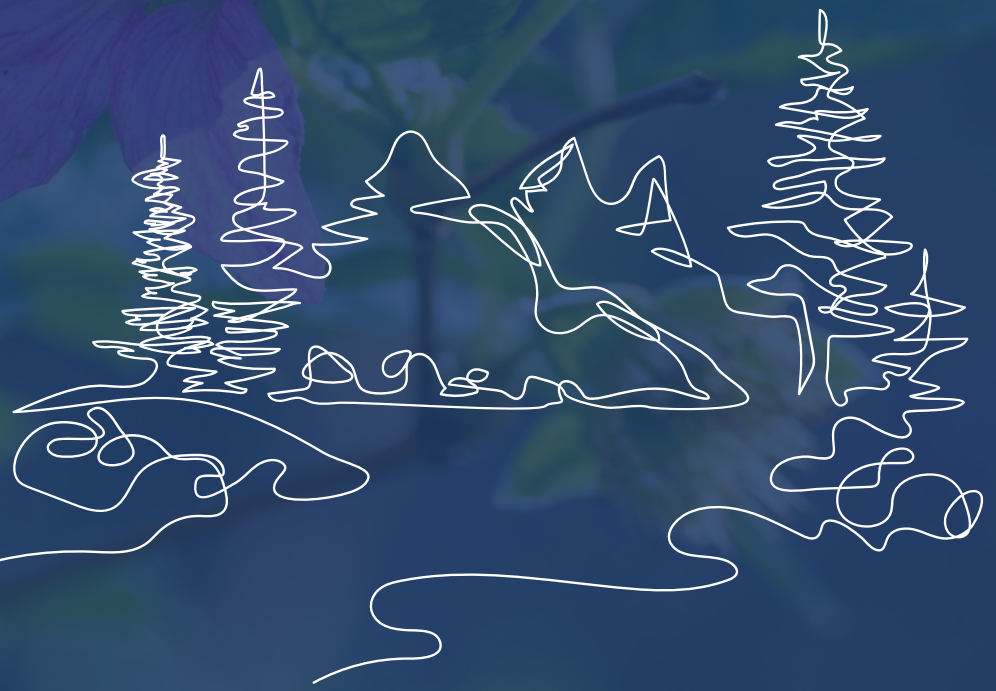
Break time

Breakout Sessions & Plenary Room: Fireside Chats / Project Updates with Q&A

Lunch Break

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

MFCAR Project Update



Wellness/Relaxation Activity with Body Mind Centre

WSR Project Update

WSR
WEBEQUIE
SUPPLY ROAD

NRL Project Update

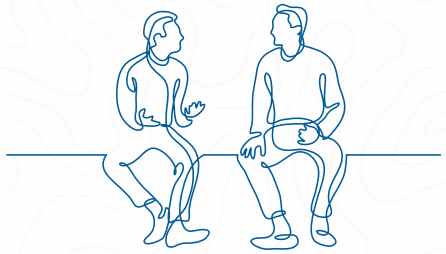
Break time

Dinner & A Movie!

Bridges to the North – a Story about Webequie and Marten Falls First Nations

Day Two
Morning Greeting!

Breakout Sessions and Plenary Room



Breakout Sessions

Representatives from NRL, MFFN CAR, WSR, and the Province with the Impact Assessment Agency of Canada, are each hosting separate meeting spaces for individual community representatives to discuss Aboriginal and/or Treaty Rights and Interests related to each Project.

Plenary/Group Sessions

Participants not in a Breakout Session, we will be hosting a series of presentations and activities in the main Forum area.

Ontario

Province (MNRF) - Far North District and Land Use Planning Overview

NRL Project Update

Wellness/Relaxation Activity with Body Mind Centre

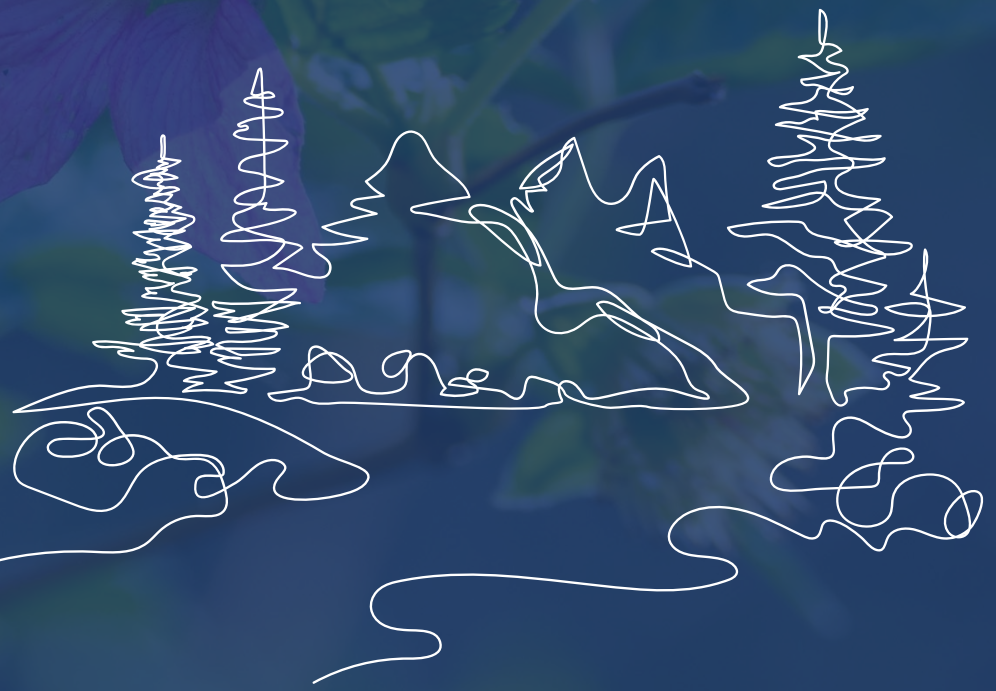
Lunch Break!

Ontario

Province (MECP & MINES) - Environmental Assessment Process and Consultation Approach

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

MFCAR Project Update



Wellness/Relaxation Activity with Body Mind Centre

WSR Project Update

WSR
WEBEQUIE
SUPPLY ROAD

Day Three
Morning Greeting!

Cumulative Effects Overview

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

NRL
Northern Road Link

WSR
WEBEQUIE
SUPPLY ROAD

Cumulative Effects Assessment Overview

Impact Assessment Agency of Canada

ASSESSING POTENTIAL CUMULATIVE EFFECTS OF A PROJECT FOR FEDERAL ASSESSMENTS

ATRI SESSION – DAY 3, THUNDER BAY

NOVEMBER 23, 2023

Q & A

Break time

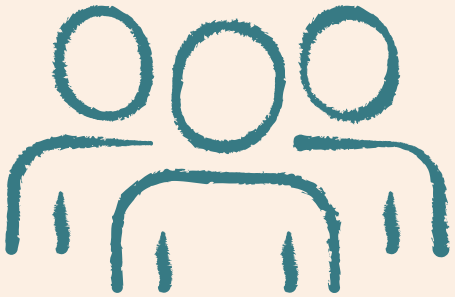
Roundtable Discussion on Cumulative Effects

Closing Forum Comments & Lunch

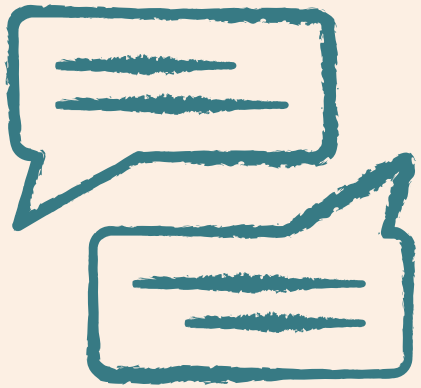
Why are We Here?

Forum Purpose & Objectives

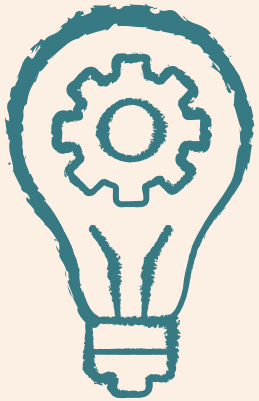
Building Relationships



Create an occasion to meet face-to-face



Provide an opportunity to ask questions and engage in conversations about the Projects



Provide space to listen and learn from each other

Creating a Collaborative Space

Ongoing Conversations

Co-learning

Confidential Space

Understanding Aboriginal and / or Treaty Rights and Interests – Days 1 & 2

Developing and sharing our current understanding of Aboriginal and/or Treaty Rights and Interests asserted by each community within each distinct Project area

Understanding and Confirming Rights and Interests will help us in future discussions about potential Project(s) impacts

Collaborating to avoid, reduce or mitigate potential impacts while enhancing potential positive impacts to support Aboriginal and/or Treaty Rights and Interest

Aboriginal and / or Treaty Rights and Interests Assessment – Role of the Proponent

The **Proponents –** Marten Falls First Nation and Webequie First Nation – are ***required*** to assess the potential project impacts to Aboriginal and / or Treaty Rights and Interests as part of the assessment process.

Developing Our Understanding

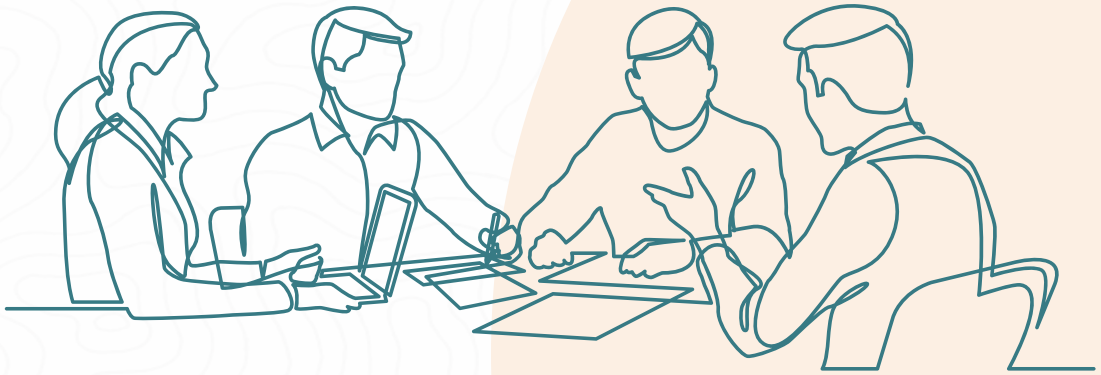
We are developing our understanding of Aboriginal and / or Treaty Rights and Interests through:

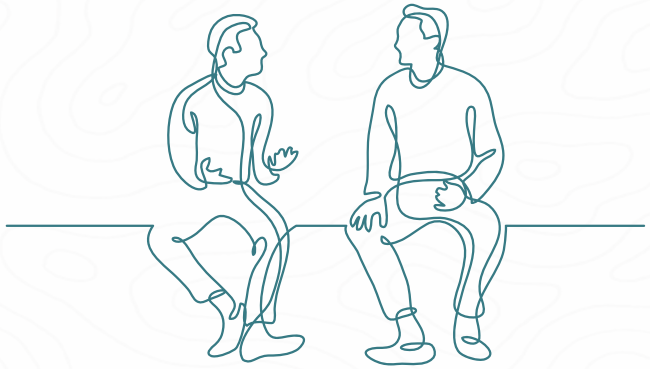
1. Information received directly from Communities

2. Research and literature review of publicly available information

Sharing Our Current Understanding

Breakout Rooms





Cumulative Effects Discussion – Day 3

- To obtain a shared understanding of cumulative effects and cumulative effects assessment process.
- To have an open discussion to seek feedback, gather insights with attendees on cumulative effects in the context of the three separate road projects.

APPENDIX P2.D.2

Other Forums/Events

- P2.D.2.4 – Summary of Aboriginal and Treaty Rights and Interests Forum #2

Cumulative Effects Workshop

Marten Falls First Nation Community Access Road (MFCAR) • Northern Road Link (NRL) • Webequie Supply Road (WSR)

November 23rd, 2023

The Cumulative Effects Workshop was undertaken with all community representatives present on Day 3 of the Aboriginal and/or Treaty Rights and Interests Forum in Thunder Bay held from November 21st to 23rd, 2023. The purpose of the Workshop was to introduce the concept of cumulative effects and how they would be assessed in the environmental assessment/impact assessment (EA/IA).

The Workshop opened with an overview presentation on Cumulative Effects Assessment by representatives of the three road Project Teams which was followed by the Impact Assessment Agency of Canada's (IAAC) overview presentation. This was then followed by a formal Q&A session where community representatives could ask questions of members of the Project Teams, for Marten Falls Community Access Road (MFCAR), Northern Road Link (NRL), and Webequie Supply Road (WSR), IAAC staff, and the Ministry of the Environment, Conservation, and Parks (MECP) staff about cumulative effects and the cumulative effects assessment process.

The table below outlines the comments made and issues raised by participating community representatives and the responses provided during the session by members of the MFCAR, NRL, and WSR Project Teams, IAAC, MECP, Ministry of Mines (MINES), and Ministry of Natural Resources (MNR) staff. The last column provides further information from the Project Teams as overall post-forum responses considered feedback on comments shared and issues raised by participating community representatives. The table includes comments from an Attawapiskat First Nation community member who attended for information purposes only and were not representing Attawapiskat First Nation. No formal representation from Attawapiskat First Nation was present during the Forum.

Participating Indigenous Community	Comment/Issue Raised	Session Response	Post-Forum Response
Long Lake #58 First Nation	How far in the future will you look when considering cumulative effects? For example, will you look at mining claims?	The Project Teams responded that projects built within the reasonably foreseeable future will be considered in the cumulative effects assessment as long as the project has enough information about its potential effects. The Project Teams went on to explain that the road is a permanent project.	Marten Falls First Nation Community Access Road (MFCAR), Northern Road Link (NRL), and Webequie Supply Road (WSR) Projects each have an approved Terms of Reference (ToR) and Tailored Impact Statement Guidelines (TISG). These ToRs and TISGs describe what will be included in the environmental assessment/impact assessment (EA/IA) for each road Project. MFCAR, NRL, And WSR will include a cumulative effects assessment in each of their EA/IA and will consider other past, present, or reasonably foreseeable projects and activities in the region and their potential combined effects with their respective Project. Examples of projects to be considered in the cumulative effects assessment include mining, transmission lines, railway transload facilities, other road projects, and forest management units. Each Project Team intends to consult on the projects to be included in the cumulative effects assessment with communities and will be looking for their input.
Long Lake #58 First Nation	Will potential future mining projects be considered in the cumulative effects assessment?	The Project Teams responded yes if there is enough information on the future mining project.	As described in the approved ToRs and the TISGs for MFCAR, NRL, and WSR, the EA/IA for each Project will include a cumulative effects assessment. This will consider other past, present, or reasonably foreseeable projects and activities in the region and their potential combined effects with each respective Project.

Participating Indigenous Community	Comment/Issue Raised	Session Response	Post-Forum Response
			Examples of projects to be considered in the cumulative effects assessment include mining, transmission lines, railway transload facilities, other road projects, and forest management units. Each Project Team intends to consult on the projects to be included in the cumulative effects assessment with communities and will be looking for their input.
Long Lake #58 First Nation	Could cumulative effects be considered for a mining project ten years into the future?	The Project Teams responded yes, only if there is enough information on the future mining project.	As described in approved ToR and the TISGs for each of the road Projects, the EA/IA will include a cumulative effects assessment. This will consider other past, present, or reasonably foreseeable projects and activities in the region and their potential combined effects with the Project. The Project Teams for each Project will consider those future projects for which the potential effects can be predicted based on current knowledge and trends. Mining, transmission lines, railway facilities, other road projects, and forest management are examples of what may be considered. Each Project Team intends to consult on the projects to be included in the cumulative effects assessment with communities and will be looking for their input.
Long Lake #58 First Nation	Do the three Projects have to identify the same Valued Components to be considered for cumulative effects? Do they have to be the same ones for each	Impact Assessment Agency of Canada's (IAAC) responded that the projects don't need to identify the same Valued Components (VCs) to	The EA/IA for each road Project will look at the potential effects of its respective road Projects on a variety of criteria including information shared by Indigenous

Participating Indigenous Community	Comment/Issue Raised	Session Response	Post-Forum Response
	project? If two communities identify two Valued Components, are they still considered?	be considered for the cumulative effects assessment. In the IA process, the linkages between VCs can be assessed as well, e.g., fish can be a VC that is linked to the Valued Component of Fishing practiced by Indigenous community members that is linked to fish health.	communities and others, along with field studies and publicly available information on the Valued Components (VCs). The proponents welcome the chance to receive information on the importance of different species to the community through the ongoing consultation and engagement programs for each of the road Projects.
Long Lake #58 First Nation	There were no cultural protocols available during this event and that has made this process stressful for us and should be considered in the future.	The Project Teams noted that they did begin with an opening ceremony but that for future events they would take the guidance provided and would reach out to Elders and community leaders for guidance on cultural protocols and appropriate ceremony.	The proponents note that for future events, like the Three Road Projects Gathering & Expo held in June 2024, guidance that was provided was followed and each of the Project Teams welcome any feedback from the communities on their preferred approach to engagement.
Long Lake #58 First Nation	Representative noted that they have been speaking to some Elders and feel sorry for their people. They think about	The information was recorded by the Project Teams.	Thank you for sharing this information. The proponents appreciate the comments

Participating Indigenous Community	Comment/Issue Raised	Session Response	Post-Forum Response
	the people/Elders who do not have proper care and children that don't have proper education. For years many of them have been sitting in broken homes, losing their culture, and losing lands. There are people reaching out and trying to create something for their community. Yes, there will be impacts, but they need to think about the people. A lot of things need to be at the forefront regarding environment and health, but going back to the land is one thing that's been forgotten. Elders are important, ceremonies are needed, having proper housing, proper dental. These roads are for the betterment of the communities. Waiting for a project to move forward is not just up to the communities. There should be access.		from the community representative and look forward to learning more from Long Lake #58 First Nation through the ongoing consultation and engagement programs for each of the road Projects.
Eabametoong First Nation	Many people were overwhelmed and experiencing stress during the Aboriginal and/or Treaty Rights and Interests Forum. Integrating cultural components into the Aboriginal and/or Treaty Rights and Interests Forum, such as ceremony, would have helped people cope with their stress.	The information was recorded by the Project Teams.	The proponents note that for future events, like the Three Road Projects Gathering & Expo held in June 2024, guidance that was provided was followed and the Project Teams welcome any feedback from the communities on their preferred approach to engagement.
Eabametoong First Nation	People need to be considered first. To support this, the development of partnerships is essential. Communities are trying to improve their conditions. People in the communities need access to proper care including health and	The information was recorded by the Project Teams.	Thank you for sharing this information. The proponents welcome any information that Eabametoong First Nation wishes to share and look forward to learning more through the ongoing consultation and

Participating Indigenous Community	Comment/Issue Raised	Session Response	Post-Forum Response
	dental services, especially Elders and youth. People also need access to lumber and materials that are necessary to housing. There is recognition that there will be some environmental impacts from the Projects; however, the people will be ok if they remain on their toes. Many ways to improve conditions in the communities and help people, can be done simply. For example, spending time on the land, ceremonies, and Elders can help to build the strength that communities already have within themselves.		engagement programs for the each of the road Projects.
Ginoogaming First Nation	Through experience with Greenstone, the community Learned a lot. Assessments (general) and/or the associated companies have failed to provide opportunities for capacity building, and social and business development. Basic needs for First Nations are not being met. Assessments (general) consider caring for the land, but not caring for the people. Through project work, there is an opportunity to funnel the salaries and education that are being gained by organizations to First Nations. It is great that there is a focus on environment, but capacity for business development is falling behind. Members are falling behind from a socio-economic perspective. Often, long term benefits are not monetary. How can communities	IAAC responded that they would take their feedback int account and that they are trying to diversify their staff. There is a diversity gap that needs to be closed. The Ministry of the Environment, Conservation, and Parks (MECP) acknowledged the comment and the need for capacity. They responded that the environment was broadly defined (more than just natural). It was important for communities to become involved to share what impacts to the social fabric might be. Proponents would then have to respond and address in the EA. Communities need to say what is important to them with respect to possible impacts on the	Thank you for sharing this information. The proponents welcome the chance to share information about the road Projects and to hear from communities about current and potential socio-economic impacts and benefits related to development in the region. The ongoing consultation and engagement activities for the road Projects give the proponents opportunities to share information and learn more from the communities that might be affected. This helps include community perspectives on development throughout the EA/IA process for each road Project. Each Project Team is also collaborating with communities directly to address concerns and improve follow up on identified issues to

Participating Indigenous Community	Comment/Issue Raised	Session Response	Post-Forum Response
	build their own capacities?	communities. The Event Facilitator responded that there is a lack of communication on expectations on how the role of the proponents is to be clearly understood; when a promise is made there is follow up and accountability. Follow up and accountability are important, and we can work together on this.	support accountability.
Fort Albany First Nation	Will any of the proposed road alignments align with the existing winter road networks? Do any of the winter roads have permits and/or have undergone Environmental Assessments? Could any of the winter roads be used as a baseline? Will protocols be established for emergencies, such as potential oil spills, for the proposed road projects?	The Ministry of Mines (MINES) responded that the roads have been proposed multiple times by Marten Falls First Nation which is how the MFCAR discussions began. In the past, a road was rejected because the community did not want mine traffic travelling through Marten Falls First Nations community on their winter road, and they needed to move the winter road to higher ground. In 2010-2011, there was a corridor cut with permits using the winter road, but it was not feasible to build. There are currently winter roads on the ground which have been permitted although there need to be improvements at water crossings and some rerouting was required. MINES discussed how these winter roads went through the Class EA process with the Ministry of Natural	Thank you for sharing this information. The proponents note that as part of the EA/IA process, each of the road Projects are considering different ways to carry out the work. This includes identifying and assessing alternative routes and temporary infrastructure needed for construction. The alternative routes for each road Project are listed in their respective Terms of Reference and include information on the current winter roads and how the preferred routes will be chosen. The EA/IA process for each road Project will also identify alternative temporary infrastructure, such as quarries, borrow areas, and aggregate source areas, to support construction. It will also include mitigation measures like emergency response plans and protocols. The proponents welcome the chance to receive information on the effectiveness of

Participating Indigenous Community	Comment/Issue Raised	Session Response	Post-Forum Response
		Resources (MNR) on the rerouting. In terms of response to potential emergencies, there are standards that have to be met (e.g., have spill kits available at certain distance intervals to address potential oil spills on the river) and standard best management practices that are implemented on road systems, would apply. The EA would be reviewed to make sure that proper protocols are met. MNR responded that they do not have tenure associated with the winter roads, so no land use permit is required. However, an EA and other permits are required for new winter roads.	these mitigation measures for the winter roads and community views on follow-up and monitoring plans and look forward to identifying and supporting opportunities for developing these measures and plans with communities. The proponents note that during the planning and design phases for each road Project, changes to the Project design are expected based on information shared by potentially affected communities.
Attawapiskat First Nation (community member)	Noted that they were not representing Attawapiskat. Representatives from Kashechewan First Nation and Fort Albany First Nation were not present at the Aboriginal and/or Treaty Rights and Interests Forum and they will be impacted. It is important for government representatives to visit each of the five affected Mushkegowuk communities to provide information and learn about communities at the grass roots level. It is important for Elders and youth to be included in discussions. When the Elders signed the treaties, they understood what the signing of these	MINES responded by requesting that communities invite government representatives to visit. Examples of how the Ministry of Mines has reached out to the communities was provided.	Thank you for sharing this information. The proponents appreciate the comments from the community member and look forward to learning more from Attawapiskat First Nation community representatives if they wish to share information on their natural laws through the ongoing consultation and engagement programs for each of the road Projects. The EA/IA for each of the road Projects will look at the potential effects of its respective Project on a variety of criteria including information shared by Indigenous

Participating Indigenous Community	Comment/Issue Raised	Session Response	Post-Forum Response
	treaties meant - Natural Laws: to respect, to share, to love, and to work together. These Natural Laws are like religions. The Elders in the past knew the Creator and that was the religion. They respected everything around them, did not destroy and they shared everything - they knew how much to kill the animals, etc. The western laws are not Indigenous Laws. They are not Indigenous religion. Always include the youth and Elders so they can combine their understanding and educate as those are the most important people. Future leaders include youth leaders and Elders to combine their thoughts. Natural resource projects that are happening in modern times do not align with the natural laws and religious practices of ancestors which results in miscommunication. In the past, people travelled around and buried those who passed as they travelled. The Victor Mine Project disrupted burial sites and potential contaminated fish habitat.		communities. This community information could include details on their traditional practices and impacts to their activities that may have already occurred, information on mitigation measures and the discussions on their effectiveness, and/or concerns about and comments on follow-up and monitoring programs. This information will be considered in the Environmental Assessment Report/Impact Statement (EAR/IS) for each road Project. The proponents look forward to identifying and supporting opportunities for developing mitigation measures and follow-up and monitoring plans with communities.
Attawapiskat First Nation (community member)	Language needs to be simplified for people to understand and be able to communicate. It is the coastal communities on the shore of James Bay that are going to be impacted and are the source of the waters that give this area life. They depend on their wildlife, fish, etc.	MINES responded that they work with communities that will allow them to come and share information. There was a meeting in Timmins and a representative from Mushkegowuk was there. They would be happy to go to the James Bay communities to share information but cannot go if	Thank you for sharing this information. The proponents understand that it is important to clearly explain technical information. They are working on highlighting key EA/IA terms and creating easy-to-understand information for translators that will be simple and clear for everyone and will be

Participating Indigenous Community	Comment/Issue Raised	Session Response	Post-Forum Response
	Example is the De Beers' Victor Mine. There used to be a lot of Caribou there, but they are no longer there. There used to be a sacred burial ground where they dug all the holes. Burial grounds are very sacred and need to be protected. There will be consequences in the future if you disturb sacred things. Years ago, they buried their loved ones while they were travelling. There was no segregation until the government told them this is going to be a family's trapline. There is a reason for everything, even the littlest insect. That little insect has a heart. Even the little rocks that have been there for millions of years. That's why we call it grandfather and it needs to be protected. Community members are not against growth but are concerned, especially about the mining companies as the people who built the Victor mine said the fish wouldn't be impacted but they are not the same. The government needs to keep this in mind and to clearly explain to the people so that they understand.	they are not allowed to by the community. Need to walk hand in hand and are ready to go but need to be invited. IAAC responded that they have reached out to Mushkegowuk communities and that they will continue to reach out. They will try to find a more simplified way to deliver information.	updated for future events and meetings as they become available. The proponents also note that for future events, like the Three Road Projects Gathering & Expo held in June 2024, guidance sought on cultural protocols was followed. Each of the EA/IAs will look at the potential effects of its respective road Project based on a variety of criteria including information shared by Indigenous communities. The proponents appreciate learning about each community's way of life and their approach to development. This information helps include Indigenous Knowledge (IK) in the assessment process. For the road Projects, information shared by communities will be used to determine potential impacts on VCs, which include Indigenous use of lands and resources and Cultural Continuity and Wellbeing. This information shared with each road Project will also help in developing mitigation measures, monitoring programs, and the design of the road Projects. The proponents welcome community views on the importance of certain species, the practice of traditional activities, Indigenous governance, cultural values, the effectiveness of mitigation measures, and thoughts on follow-up and monitoring plans. They look forward to the ongoing consultation and engagement activities that provide opportunities to learn from the communities that might be potentially affected by their respective road Project.

Participating Indigenous Community	Comment/Issue Raised	Session Response	Post-Forum Response
Attawapiskat First Nation (community member)	Some Indigenous people may feel that they walk between two worlds (i.e., Indigenous and non-Indigenous). Ancestors who signed Treaty 9 would be saddened to see the state of things now. The way to a successful future, including the approval of the three projects is through IBAs and revenue sharing agreements as a means to address concerns. Conditions on reserve, including overcrowded living resulting in a lack of privacy for youth as well as accidental drug overdose. Attawapiskat has already experienced cumulative and residual effects. Attawapiskat is downstream of the mine and the three roads. There will be impacts because of the interconnectedness of these things. Future generations must be considered in terms of cumulative and residual effects. Mothers from the community spoke of the dilemma with the Victor Mine Project. They knew what the impacts would be, but also the need for income to improve conditions for children and grandchildren – so they went for the mine.	The information was recorded by the Project Teams.	Thank you for sharing this information. The proponents appreciate learning about each community's way of life and their approach to development as this information helps to recognize IK in the EA/IA process for each road Project. The proponents welcome community views on potential leftover (residual) and combined (cumulative) effects. While communities discuss their Aboriginal and/or Treaty Rights and related interests (ATRI) with the Crown, the information they share about Indigenous governance with the proponents will be considered in the assessment process for each of the road Projects. The ongoing consultation and engagement activities for each road Project give the proponents chances to share information and learn more from the communities.
Attawapiskat First Nation (community member)	Definitions need to be provided for cumulative and residual effects. Additionally, an interpreter needs to explain the definitions.	The information was recorded by the Project Teams.	Thank you for sharing this information. The proponents understand that it is important to clearly explain technical information. They are working on highlighting key terms and creating easy-to-understand

Participating Indigenous Community	Comment/Issue Raised	Session Response	Post-Forum Response
			information for translators to make it simple and clear for everyone. The proponents will update this information for future events and meetings as they become available. The Project Teams also note that for future events, like the Three Road Projects Gathering & Expo held in June 2024, guidance that was provided was followed.
Marten Falls First Nation	Need to condense information in a way communities can understand as big documents are not their way to looking at things. The terms "residual" and "cumulative" were identified as confusing.	The information was recorded by the Project Teams.	The proponents are making sure that information about the Projects is easy to understand. They are creating fact sheets, newsletters, and plain language summaries of important documents. Some key documents are also being translated into local languages. They are working on highlighting key terms and creating easy-to-understand information for translators to make it simple and clear for everyone. Each of the Project Teams will update this information for future events and meetings as they become available. The proponents will keep trying to provide information on each of the road Projects in a simple and clear way whenever possible.
Marten Falls First Nation	It was difficult to see the presentation from where some people were located. What does the term 'valued component' mean? How much can the Rainy River (45 km	MECP responded that there are no requirements in the legislation about cumulative effects; however it is in the EA Guidelines, so there is an expectation that a cumulative effects	Thank you for sharing this information. The EA/IA for each of the road Projects will look at changes to important environmental factors, called Valued Components (VCs).

Participating Indigenous Community	Comment/Issue Raised	Session Response	Post-Forum Response
	long and crosses the Canadian-US border) take in terms of cumulative effects of all human activity? Are 'cumulative effects' the same as a 'valued component'? What parameters are looked at?	assessment is undertaken. Valued Components (VCs) are broken down into parameters including Valued Components/Criteria and Preliminary Indicators. IAAC recognized that there are a lot of different contributors to cumulative effects, and it can be complicated. When looking at a project level assessment, the main focus is on a project's contribution to the overall effects and how to minimize or avoid contributions. However, if there are other contributors, it is expected that information will be shared on a project-by-project basis and the project's wide range of contributions are looked at and to support the development of appropriate mitigation measures. The aim is to minimize or avoid making the situation worse. If harm cannot be avoided, it is up to the decision-makers to decide whether or not the project makes sense or if there is room for mitigation. Knowing what the concerns are, so that strategies can be developed is important. Efforts should be explored to achieve management objectives. IAAC noted that mitigation will not be left to one proponent to complete.	VCs are organized into different areas such as Aboriginal and/or Treaty Rights and Interests, Species at Risk, Fish and Fish Habitat, wildlife, Community Health and Wellbeing, cultural heritage, and human health, etc. These factors are important because they are sensitive to change, are of concern, or have cultural or traditional value. They are likely to be affected by a proposed project or its activities. Each Project has its own list of VCs to study and see how the Project might impact them. Preliminary criteria and indicators are used to measure these changes. These criteria and indicator help assess the current condition of a VC without the Project and predict how it might change with the Project. This helps show the difference between the current condition and the expected future condition for each of the road Projects. Cumulative effects are changes to the environment that happen when a project's impacts combine with other past, present, and future activities. The cumulative effects assessment for each road Project looks at leftover effects that might mix with other effects happening at the same time from other activities nearby. Each road Project needs to check for possible cumulative effects and use a method that follows the best practices and the federal guidelines on "*Assessing Cumulative Environmental*

Participating Indigenous Community	Comment/Issue Raised	Session Response	Post-Forum Response
			Effects" under the Canadian Environmental Assessment Act, 2012. The proponents will keep talking and collaborating with Indigenous communities to understand the potential cumulative effects that these communities are concerned about.
Marten Falls First Nation	In the past, how was the federal government involved in damming projects in the area (speaking generally about the Treaty 9 area, the Bands of the Albany and Ogoki river)? Does the federal government remain involved in a Project, after it is approved? Specifically, are there any processes or guiding principles in place to guide the actions of the federal government after a Project is approved, in terms of monitoring? As the rivers are drying up along with the Albany River, First Nation's cannot travel like they used to and can't use the rivers to travel. Fish have gone to different areas and leaving for deeper waters, because of the control of the dams. Is this what we have to look forward to with the roads and mines coming up? Does the federal government monitor when they sign off on these things, are they still involved after everything is said and done, and project is finished? All the effects that come in and affect First Nation people. Will there be a guiding principles or damage control?	IAAC responded that through the federal impact assessment (IA) process, there is a requirement for a follow up program. The content of that program is informed by the effects assessment and concerns raised. Mistakes (such as those made in the past) can be avoided with the modern IA process which can include compliance with conditions of approval in follow-up programs. The MECP responded that Provincial conditions of approval, should the Environmental Assessment (EA) be approved, would likely include monitoring/follow-up programs. The long-term requirements for follow-up monitoring depend on the type of EA and permissions compliance approvals that may be applicable. The Event Facilitator responded that every project that undergoes an EA includes a list of commitments. While	Thank you for sharing this information. The EA/IA for each of the road Projects will look at the potential effects of its respective Project on a variety of criteria including information shared by Indigenous communities. This community information could include details on their traditional practices and impacts to their activities that may have already occurred, information on mitigation measures and the discussions on their effectiveness, and/or concerns about and comments on follow-up and monitoring programs. This information will be considered in the EAR/IS for each road Project. Each EA/IA for the individual road will look at the potential effects of the of its Project based on information shared by Indigenous communities amongst other things. This includes details on mitigation measures and monitoring programs gathered through consultation and engagement. The proponents are eager to hear about the effectiveness of mitigation measures and the community's views on follow-up and monitoring plans. This information will be

Participating Indigenous Community	Comment/Issue Raised	Session Response	Post-Forum Response
		previously, this may have been less rigorous, the process is more rigorous now. Projects change hands as they move through different phases; however, whoever ends up constructing the project is obligated to follow the commitments in the EA like monitoring, or there are penalties.	included in the EAR/IS for each Project. The EA/IA for each of the road Projects will look at the potential effects of its respective Project on a variety of criteria including information shared by Indigenous communities. This community information could include details on their traditional practices and impacts to their activities that may have already occurred, information on mitigation measures and the discussions on their effectiveness, and/or concerns about and comments on follow-up and monitoring programs. This information will be considered in the EAR/IS for each road Project. The proponents look forward to identifying and supporting opportunities for developing mitigation measures and follow-up and monitoring plans with communities.
Marten Falls First Nation	Marten Falls First Nation is open to meeting with people. It is important to speak in way that is inclusive, so that everyone can understand the concepts that are being communicated. Reciprocal understanding is important	The Project Teams responded that they try very hard to use plain language. Part of the challenge is knowing when to use plain language and when not to.	The proponents noted that for future events where possible plain language will be used as well as translated information where available. The proponents welcome any feedback the communities would like to share on their preferred way of sharing information.
Webequie First Nation	Plain language is a must going forward. There were concerns by several participants during the Cumulative Effects session as to what 'residual', 'cumulative effects', and 'valued component' actually mean. Need to come up with more understandable	MFCAR Project Team responded that there were challenges in being able to see the material included in the presentation; however, the material that was included seemed informative. Examples of VCs from a practical perspective were provided.	Thank you for sharing this information. The proponents understand that it is important to clearly explain technical information. They are working on highlighting key EA/IA terms and creating easy-to-understand information for translators to

Participating Indigenous Community	Comment/Issue Raised	Session Response	Post-Forum Response
	terms especially for residual. The Project Teams also must consider how these definitions are translated via the interpreter. The terminology and language used in the presentations was challenging to understand. English is the second language of many people attending the Aboriginal and/or Treaty Rights and Interests Forum.		make it simple and clear for everyone. The Project Team will update this information for future events and meetings as they become available.
Webequie First Nation	Webequie First Nation is the last community on the winter road network. For the Winter Road network, every spring we have a maximum 4-week window opportunity to get supplies in. We are at the mercy of the weather, as well as climate change. There are many challenges for the community related to seasonal access: climate change impacting the integrity of the winter road and the predictability of being able to move supplies; and alcohol and drugs moving into the community. Every year when the winter road opens, we experience a social crisis - influx of things like alcohol and drugs come into the community. There are concerns that the winter road already brings in drugs and alcohol to the communities. The all-season road may become a gateway and would cause a social crisis for the community. There is a need to be proactive in terms of the services that can/should be provided related to drugs and alcohol of those affected.	MECP responded that the process of cumulative effects assessment is not regulated in the provincial legislation, however, there is an expectation that a cumulative effects assessment will be conducted provincially, and this is stated in the EA guidance document. Cumulative effects are identified as concerns based on the information provided by communities and the assessment is done at the VC level. IAAC recognized that there are a lot of different contributors to cumulative effects, and it can be complicated. When looking at a project level assessment, the main focus is on a project's contribution to the overall effects and how to minimize or avoid contributions. However, if there are other contributors, it is expected that information will be shared on a project-by-project basis and the project's wide range of contributions are looked at and to support the	Thank you for sharing this information. The proponents of each of the road Projects are eager to hear any information that Webequie First Nation community members want to share. They look forward to learning more through the ongoing consultation and engagement programs for each road Project. The Project Teams will look at the combined impacts (like increased access and social issues) from the proposed road Projects along with other projects (such as mining, transmission lines, winter roads, and rail transload facilities) through the cumulative effects assessment for each Project. As outlined in the approved ToR and the TISGs for each road Project, the EA/IA will include a cumulative effects assessment. This will consider other past, present, or reasonably foreseeable projects and activities in the region and their potential combined effects with the Project.

Participating Indigenous Community	Comment/Issue Raised	Session Response	Post-Forum Response
	In regard to cumulative effects, there are some assumptions made. Cumulative effects based on seasonal access to the community, need to be considered. Through engagement, community members have expressed concern about drugs and alcohol contributing to social crisis within the community. Cumulative effects are not a new concept for Indigenous peoples. For example, First Nations speaking English, lack of appropriate housing and healthcare, and government decisions, are all examples of cumulative effects. Cumulative effects need to consider history and residual effects need to consider impacts to culture.	development of appropriate mitigation measures. If there is a VC and a lot of projects could affect that VC, in a project level assessment would aim to minimize or avoid making the situation worse. If harm cannot be avoided, it is up to the decision-makers to decide whether or not the project makes sense or if there is room for mitigation. It is important to know what the concerns are, so that strategies can be developed.	

APPENDIX P2.D.2

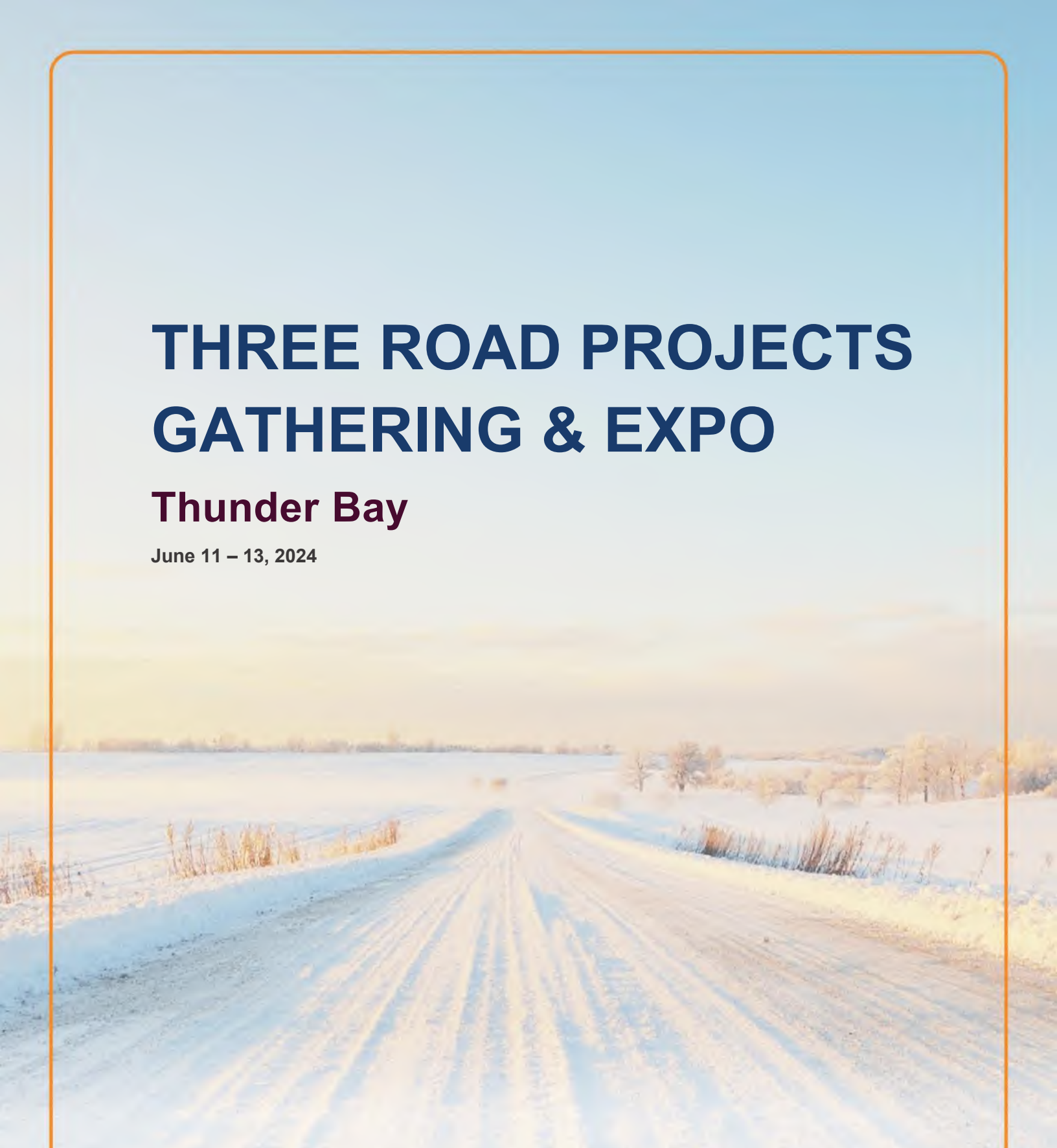
Other Forums/Events

- P2.D.2.5 – Three Projects Gathering and Expo Materials (2024 and 2025)

THREE ROAD PROJECTS GATHERING & EXPO

Thunder Bay

June 11 – 13, 2024



WSR240-WEB-PR-RT-0096 Web-Three Road Projects Gathering Expo Report-Thunder Bay-2025-06-12

WSR WEBEQUIE SUPPLY ROAD

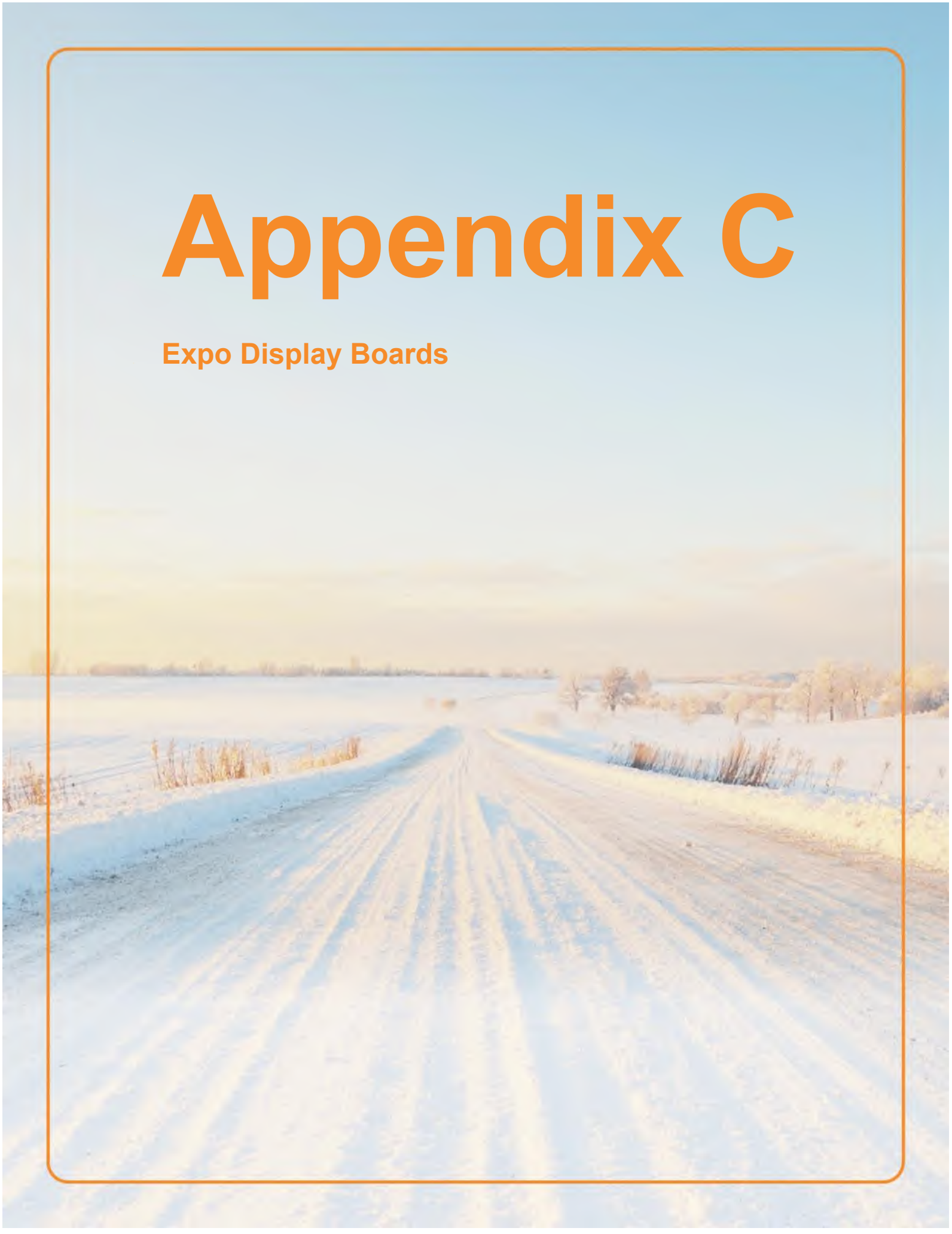
MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL Northern Road Link

Ontario

Appendix C

Expo Display Boards



WSR
WEBEQUIE
SUPPLY ROAD

Three Road Projects Gathering & Expo

June 11, 12, & 13, 2024

LOCATION OF MAIN PROJECT COMPONENTS

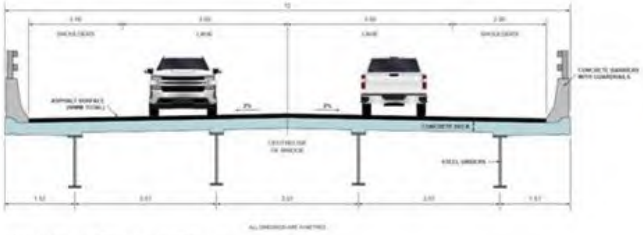
WSR
WEBEQUIE
SUPPLY ROAD

WATERCOURSE CROSSINGS - BRIDGES

The type of bridge proposed at 6 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



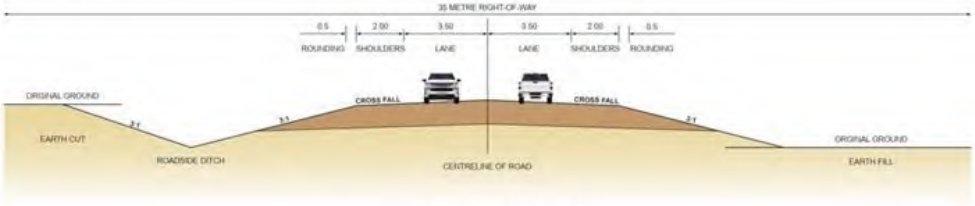
View of Bridge Deck

WSR

ROAD CROSS-SECTION DESIGN

The cross-section for the road will consist of:

- Two travelled lanes of 3.5 m in width
- Shoulders of 2 m in width for each lane
- Total width of 11 m, excluding rounding of road shoulders



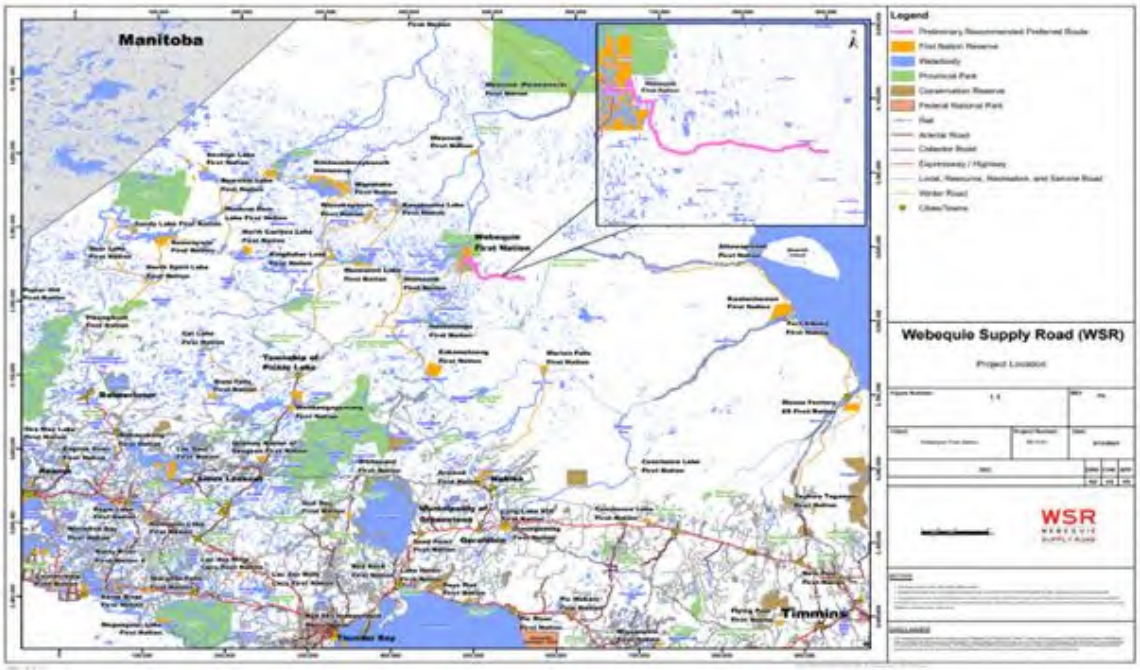
WEBEQUIE SUPPLY ROAD
TYPICAL SECTION

WSR

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
WSR

Webequie Supply Road Project

Project Location



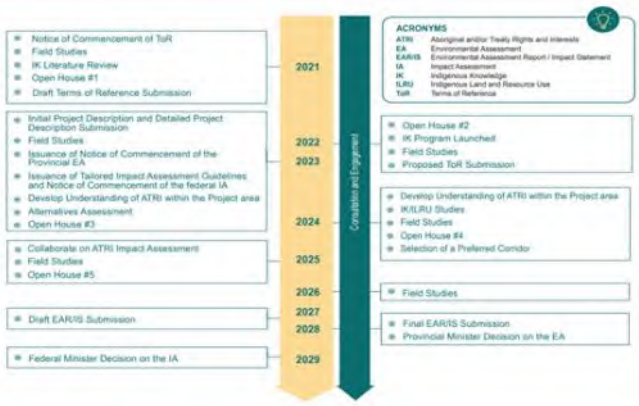
Purpose of the Webequie Supply Road

- 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.

WSR
WEBEQUIE
SUPPLY ROAD

Northern Road Link Project

Environmental Assessment / Impact Assessment (EA/IA) Preliminary Timeline



About the Project

- Connects mineral deposits in the Ring of Fire to the highway network via the Marten Falls First Nation Community Access Road (MFCAR).
- Creates the opportunity for WFN to connect to the all-season highway network.
- Creates the opportunity to link the proposed Webequie Supply Road (WSR) to the proposed MFCAR.
- The NRL is one of 3 proposed road projects in the region. All 3 projects have unique purposes and are undergoing separate provincial EA and federal IA processes.
- Proposed all-season, multi-use road, ranging from 117 km to 164 km in length.

- The width of right-of-way (ROW) is expected to be ~100 m with a cleared area of 60 m and numerous water crossings.
- Ancillary infrastructure includes aggregate sources, access roads, laydown areas, maintenance yards, and construction camps.
- Provides a critical transportation link and economic opportunities.

NRL
Northern Road Link

Valued Components

Biological Environment: Field Studies

Fish

Fish habitat assessments, eDNA sampling, conventional fish capture, benthic invertebrate sampling.

Birds

breeding bird point counts, ARU recordings, significant wildlife habitat field classification, waterfowl migration aerial surveys, raptor nesting data collection

Plants

Vegetation surveys and mapping.

Wildlife

Bat hibernacula, maternity roost surveys and surveys using acoustic recording units (ARU), significant wildlife habitat field classification, winter aerial track distribution surveys, opportunistic observation.

Species at Risk

Winter aerial track distribution surveys, Caribou collaring, significant wildlife habitat field classification, ARU surveys, Wolverine hair snag and camera trap surveys, opportunistic observations.

NRL
Northern Road Link

Valued Components

Valued Components (VCs) are components of the environment identified as important, of concern, of value for cultural or traditional purposes, and/or sensitive to change. VCs are likely to interact with the Project or Project activities. Numerous VCs have been identified for the EA/IA to assess and determine potential Project related impacts.

Preliminary "indicators" have been identified to measure and report on the condition of a VC to demonstrate potential change from current condition to expected condition with the Project. The proponent is seeking feedback on the preliminary list of indicators.

VCs have been developed for the following disciplines:

- Aboriginal and Treaty Rights and Interests
- Physical Environment
- Biological Environment
- Socio–Economic Environment
- Cultural Heritage Resources
- Human Health

CONDUCT BASELINE STUDIES

- What is the environment like now, without the project?

ASSESS POTENTIAL EFFECTS

- What are the potential effects to the environment from the NRL Project, including natural, social, cultural and economic?
- What are the potential positive effects?
- What are the potential negative effects?

IDENTIFY MITIGATION MEASURES

- What measures can be used to avoid or reduce potential negative effects?
- Enhance positive effects?

IDENTIFY NET AND CUMULATIVE EFFECTS

- Are there negative effects that cannot be avoided, even with mitigation?
- Are there cumulative effects combined with effects from other past, present, or future projects/ activities?

FOLLOW-UP AND MONITORING PROGRAMS

- What programs can be put in place to ensure mitigation is effective and support adaptive management?

EA/IA facilitates decision-making, by systematically considering all aspects of the environment

NRL
Northern Road Link

Caribou Collaring

What are Caribou?

- Species of deer.
- Lives in a variety of habitats.
- Migratory and sedentary populations in the Arctic tundra, boreal forest, and Rocky Mountains.
- Feed on shrubs and grasses in summer, lichens in winter.

What is their significance for the Project?

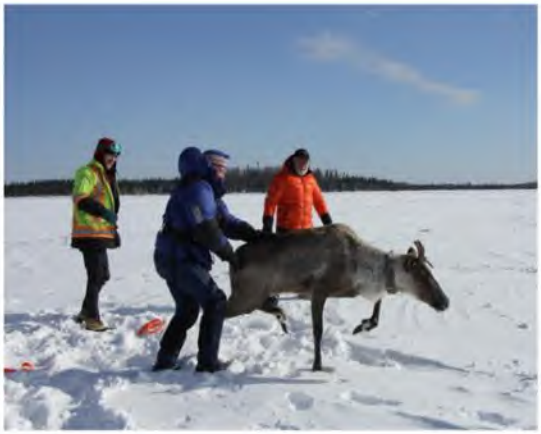
- Two distinct populations of Caribou (*Rangifer tarandus*) are present in the Project study area.
- The Boreal Population is non-migratory and resides in the boreal forest. It is classified federally (under the *Species at Risk Act*) and provincially as Threatened due to decline in range and population, and it is a Species at Risk.
- The Eastern Migratory Population is a distinct population of Caribou that migrates several hundred kilometers each year, using tundra in the summer for calving and the boreal forest in the winter. It is listed as Endangered by the Committee on the Status of Endangered Wildlife in Canada, and it is a Species of Concern in Ontario.
- A Caribou Collaring Program is required to understand how Caribou use the Project study area.

What did the Caribou Collaring Program involve?

- In February 2023, 14 adult female Caribou were collared within the Project area.
- Caribou were captured with a net gun from a helicopter (safer than tranquilizer darts), restrained, disentangled, collared, and released.
- Blood, hair, and fecal pellet samples were taken to test for pregnancy, chronic stress, population genetics, and parasites.
- Size measurements were also taken.
- Caribou age was estimated based on tooth wear.
- Individuals of both the Boreal Population and the Eastern Migratory Population were collared.

How do the collars work?

- Satellite GPS collars placed around the Caribou's neck weigh approximately 750 grams (less than 1% of the body weight of a small female Caribou).
- Collars have a timer release drop-off mechanism programmed for the collar to automatically fall off the animal after 3 years.

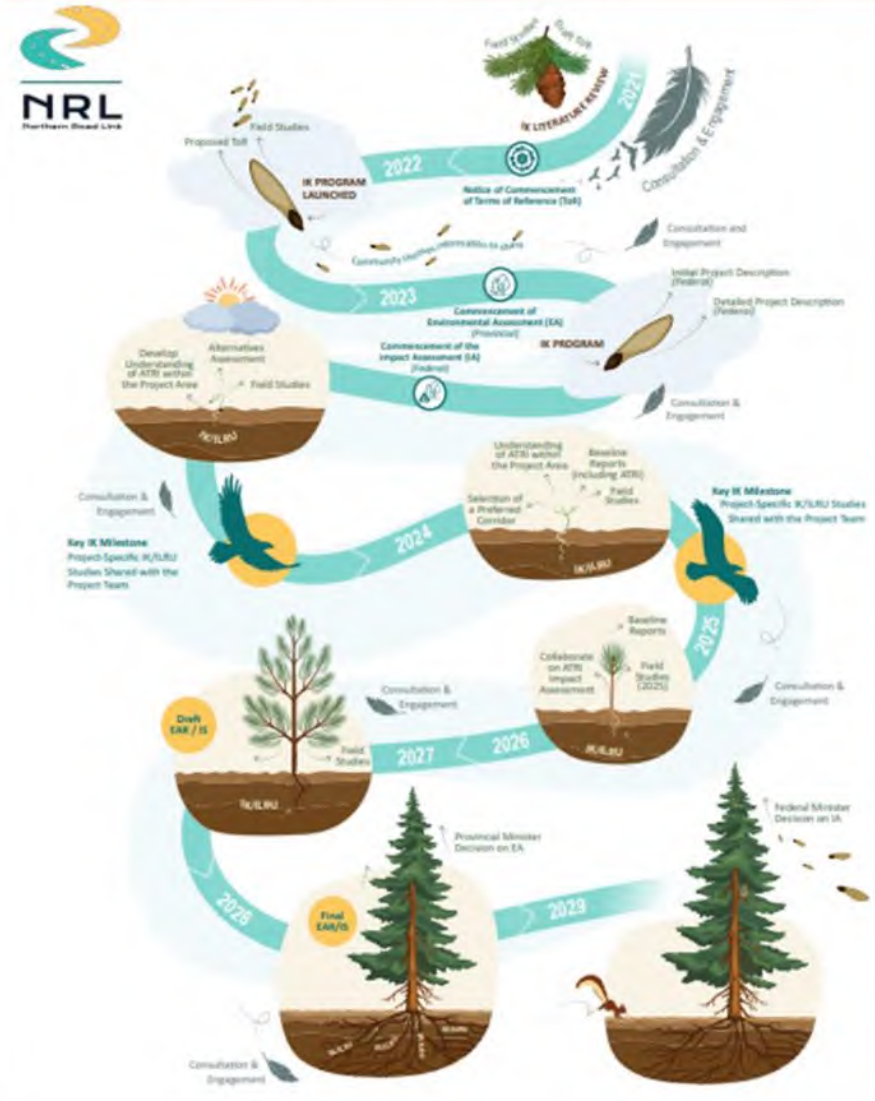


Caribou do not need to carry the collar for the rest of their life, neither do they need to be captured again to retrieve the collar as they are programmed to automatically fall off.

NRL
Northern Road Link

Indigenous Knowledge Program Schedule

The Purpose of the Indigenous Knowledge (IK) Program is to empower Indigenous communities to share information on their land and resource use, cultural practices and values, and rights and interests in the study area.



The IK Program:

- Will be offered to interested communities to collect IK and Indigenous Land and Resource Use (ILRU) information.
- Will support the meaningful integration of IK throughout the EA/IA process.
- Will include collection of existing IK/ILRU and completion of Project-specific studies.

IK/ILRU is a critical component of the EA/IA process. IK will be considered in all aspects of the Project. It will be used in concert with Western scientific approaches to characterize baseline (existing) conditions, predict potential project impacts, and determine appropriate mitigation and monitoring methods.

Funding is available to support IK studies.

ATRI = Aboriginal and / or Treaty Rights and Interests

Groundwater and Surface Water

Surface Water

Indicators (ways of measuring impacts):

Surface water quantity, surface water and sediment quality.

Studies:

Field surface water sampling and measurements at water crossings including collection of flow and water depth data and lab analyses for water chemistry.

What we are looking at:

Possible changes in stream flows, water levels, drainage patterns and erosion and sedimentation processes.

Groundwater (Spring Water)

Indicators (ways of measuring impacts):

Groundwater quantity, groundwater quality.

Studies:

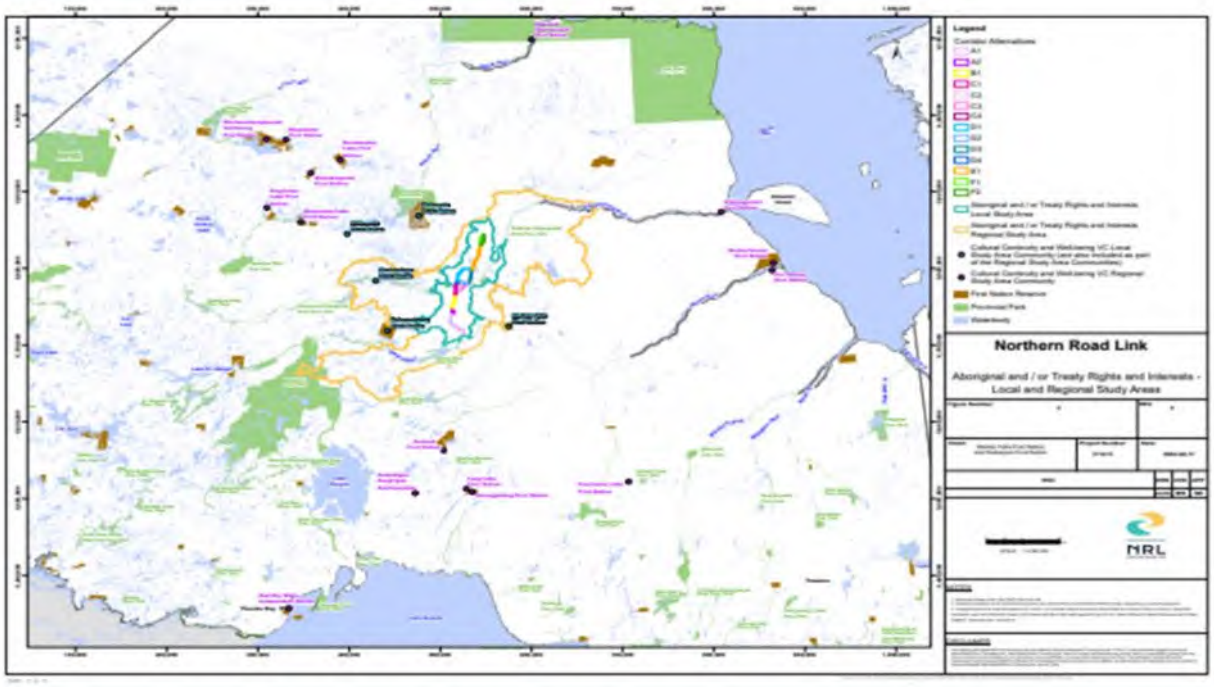
Groundwater level monitoring, groundwater quality (chemistry) sampling, testing to determine how quickly groundwater moves through soil and rocky.

What we are looking at:

Possible changes in groundwater levels, groundwater quality/chemistry, rate of movement of groundwater through soil and rock.

Proposed Study Areas for the Aboriginal and/or Treaty Rights and Interests Assessment

Study Area



Purpose of the Aboriginal and / or Treaty Rights and Interests Assessment (ATRI) Study Areas

The purpose of the Aboriginal and / or Treaty Rights and Interests Assessment (ATRI) Study Areas are to define the geographic extent for the following Valued Components:

- **Indigenous Use of Land and Resources** – the traditional and continued practices of hunting, trapping, fishing, and gathering, cultural and spiritual sites, and quantity and quality of resources, etc.; and
- **Cultural Continuity and Well-being –** the ability to practice and transmit cultural traditions, including experience of being on the land, ability to access preferred sites and resources, etc.

The ATRI Study Areas also inform Project-specific Indigenous Knowledge (IK) and Indigenous Land and Resource Use (ILRU) Studies that may be completed by some communities in terms of the geographic extents used to collect information from community members during these studies.

NRL

Peatlands

- The Project is located within the James Bay lowlands, one of the largest peatland areas in the world.
- Peatlands are an important consideration for both the alternatives assessment and the assessment of Project effects.
- Peatlands will be considered in the assessment of multiple VCs including surface water, groundwater, vegetation, and greenhouse gas emissions.
- The proponent is carrying out studies to inform these VC assessments (e.g., hydrology studies, groundwater studies, terrain studies).
- Construction on peatlands is complex from an engineering and environmental perspective.
- There are numerous challenges associated with designing, constructing and operating roads through wetlands/ peatlands including construction season, foundations, settlement, aggregate consumption, and hauling distances.

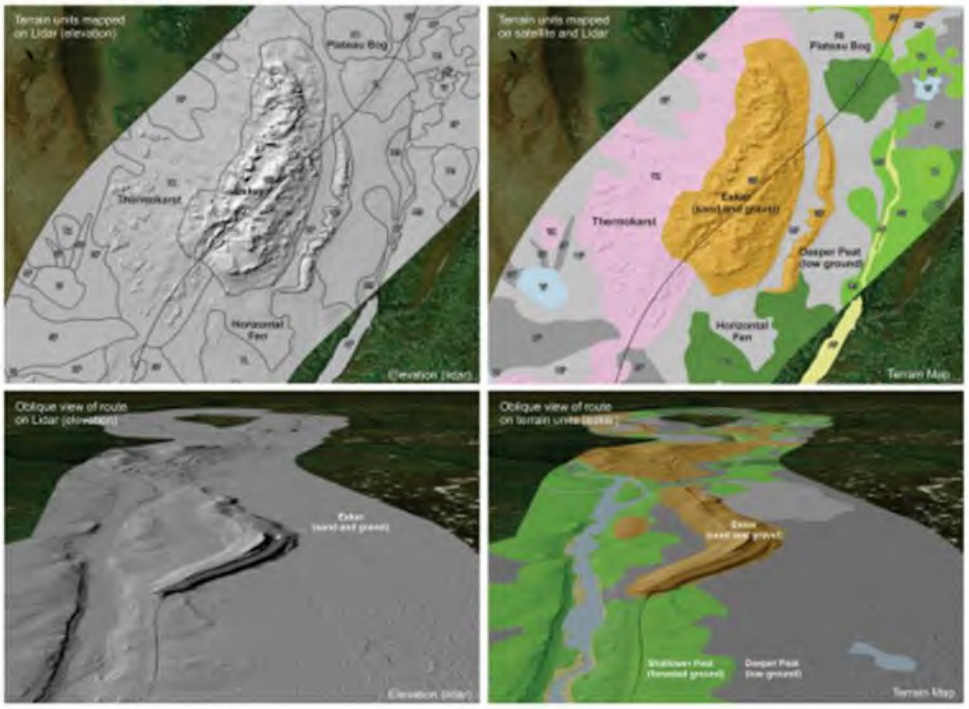
Peatlands are important ecosystems that absorb and store carbon dioxide, provide a habitat for various plants and wildlife, reduce the risk of flooding, and store and filter water.

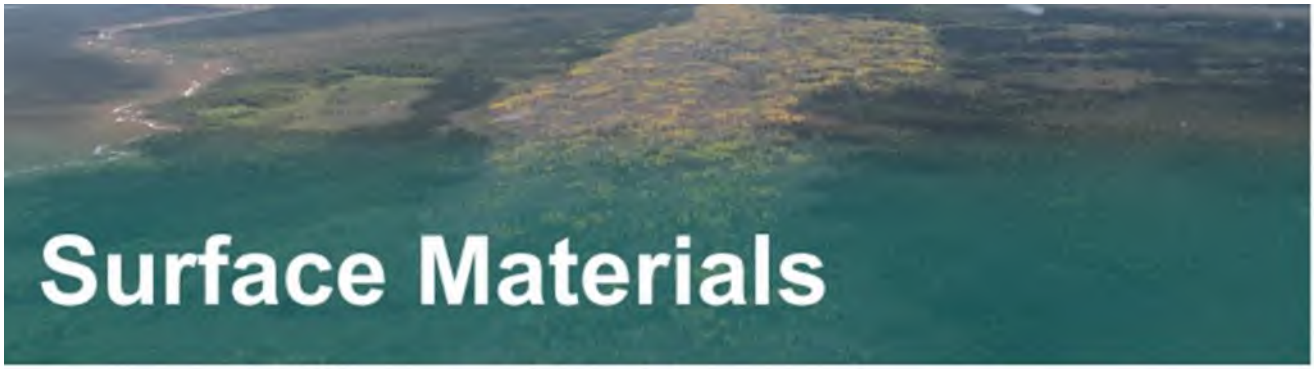
Significant measures will be taken when the roadway alignment is on peatlands to minimize negative effects on peatlands and local groundwater flows. Construction measures may include the use of geotextiles to manage migration of fine materials into the peat, use of blast rock or large size screened aggregate to minimize or eliminate impacts to groundwater flow and leaving peat material.

Mapping Corridors

- Route length
- Surface materials
- Bogs versus fens
- Topographic relief and slopes
- Ice-rich peat and mineral soil
- Permafrost terrain
- River and stream crossings
- Location of aggregate sources
- Cultural and environmental factors

Terrain Mapping within the Corridors





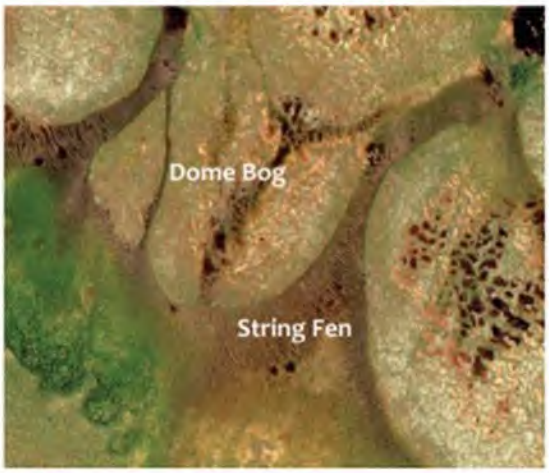
Surface Materials

Material to Build the Road

- Aggregate (sand/gravel and rock) material is needed to build the road.
- Two main sources for aggregate:
  1. Sand and gravel from the esker ridge.
  2. Rock quarried from large bedrock outcrops.
- Sites are tested using hand auger, spade, mini-escavator, and auger drill.

Quarried bedrock

Granular aggregate (sand and gravel)



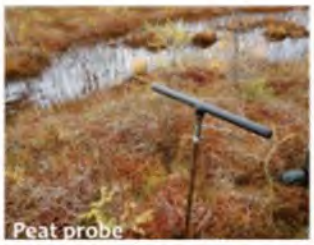
Peatlands

Q. What is a pealand?

A. Peatlands are wetlands (poorly-drained areas with high water table) with more than 40 cm of accumulated peat (decaying plant matter).

Two major peatland land forms:

1. Bogs (shallow water table, negligible flow)
2. Fens (surface water table, slow groundwater flow)



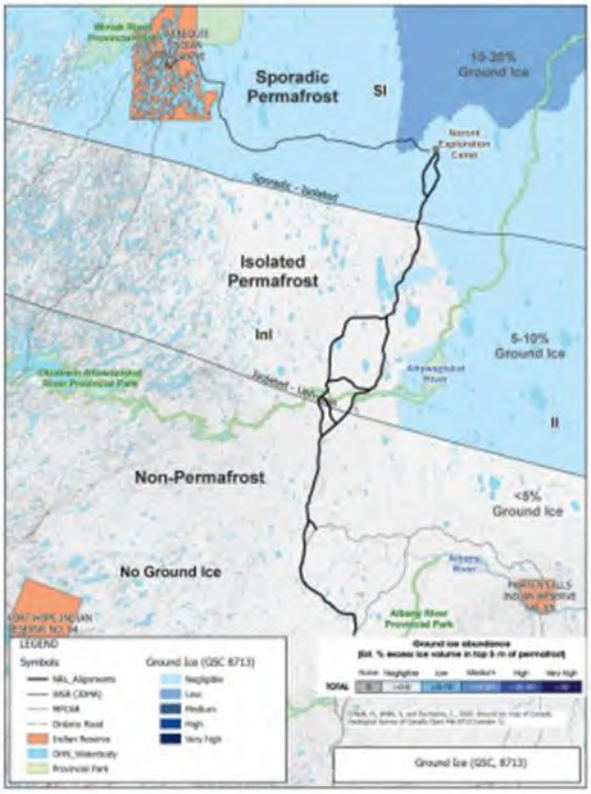
Peatland Hydrology

Surface water in fens is the top of the grounwater table.

Groundwater flow directions in fens are represented by the orientation of the fen vegetation and can be determined by measuring surface elevations from digitao elevation maps.

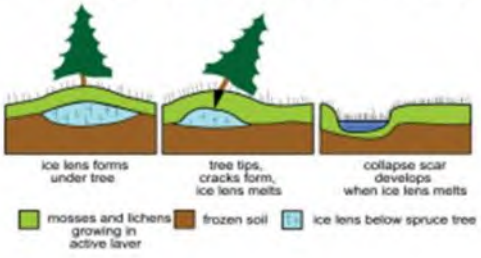
Water in bos is non-mineralized and slightly acidic. Water in fens is mineralized and near-neutral acidity.

Permafrost



Collapse Scars (Thermokarst)

- Melting ground ice can produce a "collapse scar"
- When ground ice melts, the overlying peat collapses and forms a low area
- Comparing historical air photos and modern satellite imagery shows areas where permafrost has thawed



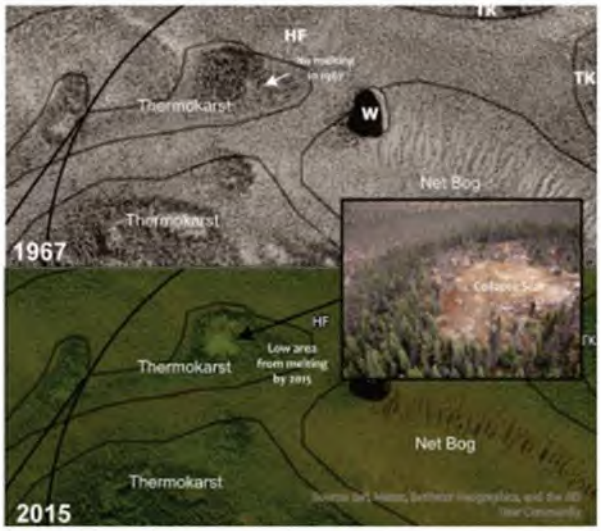
Permafrost Zones and Ground Ice

Permafrost zones

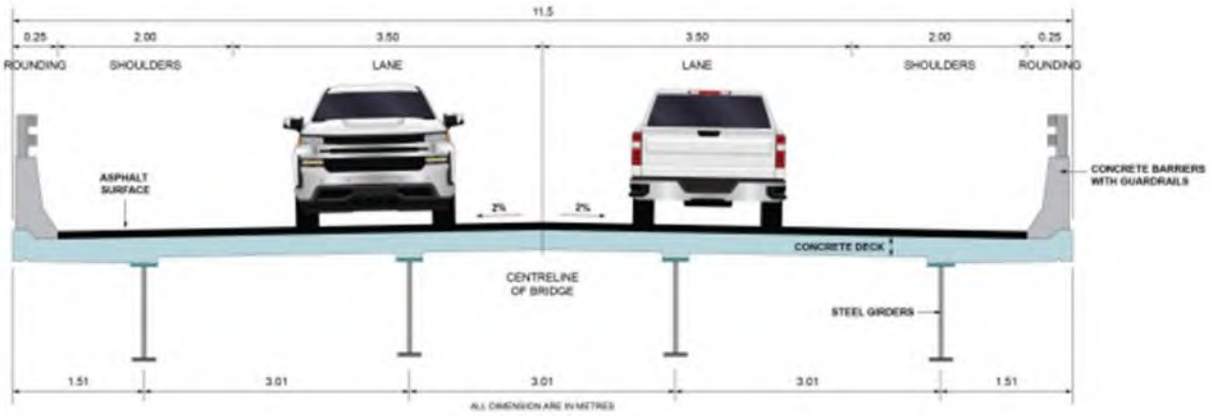
- WSR occurs within the sporadic (10-50%) zone
- NRL north of Attawapiskat River within isolated (0-10%) zone
- NRL sourth of Attawapiskat River with unfrozen zone

Ground ice

- WSR occurs in zone with Low (<5-10%) ground ice
- NRL occurs mostly in zone with negligible (<5%) ground ice



Standard Bridge Drawing


11.5
0.25
2.00
3.50
3.50
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ROUNDING
SHOULDERS
LANE
LANE
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ROUNDING
ASPHALT SURFACE
2%
2%
CONCRETE BARRIERS WITH GUARDRAILS
CONCRETE DECK
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STEEL GIRDERS
1.51
3.01
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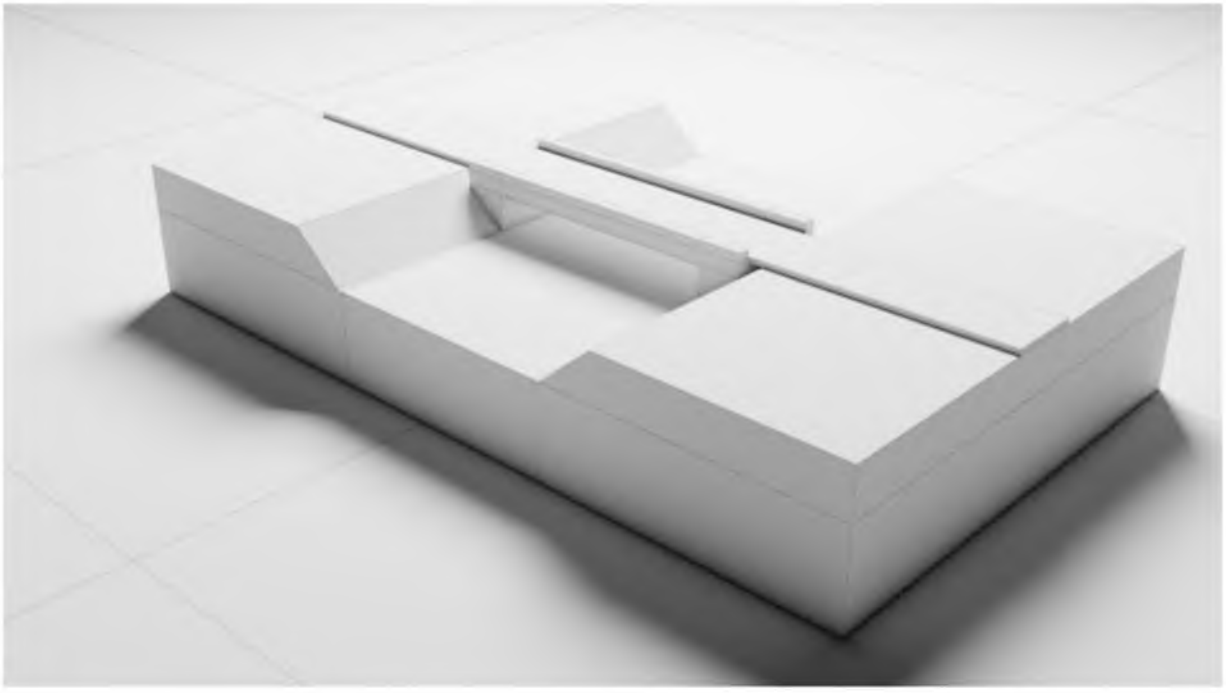
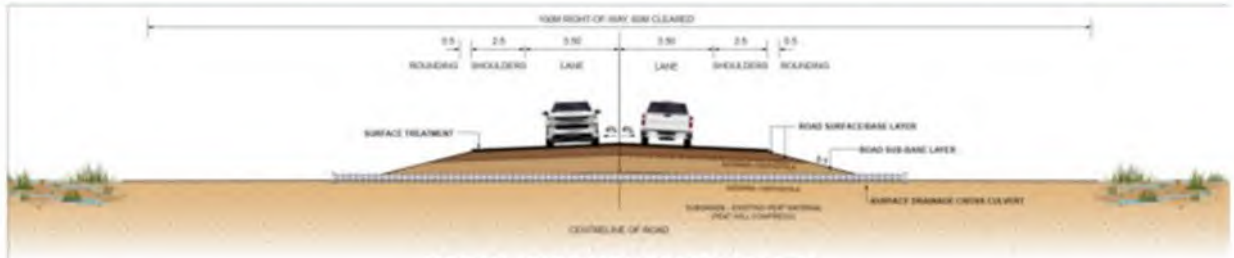
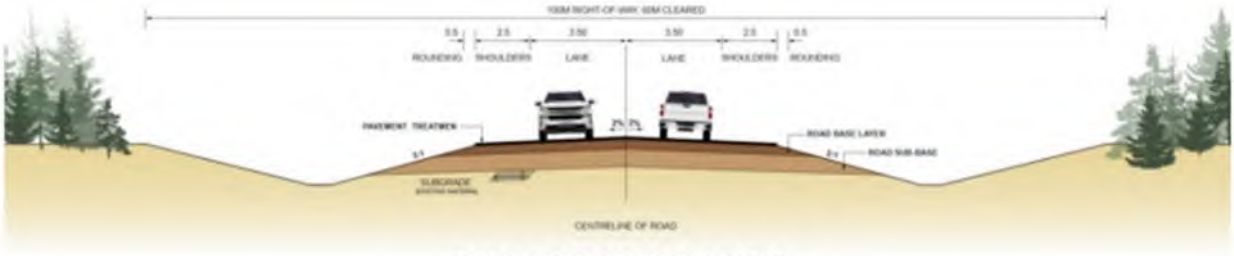
3.01
1.51
ALL DIMENSION ARE IN METRES



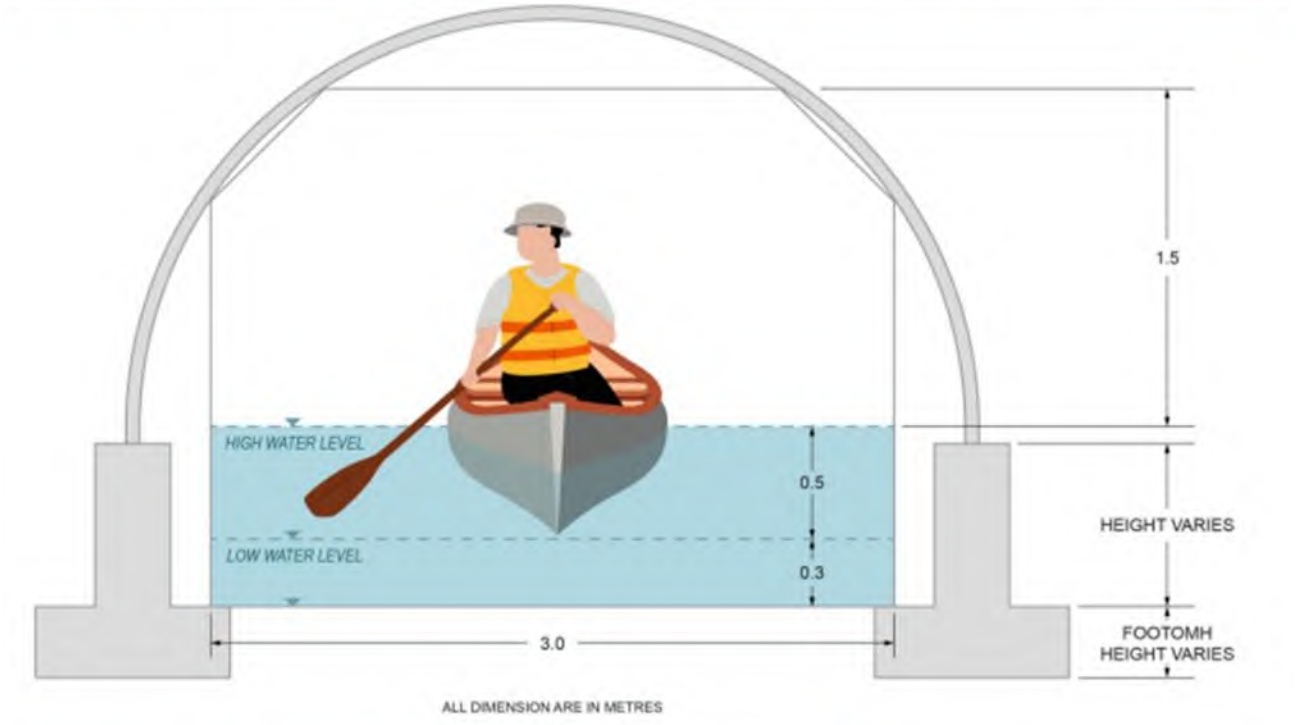


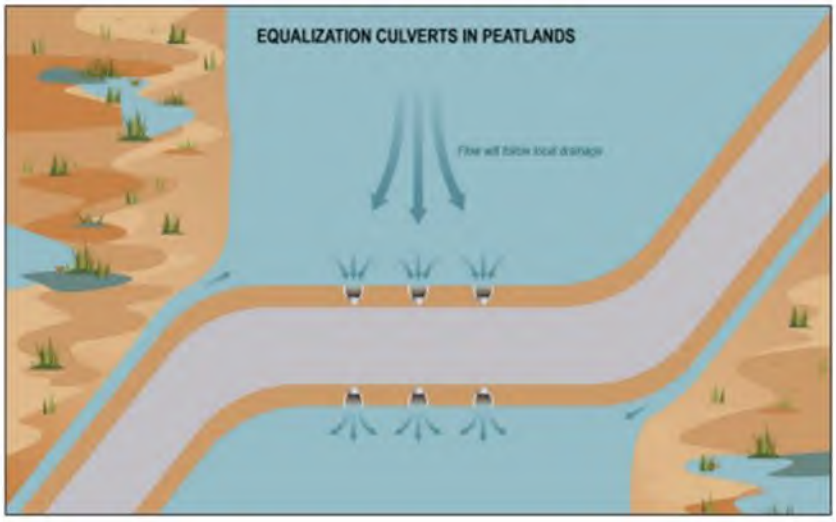
TYPICAL PEATLAND CROSS SECTION



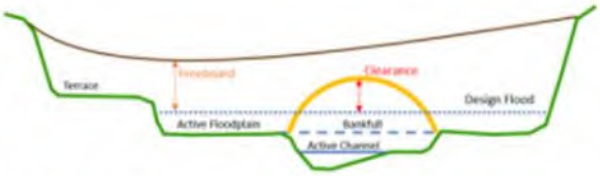
TYPICAL ROAD CROSS SECTION

Standard Specifications


HIGH WATER LEVEL
LOW WATER LEVEL
0.5
0.3
1.5
HEIGHT VARIES
FOOTOMH
HEIGHT VARIES
3.0
ALL DIMENSION ARE IN METRES

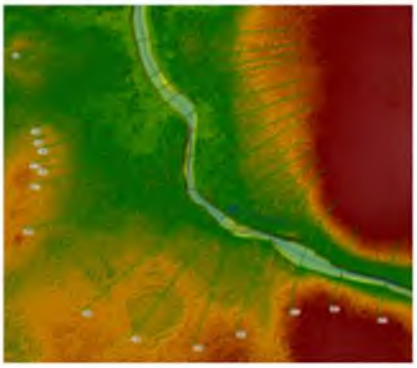

EQUALIZATION CULVERTS IN PEATLANDS

Catchment Area



Hydrologic Modelling

Design Criteria



Hydraulic Modelling

Shallow Groundwater Prediction

Stormwater Pond

Construction

STEP 1: Clearing of the 60-meter Right-of-Way is typically done by machine. Wood may be salvaged and used in community.

STEP 2: Overburden of 60-meter Right-of-Way is stripped back and stored for use when shaping the ditches.

STEP 3: Geotextile is placed in wet areas identified by the engineered drawings to strengthen the integrity of the road as construction begins.

STEP 4: Blast rock is used as the first layer of the road construction.

STEP 5: After the blast rock has been placed and shaped to grade, a lift of 4-inch material is placed.

STEP 6: 4-inch material is then graded to meet engineering specifications and packed down.

STEP 7: The 4-inch material is placed and shaped to meet road specifications.

STEP 8: The construction of the All-Season Road is constructed using engineered drawings and each lift is checked and re-checked by professional surveyors.

STEP 9: Before the final two lifts of the road construction are placed, culverts are installed to allow for surface water drainage within the ditches.

STEP 10: Culverts are installed to minimize the risk of washouts and ensure the natural flow of the surface water remains intact which reduces impacts on the wildlife in the area.

STEP 11: 2-inch material is then placed to be graded and packed down. A compaction test is done to ensure it meets road specifications.

STEP 12: After the 2-inch lift has been checked for compaction and brought up to proper grade, a final list of traffic gravel is placed and compacted.

STEP 13: The final life of traffic gravel is brought up to grade and once again packed down and tested.

STEP 14: An important step in the construction of the All-Season Road is the shaping of ditches for safety and drainage.

STEP 15: Straw ditch checks are installed around all water bodies to reduce surface water flow and minimize erosion.

STEP 16: Erosion control around bridge crossings is minimized using straw rolls on the slopes. Ditch checks, riprap on shorelines, silt fence and silt curtains are also used to slow down surface water run off.

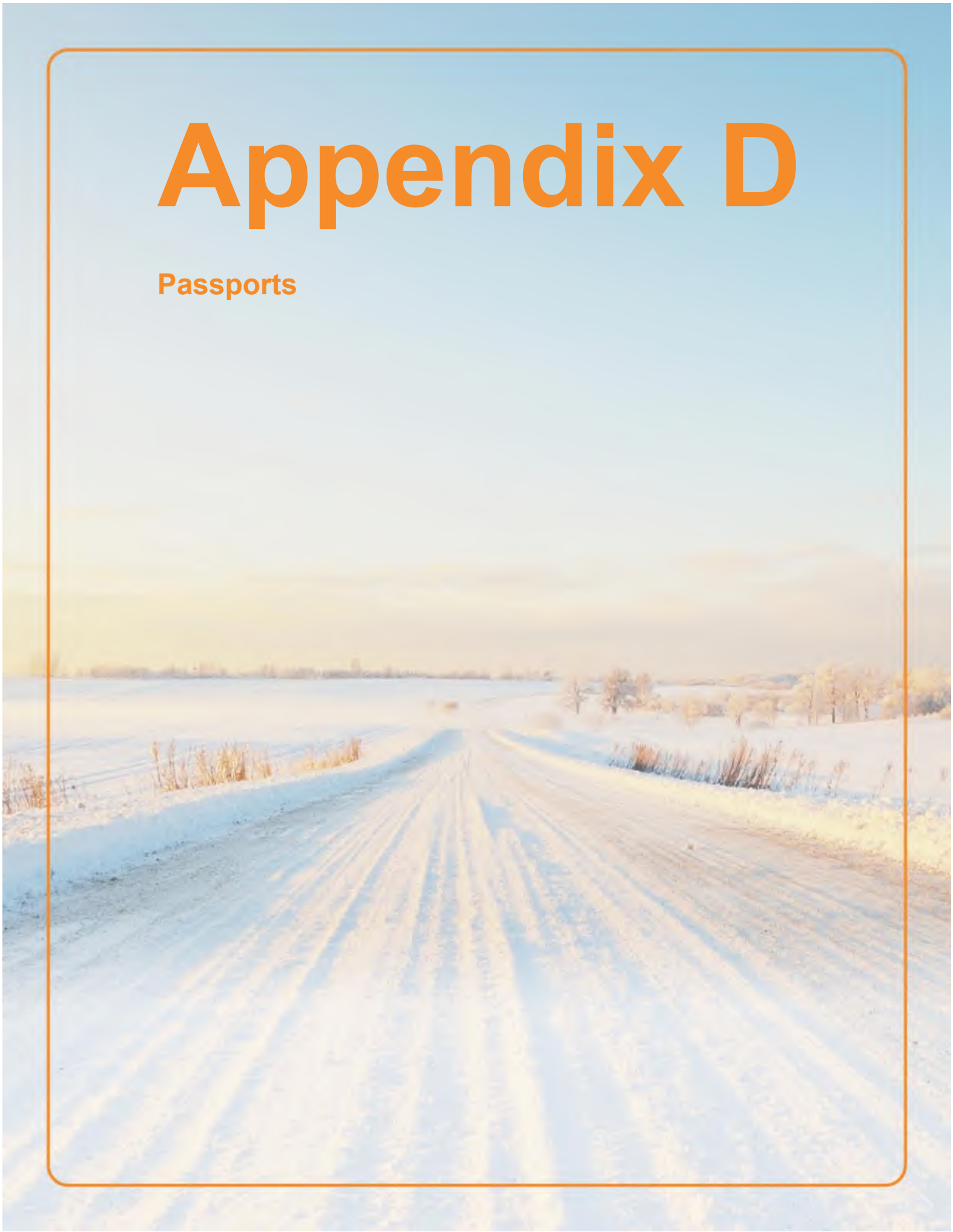
STEP 17: Final All-Season Road construction is then inspected jointly by multiple agencies and opened for public use.

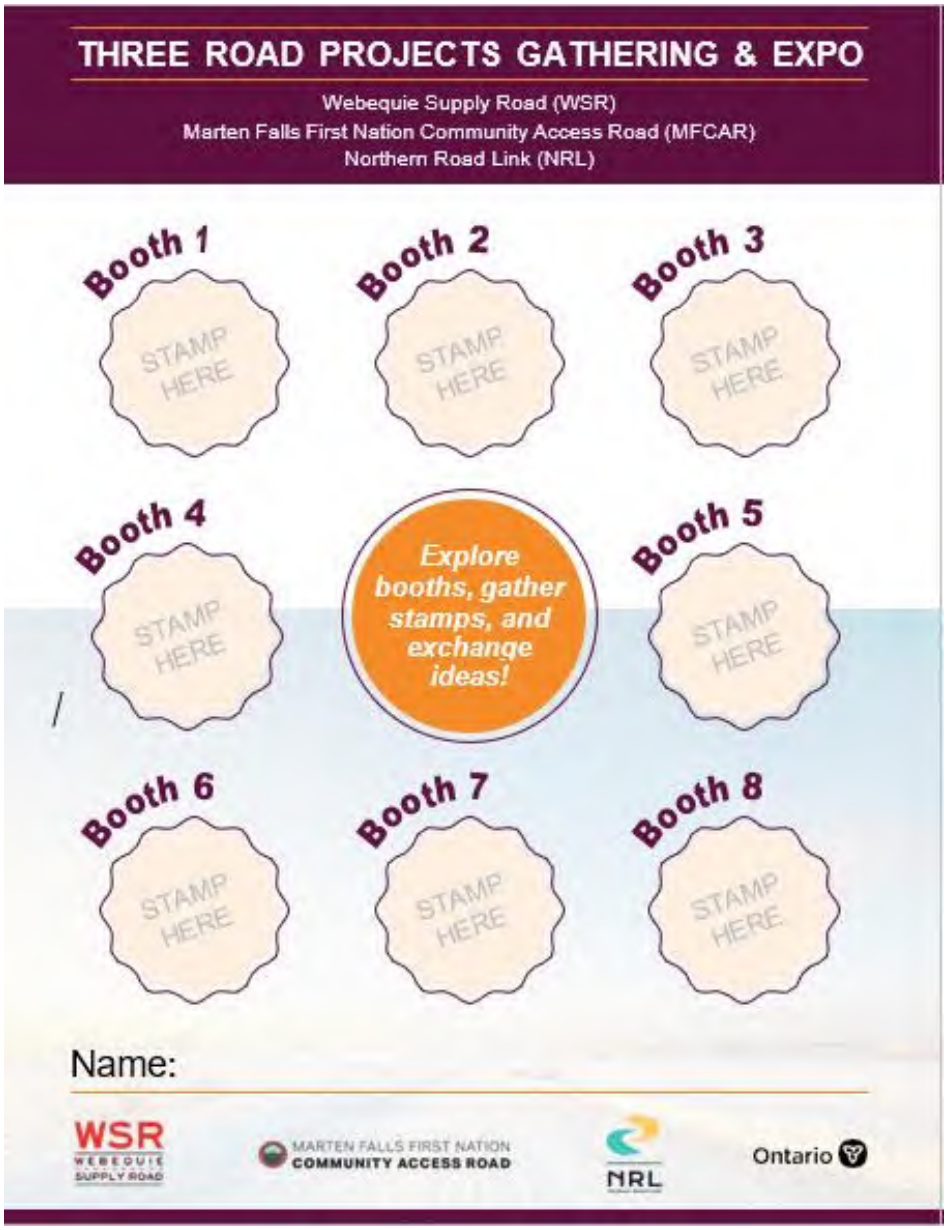
Construction (cont'd)

Construction (cont'd)

Appendix D

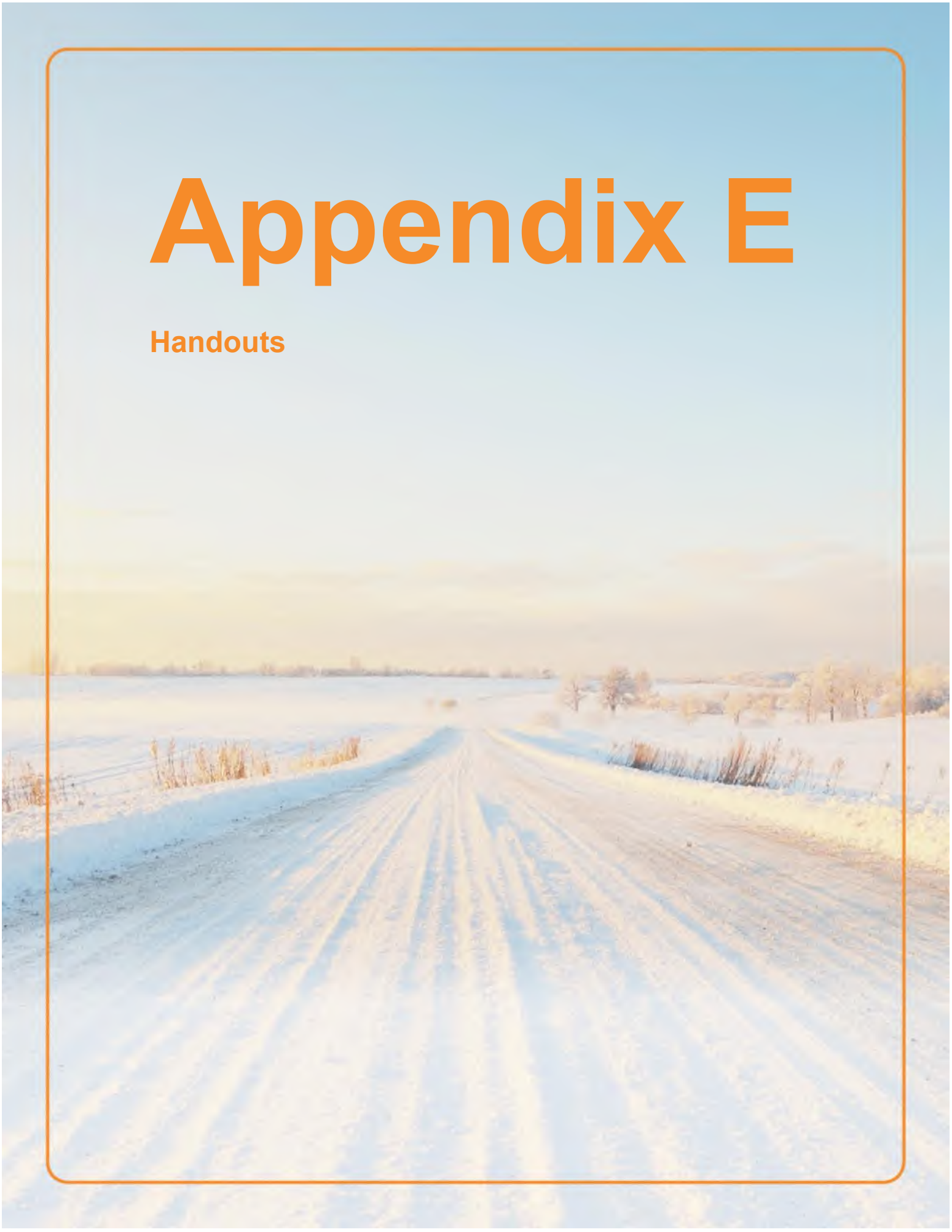
Passports




THREE ROAD PROJECTS GATHERING & EXPO
Webequie Supply Road (WSR)
Marten Falls First Nation Community Access Road (MFCAR)
Northern Road Link (NRL)
Booth 1
STAMP HERE
Booth 2
STAMP HERE
Booth 3
STAMP HERE
Booth 4
STAMP HERE
Explore booths, gather stamps, and exchange ideas!
Booth 5
STAMP HERE
Booth 6
STAMP HERE
Booth 7
STAMP HERE
Booth 8
STAMP HERE
Name:
WSR
WEBEQUIE SUPPLY ROAD
MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD
NRL
Ontario

Appendix E

Handouts

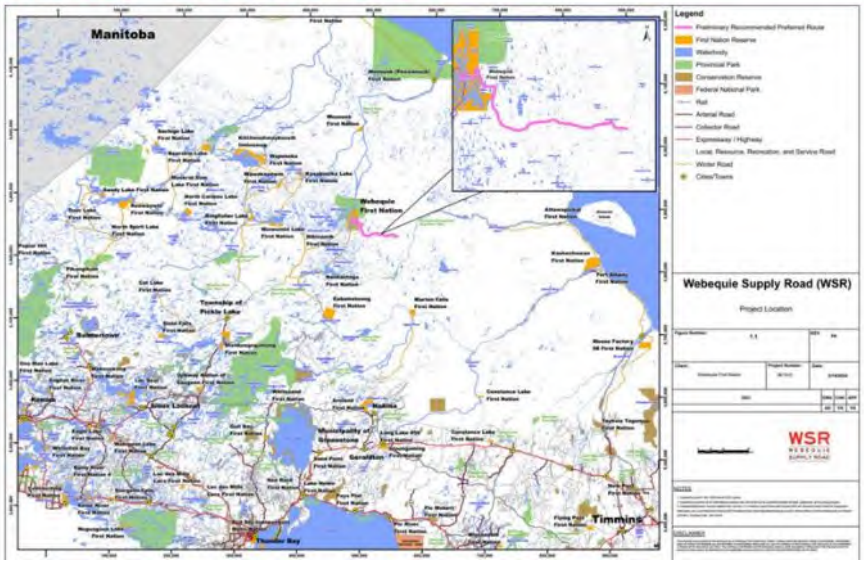


WSR
WEBEQUIE
SUPPLY ROAD

Three Road Projects Gathering & Expo - Handout

June 11, 12, & 13, 2024

PROJECT LOCATION

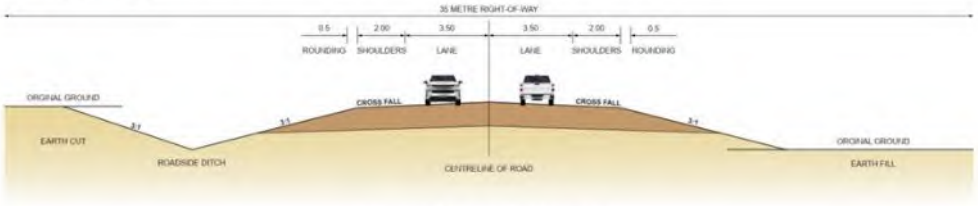


LOCATION OF MAIN PROJECT COMPONENTS

ROAD CROSS-SECTION DESIGN

The cross-section for the road will consist of:

- Two travelled lanes of 3.5 m in width
- Shoulders of 2 m in width for each lane
- Total width of 11 m, excluding rounding of road shoulders



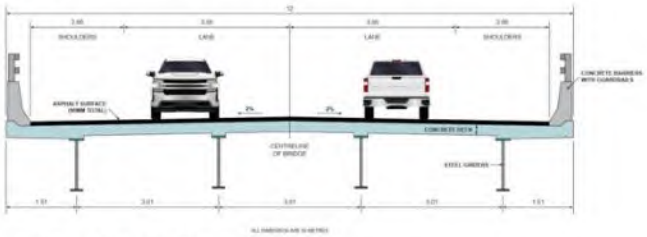
WEBEQUIE SUPPLY ROAD
TYPICAL SECTION
ALL DIMENSIONS ARE IN METRES

WATERCOURSE CROSSINGS - BRIDGES

The type of bridge proposed at 6 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

WSR

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

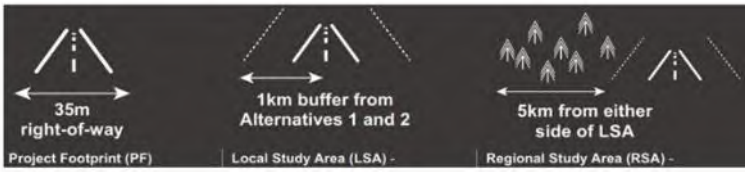
Indicators

- 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

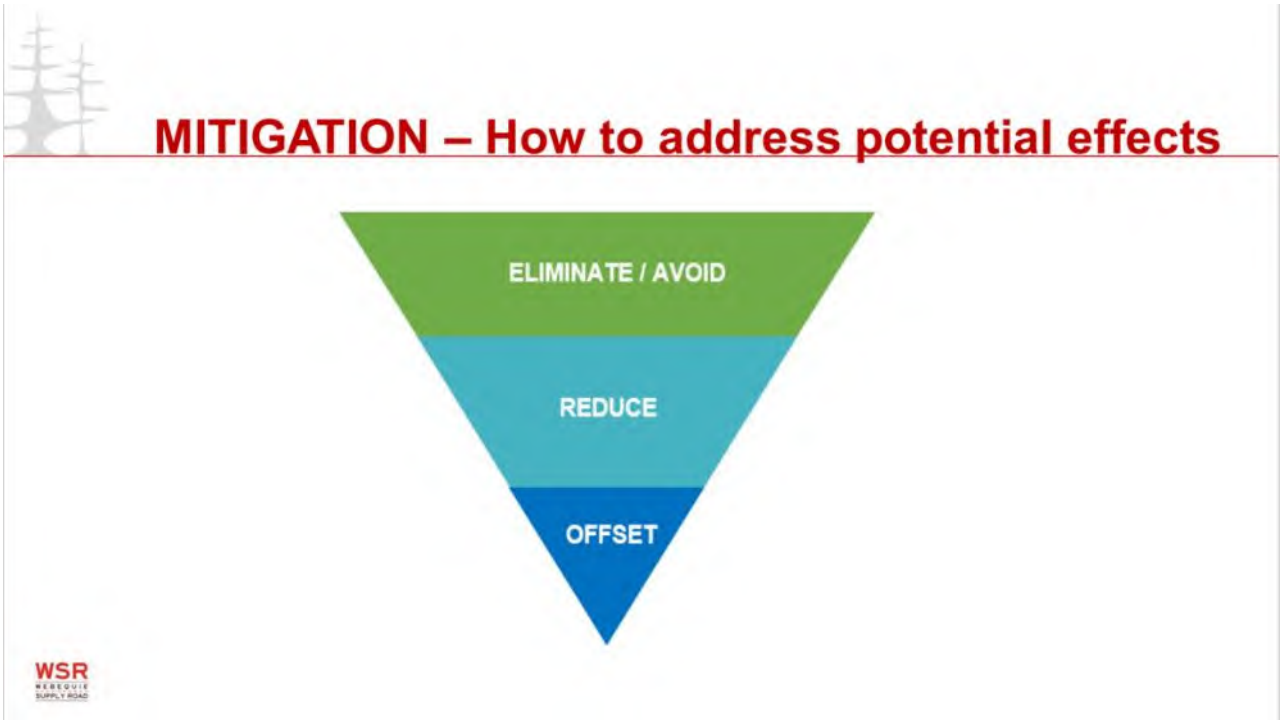
Temporal boundaries define the timelines for consideration of baseline information and potential effects of the Project

Construction Phase	5-6 Years
Operations Phase	75 Years

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



WSR


MITIGATION – How to address potential effects
ELIMINATE / AVOID
REDUCE
OFFSET
WSR

PRELIMINARY RESULTS OF EFFECTS ASSESSMENT FOR SELECT VALUED COMPONENTS
WSR

SURFACE WATER

What was found

Project could potentially

- Change surface water quantity and/or flow from short-term water takings at lakes and streams for dust control and water use at camps
- Change flow, water levels or velocity at and around culvert and bridge waterbody crossings
- Change surface water quality and sediment quality from
  - short-term discharges of water, wastewater, or wash water;
  - blasting activities releasing chemical constituents into nearby waterbodies;
  - runoff and erosion, resulting in sediment entering waterbodies
  - accidental spills

WSR

SURFACE WATER

What we plan to do

- **Roadway design** will include best management practices to minimize water quality effects such as **enhanced roadside swales/ditches** that will convey, treat, and attenuate stormwater runoff
- **Road cross-culverts will be installed at regular intervals** in the lowland area (muskeg/wetland) to prevent water from ponding and allow overland flow to follow existing pathways
- **Bridges and culverts at water crossing structures will be designed to handle predicted flow under** various storms and in spring thaw to avoid flooding and downstream erosion
- **Erosion and sediment control measures will be implemented** during construction to control erosion and treat sediment-laden runoff from disturbed areas entering waterbodies
- Water quality will be mitigated through the implementation of **Spill Prevention and Emergency Response Plan**
- **Water quality monitoring will be implemented during construction** to identify potential exceedances of water quality standards

WSR

FISH AND FISH HABITAT

What was found

Project could potentially

- Impact fish habitat due to removal of riparian and in-water vegetation and alterations of waterbodies to construct bridges and culverts from such activities as operation of heavy machinery in waterbody and placement of structures, fill or other materials
- Injure or cause death of fish, or impacts to habitat, due to release of sediment or contaminants from site erosion or accidental spill that affects water quality and habitat (spawning area)
- Negatively affect fish if in water work occurs during their critical life stages; for example - spawning period and migration
- Increased potential fish harvesting due to road providing access to fishing areas

WSR

FISH AND FISH HABITAT

What we plan to do

- ***Installation of culverts that will consider site-specific conditions***, be designed to handle high flows and low flow conditions and will be embedded below stream bed to allow for fish passage
- ***Fish rescues*** will be implemented to safely relocate stranded fish prior to dewatering or conducting works in waterbodies
- ***Minimize clearing of riparian habitat***
- **Habitat altered at waterbody crossings** (channel bed, banks) from construction of bridges and culvert **will be restored**
- An **Erosion and Sediment Control and Spill Prevention and Emergency Response Plan** with procedures and practices to minimize and/or avoid impact to fish/fish habitat will be implemented such as
  - Refueling, service, and maintenance of vehicles and equipment will generally be carried out in designated areas at temporary construction camps and located a minimum of 100 m from waterbodies
  - Erosion and sediment control measures during construction will be installed prior to land disturbance, monitored and managed (repaired) to reduce risk of sediment reaching a waterbody
- All work in or near a waterbody will be done in accordance with the DFO's Measures to Protect Fish and Fish Habitat and Ontario Restricted Activity Timing Windows for the ***Protection of Fish and Fish Habitat during their critical life stages*** (spawning, migration)

WSR

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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Regional Consultation Lead
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E-mail:
michael.fox@supplyroad.ca

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Don Parkinson
Engagement Specialist
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Fax: 416-235-5356
E-mail:
don.parkinson@atkinsrealis.com

WSR
WEBEQUIE SUPPLY ROAD

Northern Road Link EA / IA Timeline

2021
- Notice of Commencement of ToR
- Field Studies
- Open House #1
- Indigenous Knowledge Literature Review
- Notice of Draft ToR Submission to MECP

2022 / 2023
- Submission of Initial Project Description to IAAC
- Minister's Decision on Proposed ToR (MECP)
- Notice of Commencement of Provincial EA
- Submission of Detailed Project Description to IAAC
- Field Studies
- IK / ILRU Studies through the Indigenous Knowledge Program
- Develop Understanding of ATRI within the Project Area
- Issuance of the Tailored Impact Statement Guidelines (IAAC)
- Notice of Commencement of Federal IA
- Alternatives Assessment
- Open House #3

2024 / 2025
- Field Studies
- IK / ILRU Studies through the Indigenous Knowledge Program
- ATRI Baseline Characterization
- Open House #5

2026 / 2027
- Open House #7
- Notice of Draft EAR / IS Submission to MECP and IAAC

2028 / 2029
- Federal Minister's Decision on IA (IAAC)

Consultation and Engagement

ACRONYMS

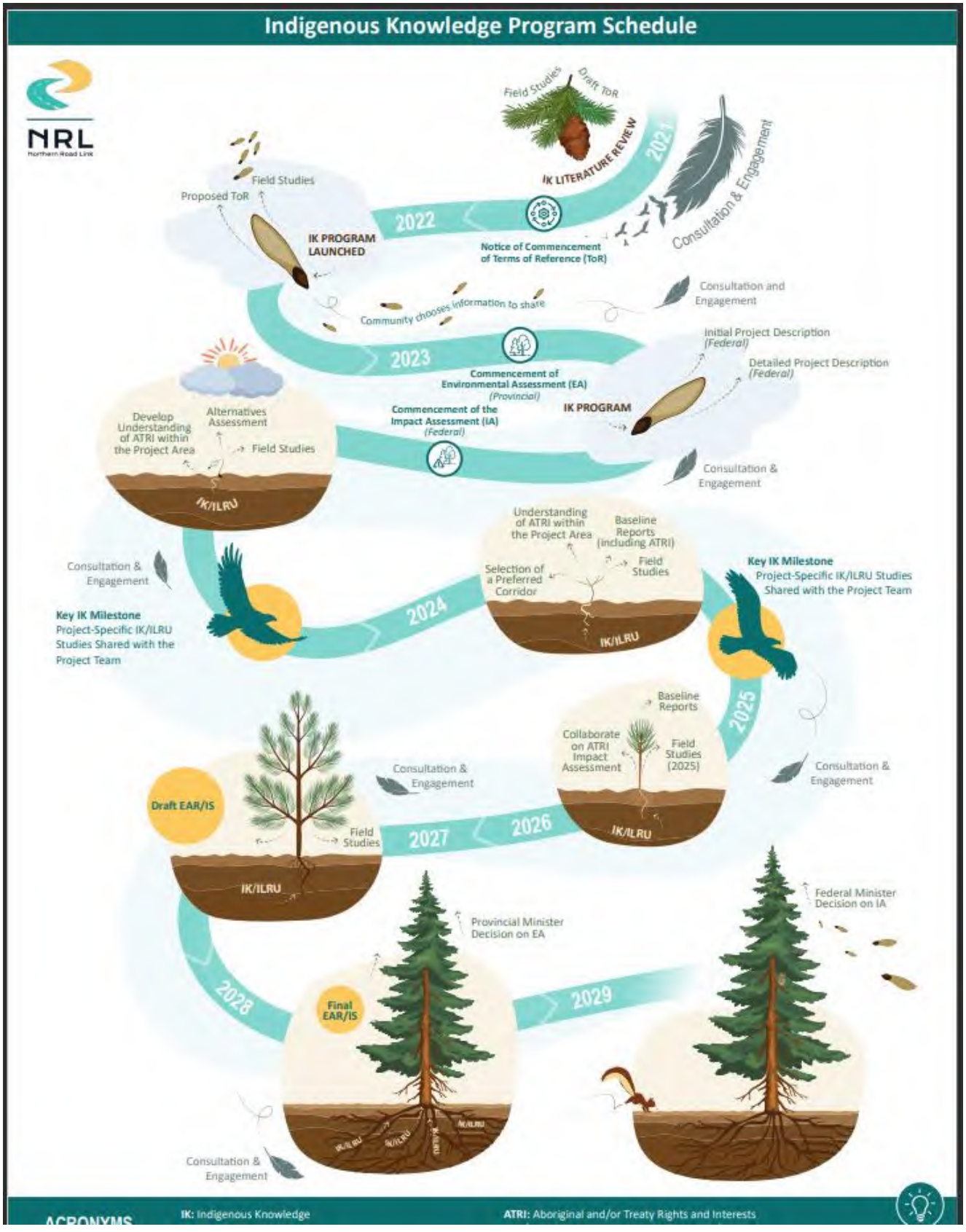
ATRI	Aboriginal and / or Treaty Rights and Interests
EA	Environmental Assessment
EAR / IS	Environmental Assessment Report / Impact Statement
IA	Impact Assessment
IAAC	Impact Assessment Agency of Canada
IK	Indigenous Knowledge
ILRU	Indigenous Land and Resource Use
MECP	Ministry of the Environment, Conservation and Parks
ToR	Terms of Reference

2022 / 2023
- Indigenous Knowledge Program Launched
- Field Studies
- Open House #2
- Notice of Proposed ToR Submission to MECP

2024 / 2025
- Field Studies
- IK / ILRU Studies through the Indigenous Knowledge Program
- ATRI Baseline Characterization
- Open House #4
- Selection of a Preferred Corridor

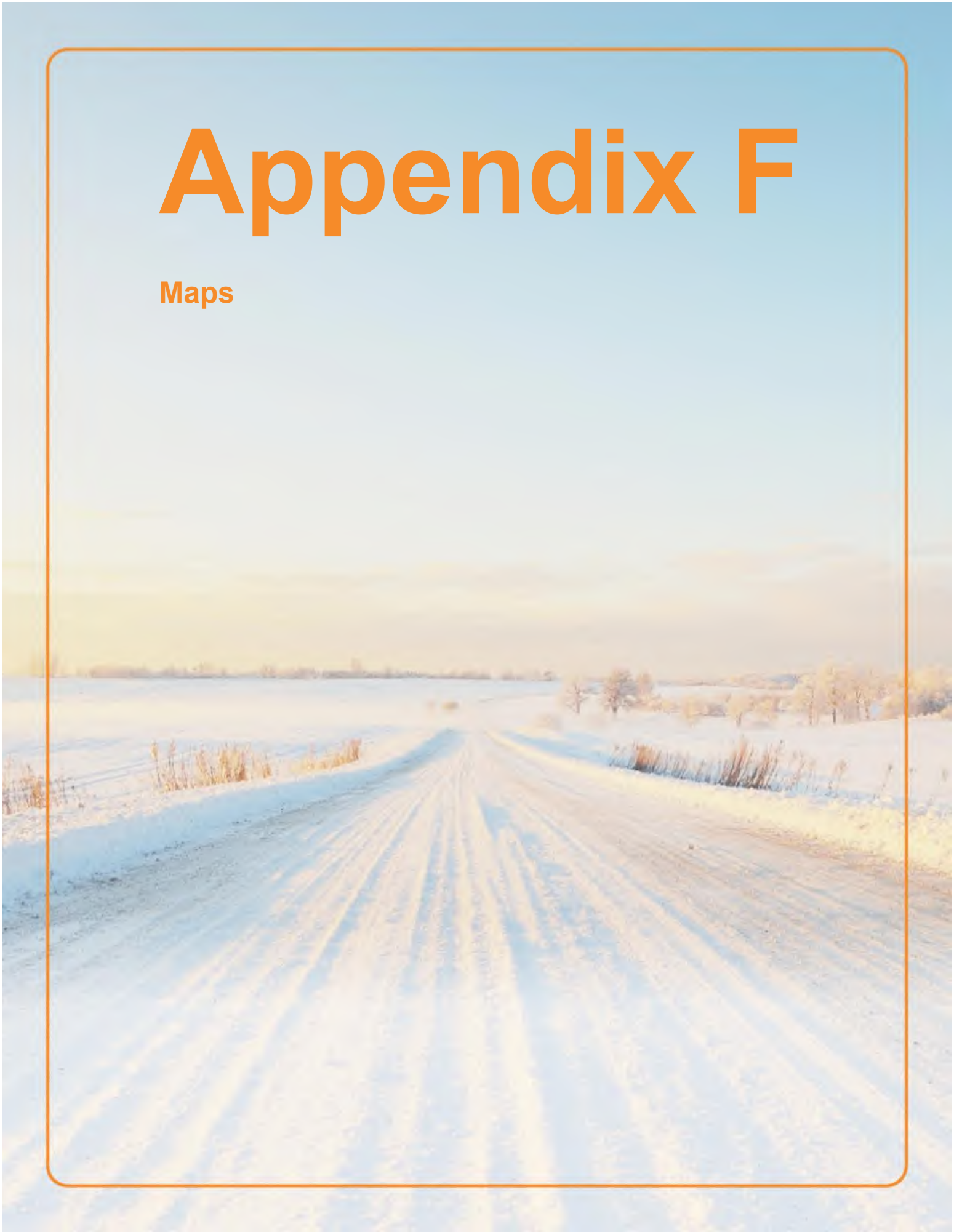
2026 / 2027
- Collaborate on ATRI Effects Assessment
- Open House #6
- Circulation of Pre-Draft EAR / IS Sections for Indigenous Community Review

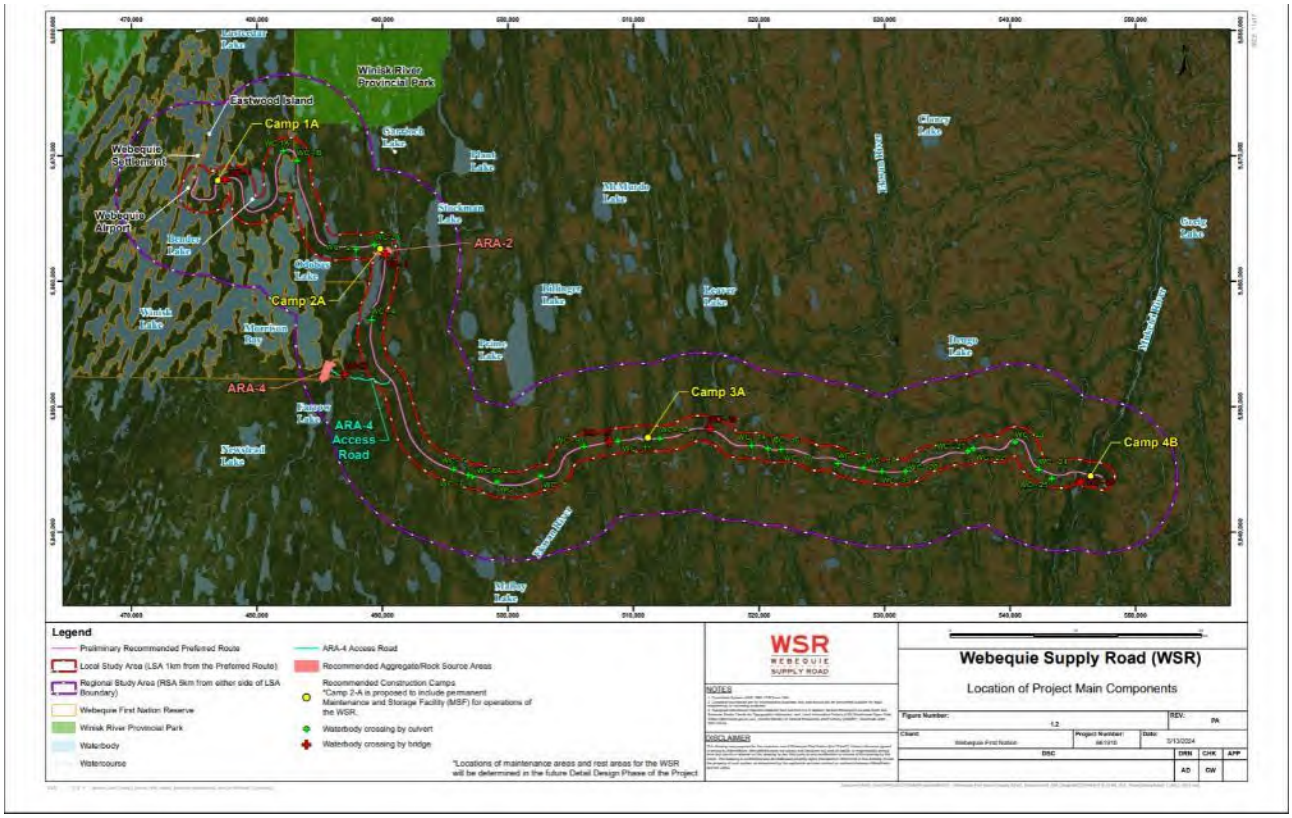
2028 / 2029
- Notice of Final EAR / IS Submission to MECP and IAAC
- Provincial Minister's Decision on EA (MECP)

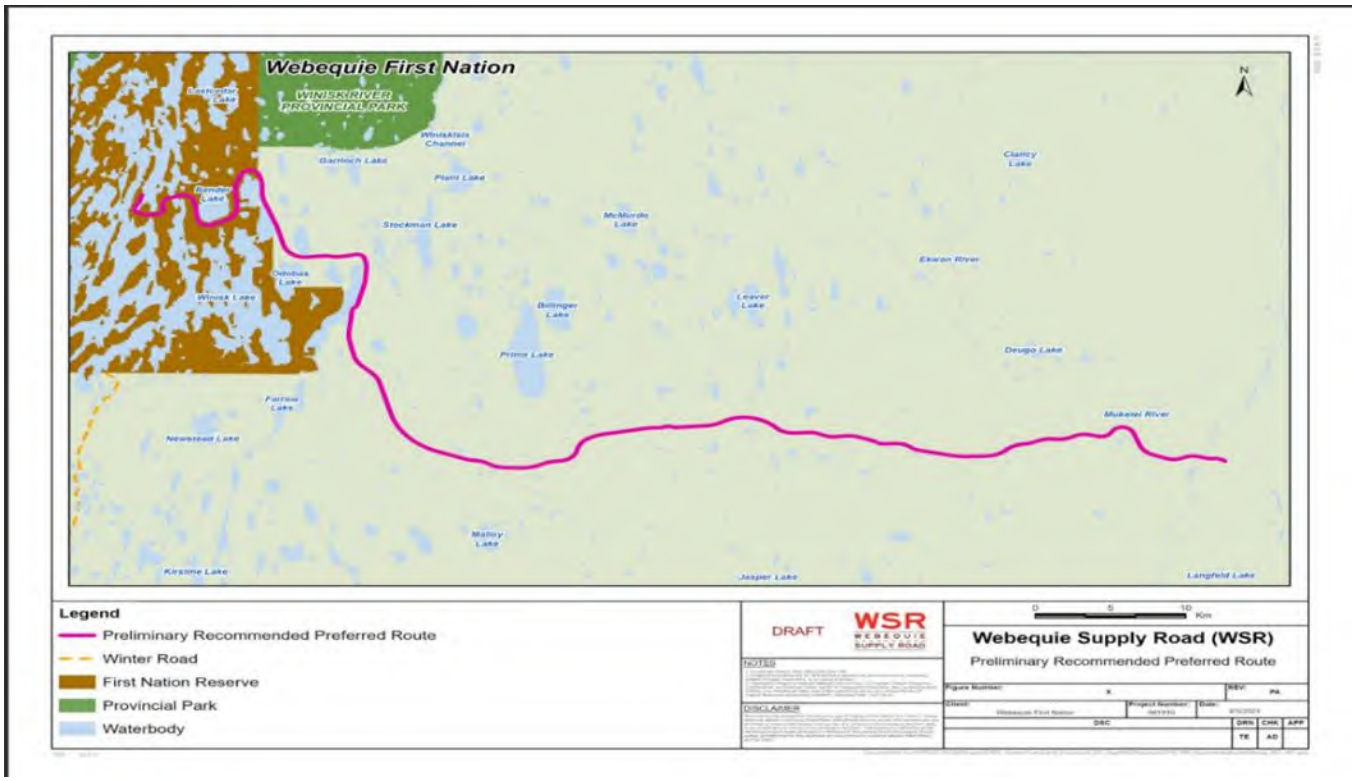

Indigenous Knowledge Program Schedule
NRL
Northern Road Link
Field Studies
Draft ToR
IK LITERATURE REVIEW
2021
Consultation & Engagement
Proposed ToR
IK PROGRAM LAUNCHED
2022
Notice of Commencement of Terms of Reference (ToR)
Community chooses information to share
Consultation and Engagement
2023
Commencement of Environmental Assessment (EA) (Provincial)
Commencement of the Impact Assessment (IA) (Federal)
IK PROGRAM
Initial Project Description (Federal)
Detailed Project Description (Federal)
Develop Understanding of ATRI within the Project Area
Alternatives Assessment
Field Studies
IK/ILRU
Consultation & Engagement
Consultation & Engagement
Key IK Milestone
Project-Specific IK/ILRU Studies Shared with the Project Team
2024
Understanding of ATRI within the Project Area
Baseline Reports (including ATRI)
Selection of a Preferred Corridor
Field Studies
IK/ILRU
Key IK Milestone
Project-Specific IK/ILRU Studies Shared with the Project Team
2025
Baseline Reports
Collaborate on ATRI Impact Assessment
Field Studies (2025)
IK/ILRU
Consultation & Engagement
Consultation & Engagement
Draft EAR/IS
Field Studies
IK/ILRU
2027
2026
2028
Provincial Minister Decision on EA
Final EAR/IS
2029
Federal Minister Decision on IA
Consultation & Engagement
ACRONYMS
IK: Indigenous Knowledge
ATRI: Aboriginal and/or Treaty Rights and Interests

Appendix F

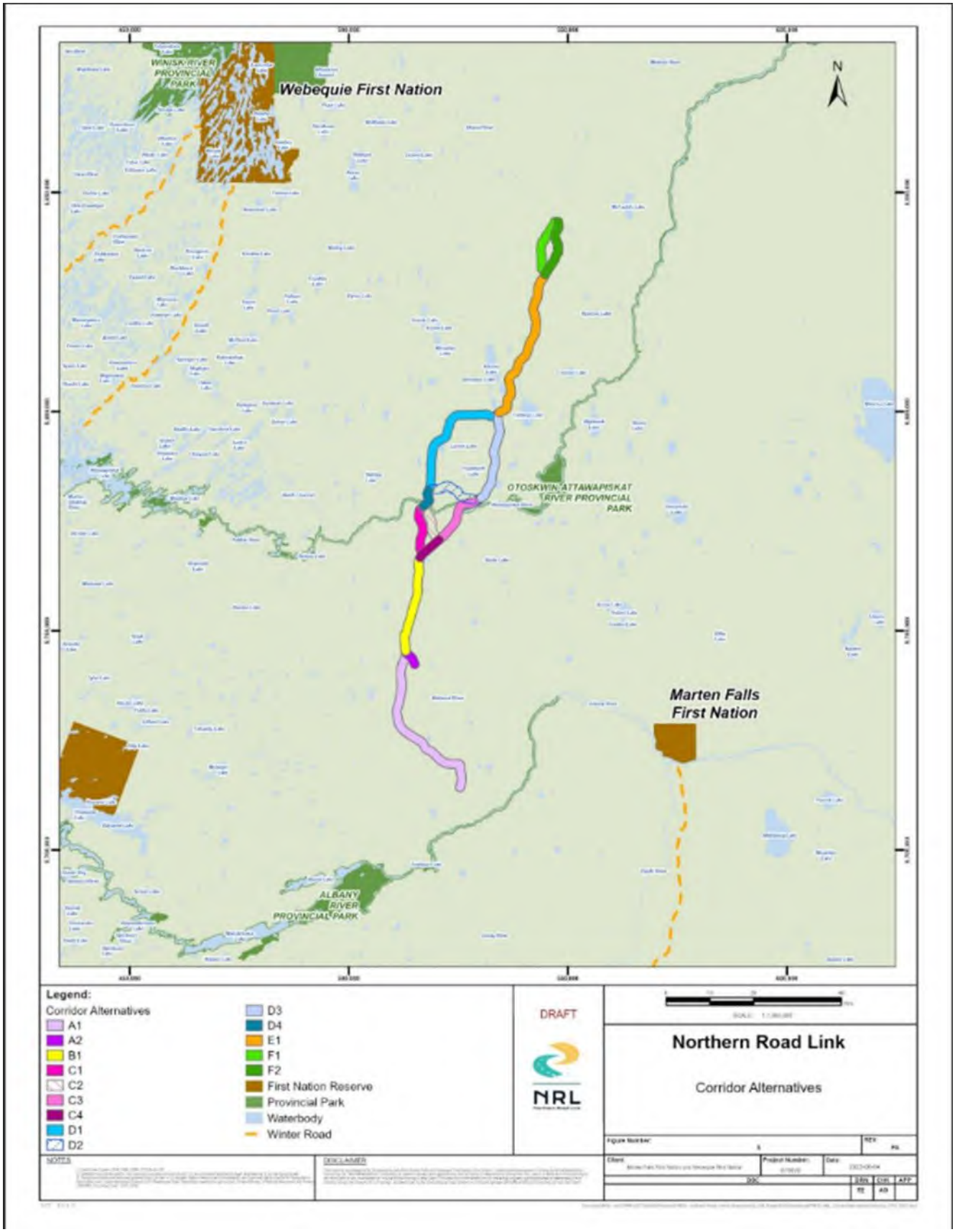
Maps

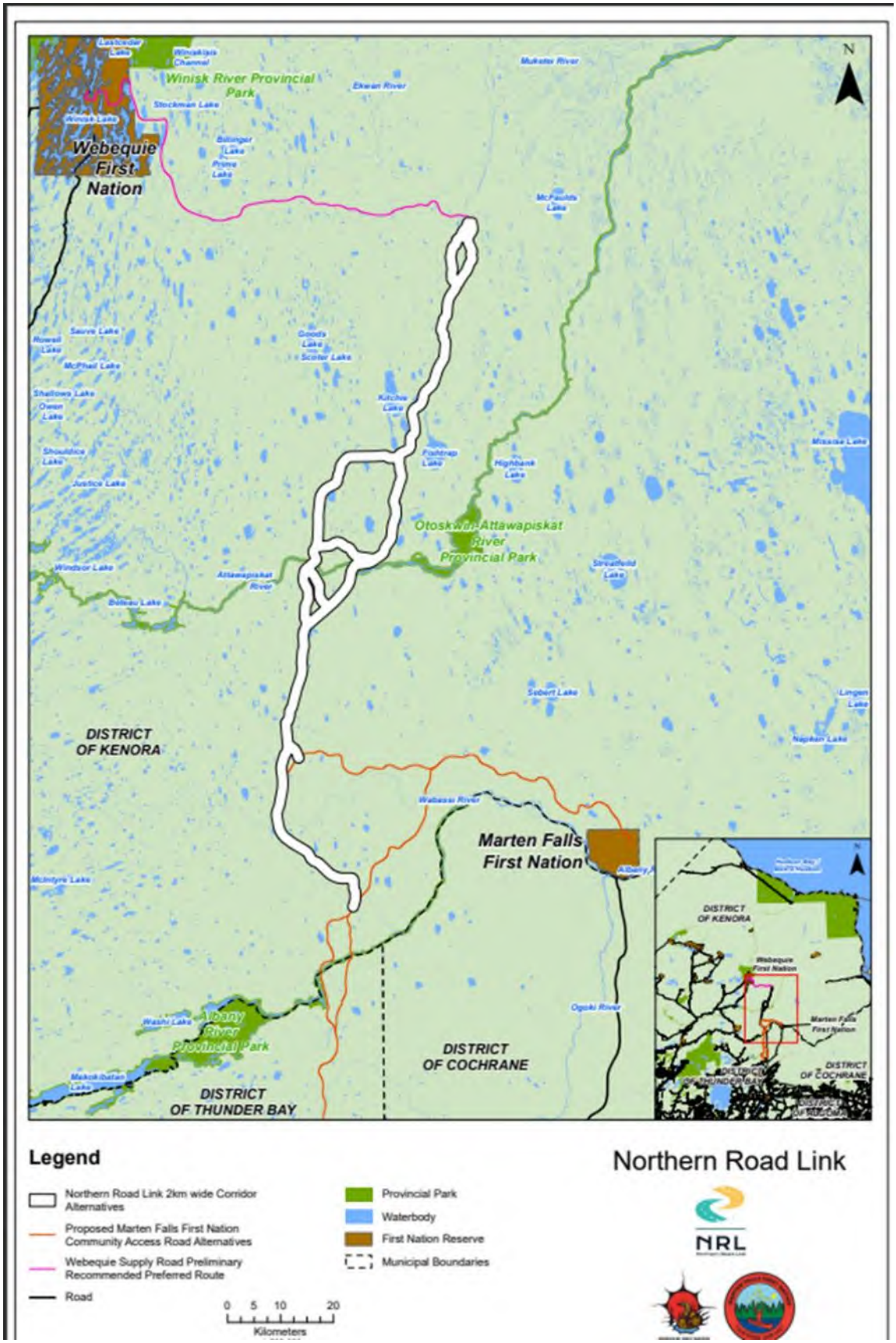


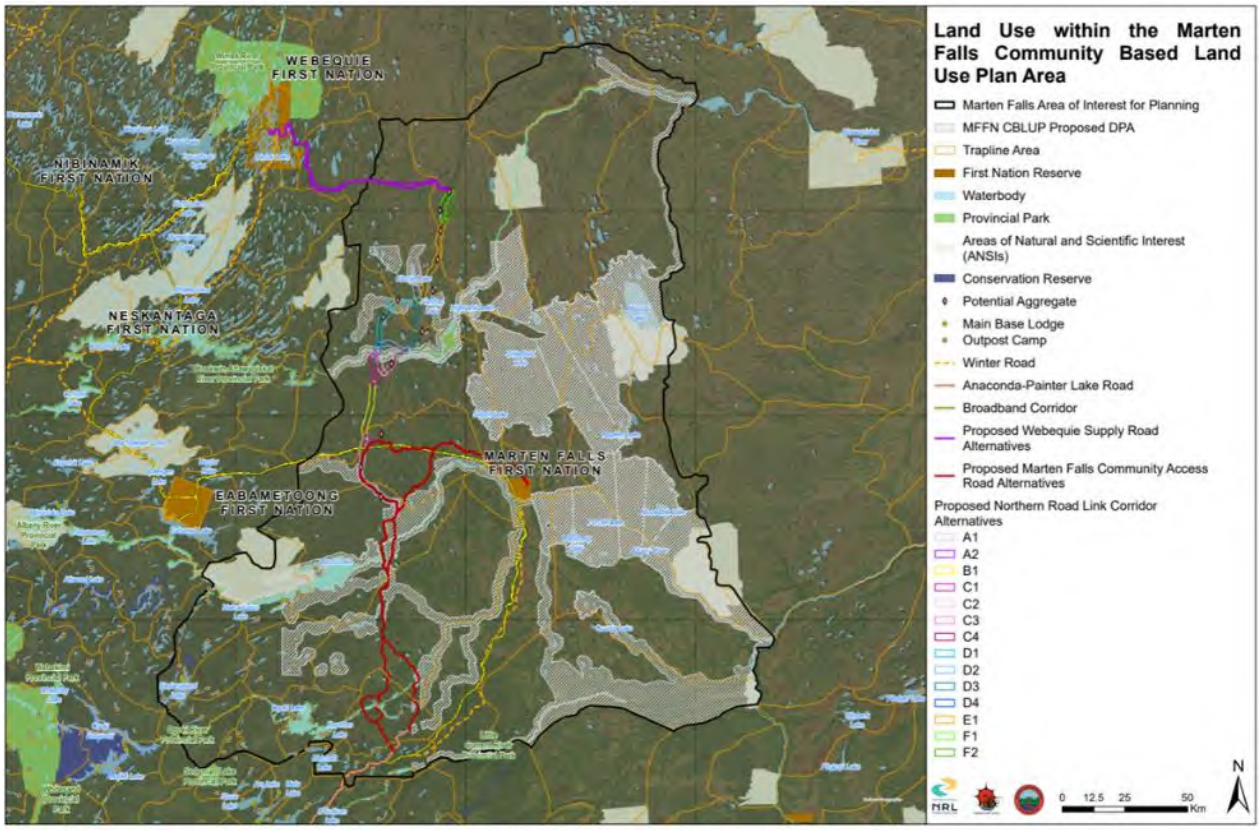

Eastwood Island
Camp 1A
Webequie Settlement
Webequie Airport
Whisk River Provincial Park
ARA-2
Camp 2A
ARA-4
ARA-4 Access Road
Camp 3A
Camp 4B
Legend
Preliminary Recommended Preferred Route
Local Study Area (LSA 1km from the Preferred Route)
Regional Study Area (RSA 5km from either side of LSA Boundary)
Webequie First Nation Reserve
Whisk River Provincial Park
Waterbody
Watercourse
ARA-4 Access Road
Recommended Aggregate/Rock Source Areas
Recommended Construction Camps
Waterbody crossing by culvert
Waterbody crossing by bridge
WSR
WEBEQUIE SUPPLY ROAD
Webequie Supply Road (WSR)
Location of Project Main Components

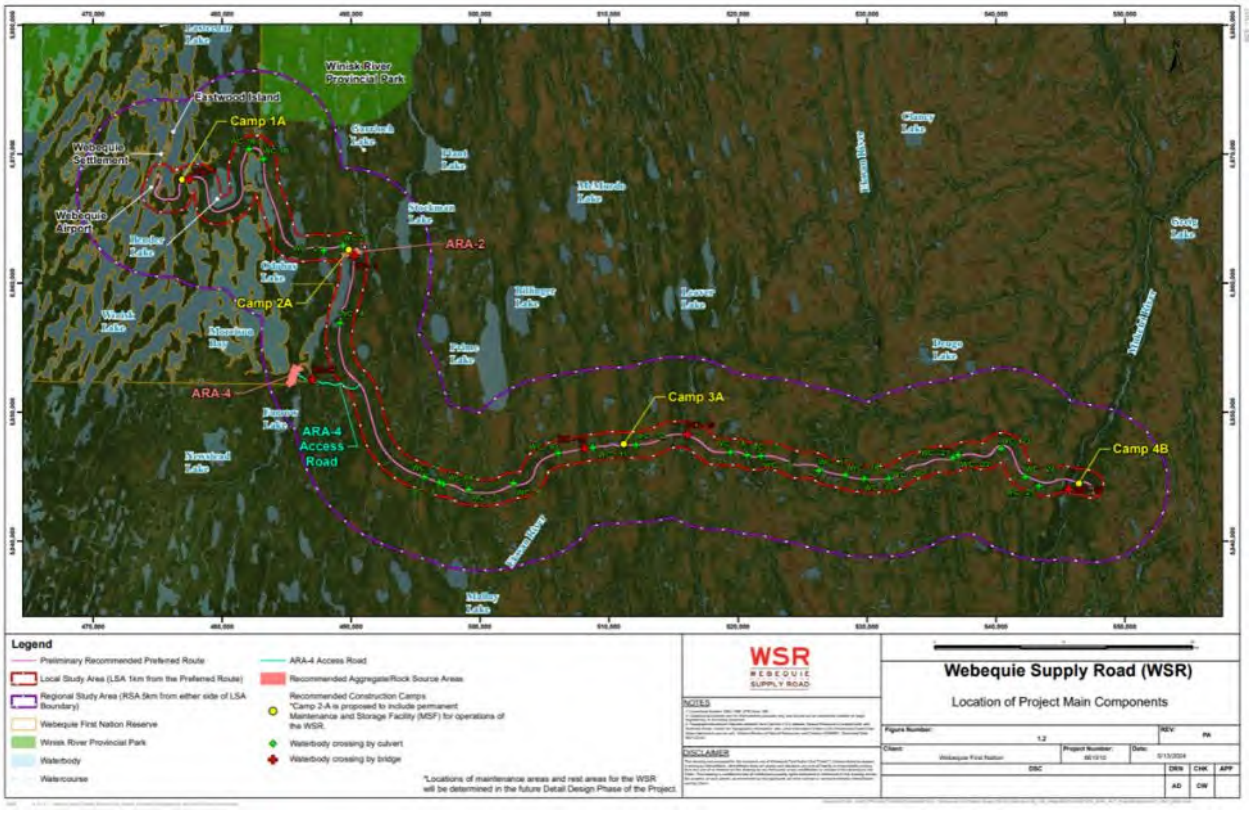

Webequie First Nation
WINISK RIVER PROVINCIAL PARK
Stockman Lake
McMurdo Lake
Leaver Lake
Prime Lake
Deugo Lake
Mukerai River
Legend
Preliminary Recommended Preferred Route
Winter Road
First Nation Reserve
Provincial Park
Waterbody
DRAFT
WSR
WEBEQUIE SUPPLY ROAD
Webequie Supply Road (WSR)
Preliminary Recommended Preferred Route

N
Weenusk First Nation
Bearskin Lake First Nation
Kitchenuhmaykoosib Inninuwug
Wapekeka First Nation
Kasabonika Lake First Nation
Attawapiskat 91
Wawakapewin First Nation
Webequie First Nation
Kingfisher Lake First Nation
Attawapiskat First Nation
Wunnumin First Nation
Nibinamik First Nation
Neskantaga First Nation
Marten Falls First Nation
Eabametoong First Nation
Mishkeegogamang First Nation
Constance Lake First Nation
Aroland First Nation
Kiashke Zaaging Anishinaabek
Animbiigoo Zaagi'igan Anishinaabek
Ginoogaming First Nation
Biinjitiwaabik Zaaging Anishinaabek
Bingwi Neyaashi Anishinaabek
Legend:
Northern Road Link Corridor Alternatives
A1
A2
B1
C1
C2
C3
C4
D1
D2
D3
D4
E1
F1
F2
Proposed Marten Falls First Nation Community Access Road Alternatives
Webequie Supply Road Preliminary Recommended Preferred Route
Expressway-Highway
Road
Winter Road
First Nation Reserve
Provincial Park
Waterbody
WSR
NRL
DRAFT
Northern Road Link
Surrounding Projects
NOTES
DISCLAIMER


WINISK RIVER PROVINCIAL PARK
Webequie First Nation
N
OTOSKWIN ATTAWAPISKAT RIVER PROVINCIAL PARK
Marten Falls First Nation
ALBANY RIVER PROVINCIAL PARK
Legend:
Corridor Alternatives
A1
A2
B1
C1
C2
C3
C4
D1
D2
D3
D4
E1
F1
F2
First Nation Reserve
Provincial Park
Waterbody
Winter Road
DRAFT
NRL
Northern Road Link
Corridor Alternatives


Winisk River Provincial Park
Webequie First Nation
Otoskwin-Attawapiskat River Provincial Park
DISTRICT OF KENORA
Marten Falls First Nation
DISTRICT OF COCHRANE
DISTRICT OF THUNDER BAY
Albany River Provincial Park
Legend
Northern Road Link 2km wide Corridor Alternatives
Proposed Marten Falls First Nation Community Access Road Alternatives
Webequie Supply Road Preliminary Recommended Preferred Route
Road
Provincial Park
Waterbody
First Nation Reserve
Municipal Boundaries
0 5 10 20
Kilometers
Northern Road Link
NRL


WEBEQUIE FIRST NATION
NIBINAMIK FIRST NATION
NESKANTAGA FIRST NATION
MARTEN FALLS FIRST NATION
EABAMETOONG FIRST NATION
Land Use within the Marten Falls Community Based Land Use Plan Area
Marten Falls Area of Interest for Planning
MFFN CBLUP Proposed DPA
Trapline Area
First Nation Reserve
Waterbody
Provincial Park
Areas of Natural and Scientific Interest (ANSIs)
Conservation Reserve
Potential Aggregate
Main Base Lodge
Outpost Camp
Winter Road
Anaconda-Painter Lake Road
Broadband Corridor
Proposed Webequie Supply Road Alternatives
Proposed Marten Falls Community Access Road Alternatives
Proposed Northern Road Link Corridor Alternatives
A1
A2
B1
C1
C2
C3
C4
D1
D2
D3
D4
E1
F1
F2
NRL
0 12.5 25 50 Km
N


Winisk River Provincial Park
Eastwood Island
Camp 1A
Webequie Settlement
Webequie Airport
ARA-2
Camp 2A
ARA-4
ARA-4 Access Road
Camp 3A
Camp 4B
Legend
Preliminary Recommended Preferred Route
Local Study Area (LSA 1km from the Preferred Route)
Regional Study Area (RSA 5km from either side of LSA Boundary)
Webequie First Nation Reserve
Winisk River Provincial Park
Waterbody
Watercourse
ARA-4 Access Road
Recommended Aggregate/Rock Source Areas
Recommended Construction Camps
*Camp 2-A is proposed to include permanent Maintenance and Storage Facility (MSF) for operations of the WSR.
Waterbody crossing by culvert
Waterbody crossing by bridge
*Locations of maintenance areas and rest areas for the WSR will be determined in the future Detail Design Phase of the Project.
WSR
WEBEQUIE SUPPLY ROAD
Webequie Supply Road (WSR)
Location of Project Main Components

Attawapiskat River Crossings
Rapids
Waterbody
Provincial Park
Alternative C1
Alternative C2
Alternative C3 - Proposed New East Attawapiskat Crossing
Previous East Attawapiskat Crossing
Alternative D1
Alternative D2
Alternative D3
Alternative D4
N
West Bridge
East Bridge

THREE ROAD PROJECTS GATHERING & EXPO

Thunder Bay, ON - February 19-20, 2025
Timmins, ON - February 24-25, 2025

July 18, 2025

WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

NRL Northern Road Link

Appendix C

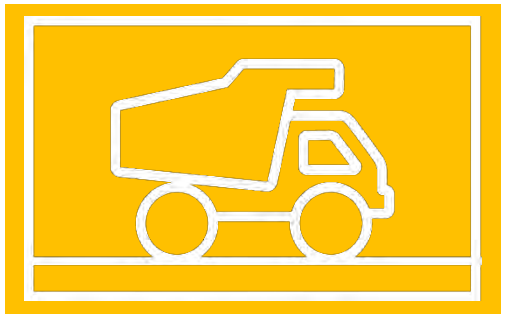
Project Presentation

WEBEQUIE SUPPLY ROAD

WSR Environmental / Impact Assessment Project Update

February 2025

PURPOSE OF THE WEBEQUIE SUPPLY ROAD



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

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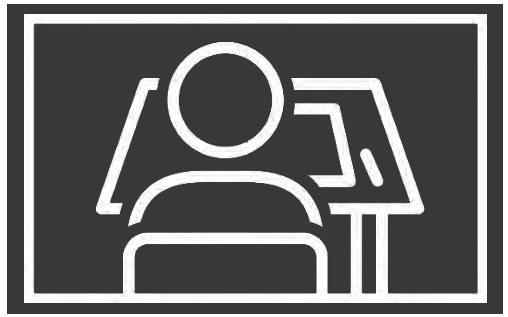


Provide experience/training opportunities for youth to help encourage the pursuit of additional skills through post-secondary education

WSR
WEBEQUIE SUPPLY ROAD

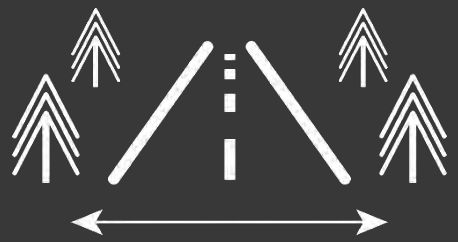
PROJECT DESCRIPTION

107 km

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

17 km

Length of road corridor within WFN Reserve Lands

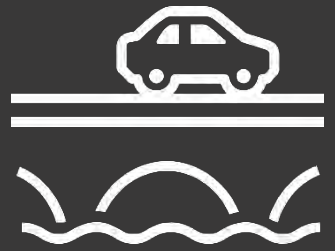


35 m

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

WSR
WEBEQUIE SUPPLY ROAD

PROJECT DESCRIPTION



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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

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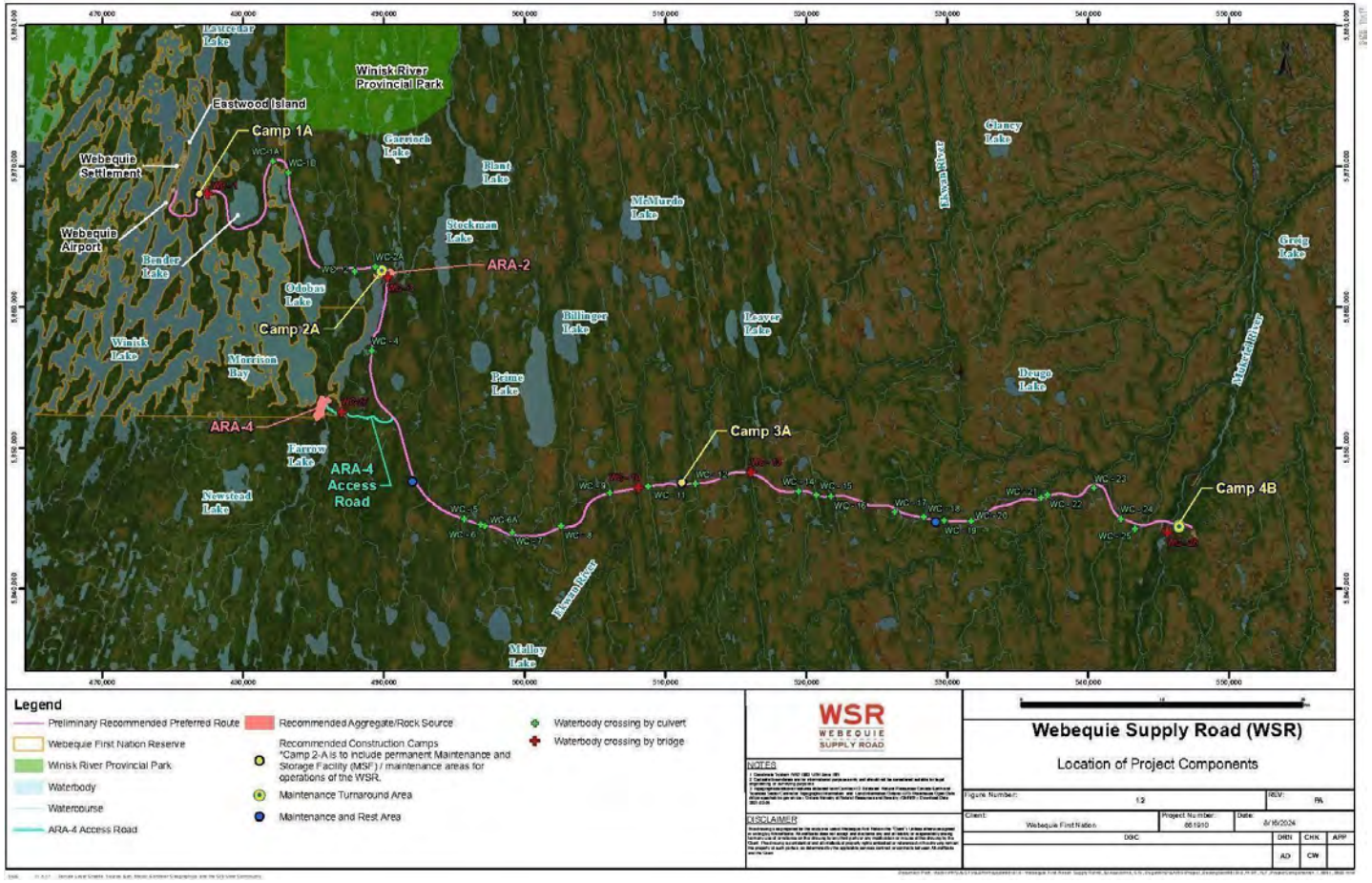
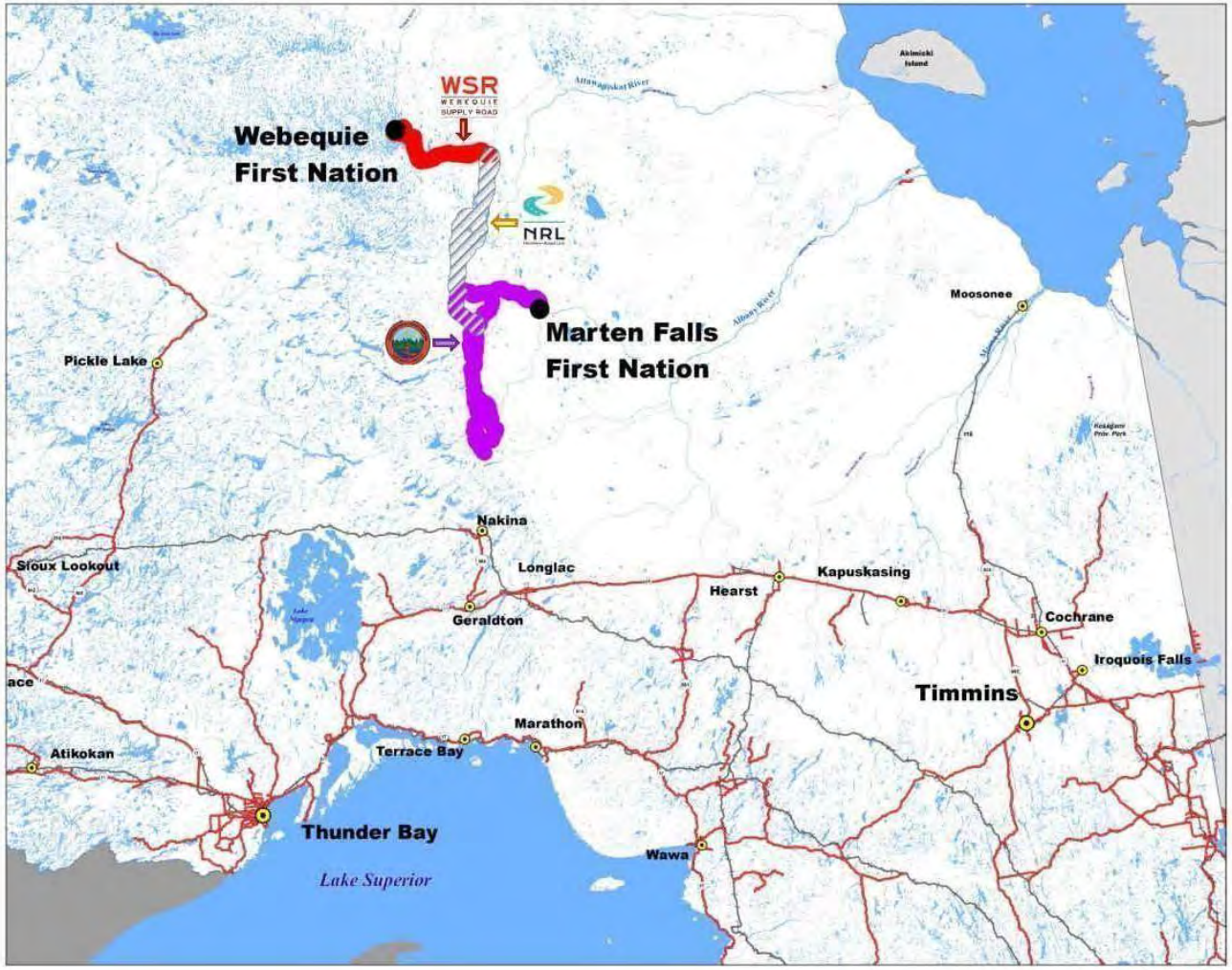
Construction camps (temporary) to accommodate construction crews, with 1 site being repurposed to act as permanent operation/ maintenance facility

Storage and laydown yards (temporary) for equipment and materials

WSR PREFERRED CORRIDOR SHOWING CAMP AND PIT/QUARRY LOCATIONS



OTHER ROAD PROJECTS IN THE AREA



WSR
WEBEQUIE
SUPPLY ROAD

HOW IS THE WSR EA/IA RELATED TO THE FEDERAL REGIONAL ASSESSMENT OF THE RING OF FIRE ?

In November 2020, the Minister of Environment and Climate Change mandated this assessment to guide sustainable development and informed decision-making. The process involves collaboration with Indigenous communities, stakeholders, and the public to ensure that diverse perspectives are considered.

Regional Assessment is a planning tool used to assess the positive and negative effects of multiple existing and future developments and activities in a specific geographic region.

A draft Terms of Reference for the assessment was released in September 2024, outlining the framework and objectives of the evaluation. This document is available for public review and comment, emphasizing transparency and community involvement.

Currently, there are over 200 comments on the draft Terms of Reference from the public, governments, and Indigenous communities, which can be seen on the IAAC website.

The Regional Assessment is an independent and separate process from the WSR EA/IA. Information from the Regional Assessment, if available, will be used to inform the WSR EA/IA.

ENGAGEMENT & CONSULTATION

During Consultation Round 1 (2022), Round 2 (2023) and Round 3 (2024), the following engagement/consultation activities occurred:

WEBSITE

NOTICES

MEETINGS

+ WAWATAY RADIO SHOWS + INTERNET SHOWS (LIVESTREAMS)

WHAT WE HAVE HEARD SO FAR

- Road Ownership and Policing
- Climate Change
- Possible Effects from All Projects Together
- Selling Gravel and Rock to Build Road
- Commercial / Job Opportunities
- Treaty Rights
- Down River Water Quality
- Worries About More Drugs and Alcohol

WHERE ARE WE NOW IN THE PROJECT?

- We are now getting ready to release the Draft Environmental Assessment Report / Impact Statement
- This will be provided to Indigenous communities for review first (60-days), and then released for review (60-days) by the public, stakeholders and Indigenous communities
- This report will identify and discuss the potential effects of the Project on various valued components

THE DECISION-MAKING PROCESS

For Government:

Ontario:

The Ministry (MECP) reviews the Environmental Assessment Report, taking into account comments from the public, the Government Review Team and Indigenous communities. A recommendation is prepared for the Minister to assist in deciding to: (1) approve; (2) approve the Project with conditions; or (3) refuse to approve the Project.

Canada:

The Impact Assessment Report (prepared after review of the Impact Statement) and Crown consultation informs the Minister or Governor in Council decision on whether a project's adverse impacts are in the public interest. If yes, the Minister must establish conditions for the proponent.

For Webequie:

Internal discussions about topics such as: project effects, how these effects can be controlled and the opportunities the Project will offer the community.

WHAT HAPPENS AFTER ENVIRONMENT / IMPACT ASSESSMENT APPROVAL?

- ***Many Other Permits are Required*** Environmental Assessment / Impact Assessment (EA / IA) approval means the project can go ahead, but there are many more permits that must be obtained to build the project.

- ***Post EA/IA Approval Monitoring*** Beyond the permits required after the project is approved, there is monitoring of the project that must be done by the project proponent (Webequie First Nation) that is identified in the EA/IA and also in conditions of other permits for the project.

WHAT HAPPENS AFTER ENVIRONMENT / IMPACT ASSESSMENT APPROVAL (CONT'D)?

- There are two types of monitoring that is done: compliance monitoring and effects monitoring
  - **Compliance monitoring** looks at whether the Project is being built and/or operated according to the commitments made during the environmental/impact assessment process and conditions of the federal and provincial project approvals
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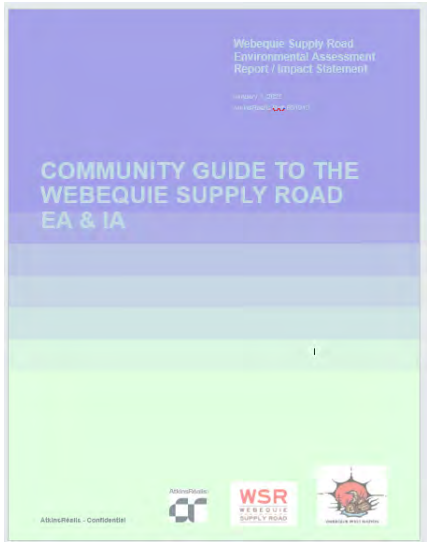
DRAFT ENVIRONMENTAL ASSESSMENT REPORT (EAR) / IMPACT STATEMENT (IS) REVIEW



Plain Language Summary of Environmental Assessment Report / Impact Statement

- *Chapter by chapter plain language summary of full environmental assessment report*
- *Simpler descriptions of potential project effects, mitigation and net effects*
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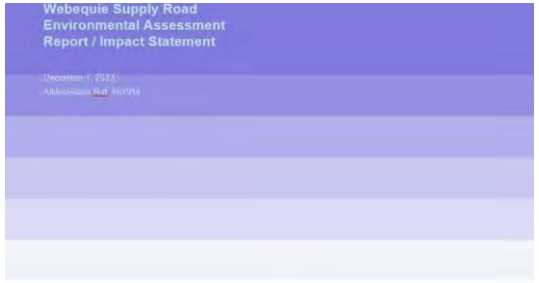

Environmental Assessment Report / Impact Statement

- *Main EAR / IS document*
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TIMELINES / SCHEDULE

WINTER 2025

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WSR
WEBEQUIE SUPPLY ROAD

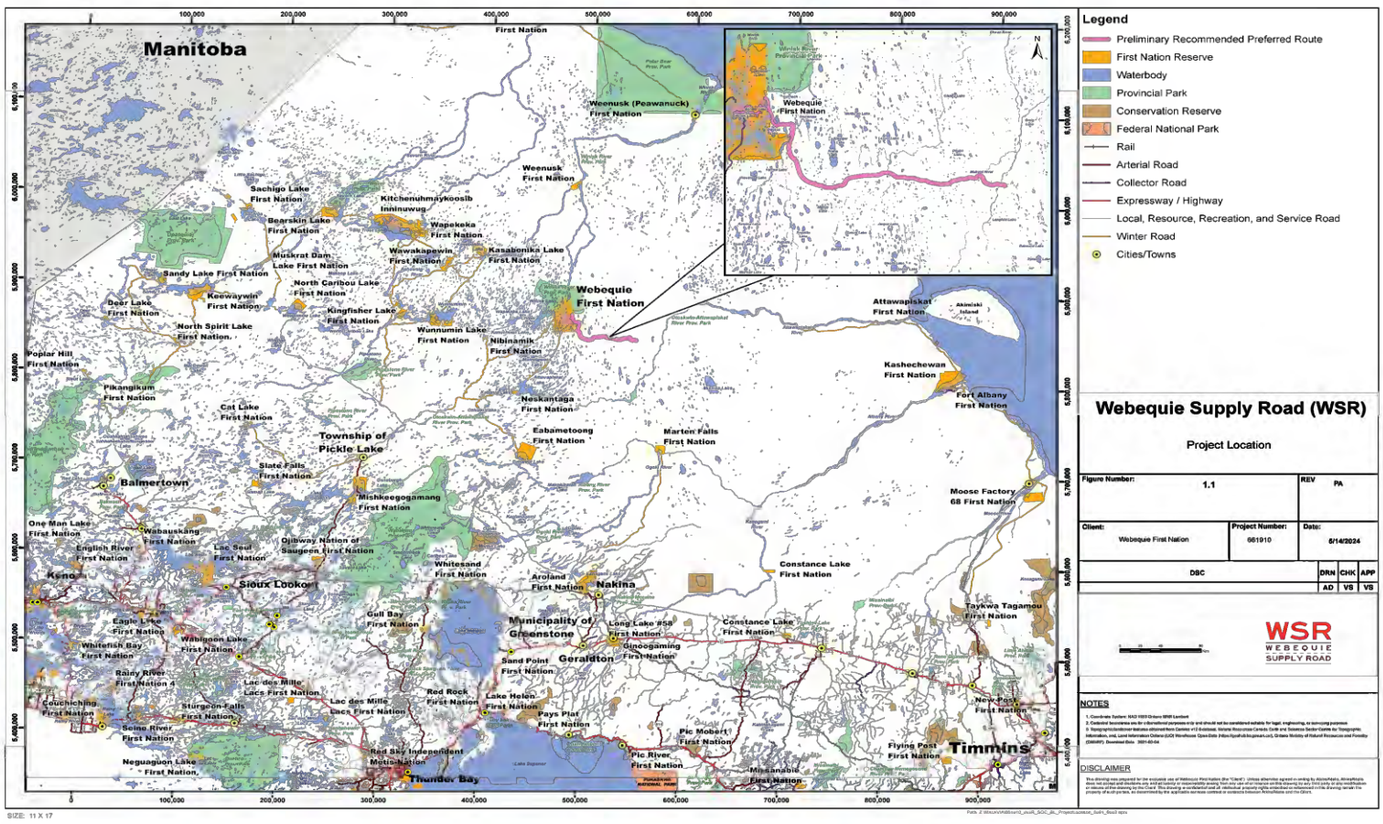
Appendix D

Expo Display Boards & Handouts

WEBEQUIE SUPPLY ROAD

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.

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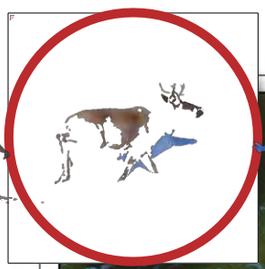
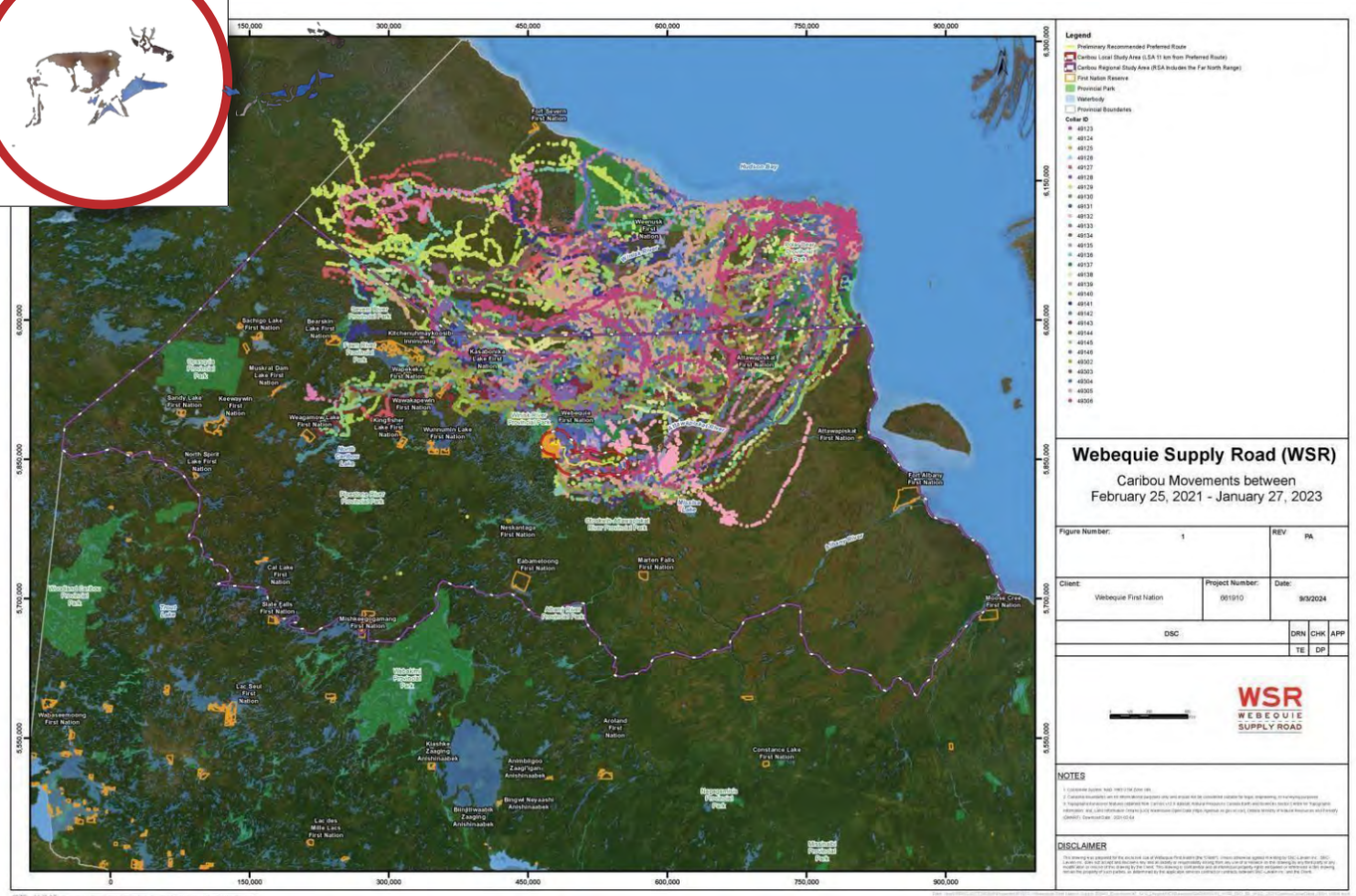
WSR WEBEQUIE SUPPLY ROAD

WEBEQUIE SUPPLY ROAD

Caribou Map





WSR
WEBEQUIE
SUPPLY ROAD

WEBEQUIE SUPPLY ROAD
Proposed Watercourse Crossings

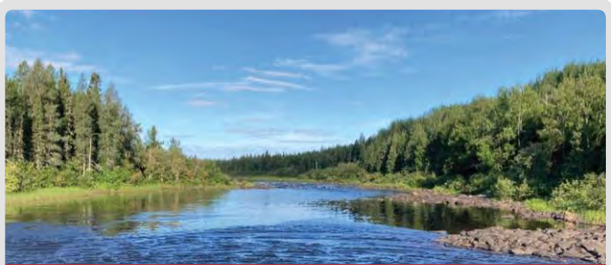
Winisk Lake Crossing

Current View

After Project View

After Project View

Winiskisis Channel Crossing


Current View

After Project View

After Project View

Muketei River Crossing

Current View

After Project View

After Project View

WSR
WEBEQUIE
SUPPLY ROAD

WSR Environmental / Impact Assessment Project Update

February 2025

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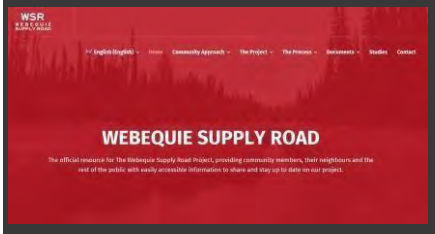

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WSR WEBEQUIE SUPPLY ROAD

13

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WEBEQUIE SUPPLY ROAD

WSR Environmental/Impact Assessment
Project Effects – February *2025*

1

PURPOSE OF THE WEBEQUIE SUPPLY ROAD

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OTHER ROAD PROJECTS IN THE AREA

6

WHERE ARE WE NOW IN THE EA / IA?- DOING THE EFFECTS ASSESSMENT

Input from Community Members

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 left over effects?

Look at the leftover effects from past, present and future projects (the big picture)

Identify monitoring required

Compare advantages/disadvantages of project vs doing nothing

W Are Here

WSR WEBEQUIE SUPPLY ROAD

7

PROJECT and NET (LEFTOVER) EFFECTS

Project Effects

- Every project, such as building a road/building a mine/harvesting trees in the forest has effects
- Some of these effects can be what we call “mitigated”, which means eliminating or reducing effects by doing certain things (i.e., no using diesel generators to produce electricity)

Net Effects

- Some effects can’t be mitigated (controlled or eliminated)- these are called net or “leftover” effects
- When leftover effects from one project are combined the leftover effects of other projects in the area

WSR WEBEQUIE SUPPLY ROAD

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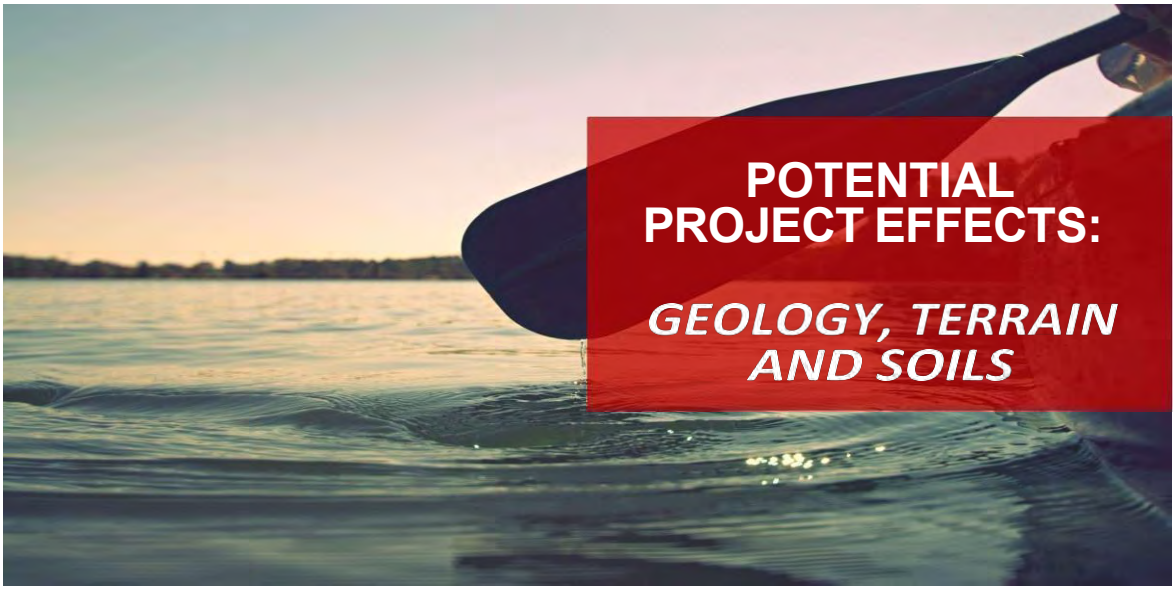

9

POTENTIAL PROJECT EFFECTS IDENTIFIED FROM EA / IA- *GEOLOGY, TERRAIN AND SOILS*

Potential Effects

What are the ***potential*** effects of the Webequie Supply Road Project on **geology, terrain and soils**?

Changes to Geology and Geochemistry

- *Potential release of chemicals from rock*
- *Changes to geologic / landscape features*

Alteration of Topography and Terrain

- *Erosion and sedimentation (loss of soil)*
- *Changes to drainage patterns and hydrology*
- *Changes to vegetation composition*

Change to Soil Quality

- *Soil compaction, rutting and mixing*
- *Dust generation and wind erosion*

10

MITIGATION MEASURES IDENTIFIED FROM EA / IA- *GEOLOGY, TERRAIN AND SOILS*

Mitigation Measures

What are the ways to **minimize / eliminate** the ***potential*** effects of the Webequie Supply Road Project on **geology, terrain and soils**?

Replace Disturbed Areas with Native Soils and Vegetation

Minimize Blasting by Use of Other Approaches such as Rock Ripping, Hammering or Drilling

Implementation of Dust Control Measures

11

MITIGATION MEASURES IDENTIFIED FROM EA / IA- *GEOLOGY, TERRAIN AND SOILS (cont'd)*

Mitigation Measures

What are the ways to **minimize / eliminate** the ***potential*** effects of the Webequie Supply Road Project on **geology, terrain and soils**?

Environmental Management Plans: *Site Restoration and Monitoring, Construction Waste Management, Spill Prevention and Emergency Response Management, Soil Management, Erosion and Sediment Control*

Ongoing Follow-Up Post-Construction Monitoring Program During Operations and Maintenance Phases of Project

12

PREDICTION OF NET EFFECTS

Predicted Net Effect	Net Effects Characterization									
	Project Phase	Direction	Magnitude	Geographic Extent	Timing	Duration	Frequency	Context	Reversibility	Likelihoodof Occurrence
Change to Geology and Geochemistry										
Blasting, excavation, backfilling, and grading for construction	Construction	Negative	Low	Project Footprint	Sensitive and Non-Sensitive	Permanent	Continuous	Sensitive	Irreversible	Certain
Use of supportive infrastructure, the constructed road, and structures at waterbodies	Construction	Negative	Low	Project Footprint	Sensitive and Non-Sensitive	Permanent	Continuous	Sensitive	Irreversible	Certain
Changeto Soil Quality (Cont'd)										

13

WSR
WEBEQUIE
SUPPLY ROAD

14

POTENTIAL PROJECT EFFECTS IDENTIFIED FROM EA / IA- *FISH AND FISH HABITAT*

Potential Effects

What are the ***potential*** effects of the Webequie Supply Road Project on **fish and fish habitat**?

Filling in Watercourses/Wetlands/Riparian Areas

- *Damage to fish habitat*

Placing Bridge Piers and Culverts in Fish Habitat

- *Damage to fish habitat*

Channelization

- *Effect on flow rates*

15

POTENTIAL PROJECT EFFECTS IDENTIFIED FROM EA / IA- *FISH AND FISH HABITAT*

Potential Effects

What are the ***potential*** effects of the Webequie Supply Road Project on **fish and fish habitat**?

Clearing of Vegetation

- *Increased sedimentation in watercourses*

Spills / Releases of Contaminants

Increased Harvest

- *Improved fishing access during construction and operations*

16

MITIGATION MEASURES IDENTIFIED FROM EA / IA- *FISH AND FISH HABITAT*

Mitigation Measures

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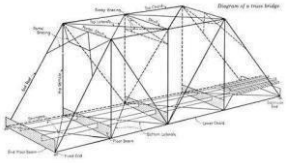


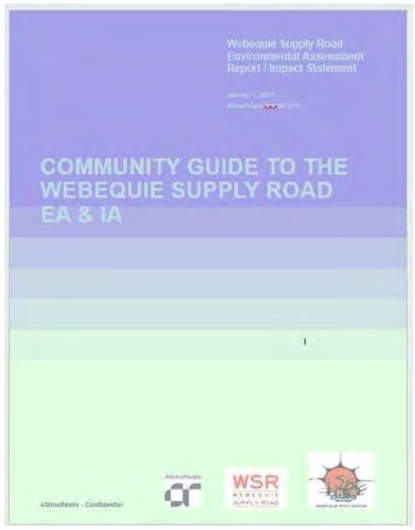
Project Routing and Crossing Design

Construction and Operations Environmental Management and Monitoring

Timing Windows for Construction

17

COMING SOON



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NEXT STEPS

WE ARE HERENOW

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

WINTER 2025

- Targeted engagement opportunities with Indigenous communities to discuss preliminary results of cumulative effects assessment
- Early circulation of Draft Environmental Assessment Report / Impact Statement (EAR/IS) for 60-day review by Indigenous communities

WINTER 2025/ SUMMER 2025

- Submission of Draft and Final EAR/IS for review by the public, stakeholders and Indigenous communities

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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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Fax: 807 577-0404
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michael.fox@supplyroad.ca

Leon Shewaybick
Local Consultation Lead
Webequie First Nation
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P0T 3A0
Phone: 807-353-6531
E-mail:
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Don Parkinson
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WEBEQUIE SUPPLY ROAD

WSR Environmental/Impact Assessment
Key Themes of Project Concerns – February *2025*

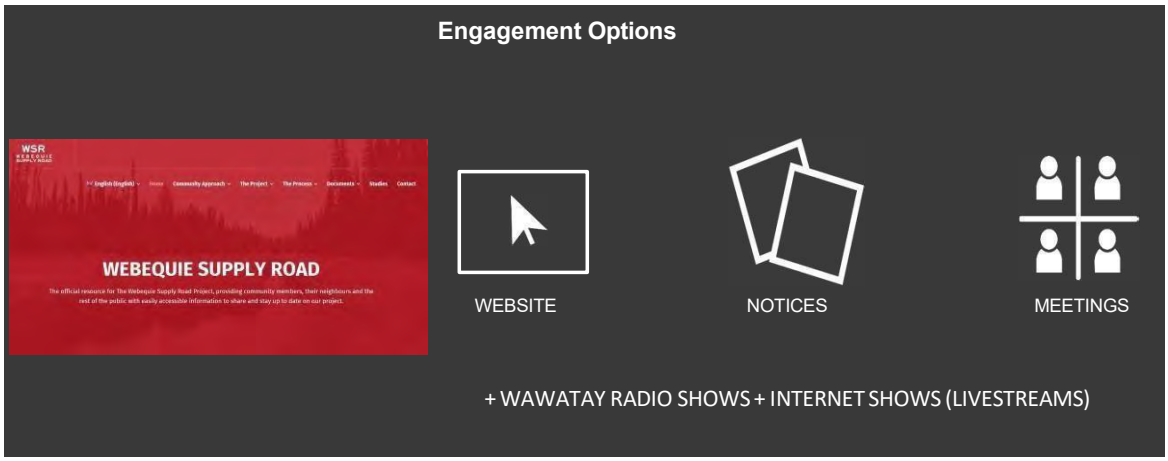
1

FEEDBACK ON THE DRAFT EAR/IS DOCUMENT

- Community members will continue to have opportunities to share their thoughts on the project through review of the Draft WSR Environmental Assessment Report / Impact Statement
- There are many possible ways of engaging with our team, including:
  - Focus Group sessions
  - In-person community meetings
  - Drop-In sessions
  - Virtual community information sessions

2

ENGAGEMENT METHODS- *Many ways to get project information*



3

WHO WE HEARD FROM DURING THE EA/IA

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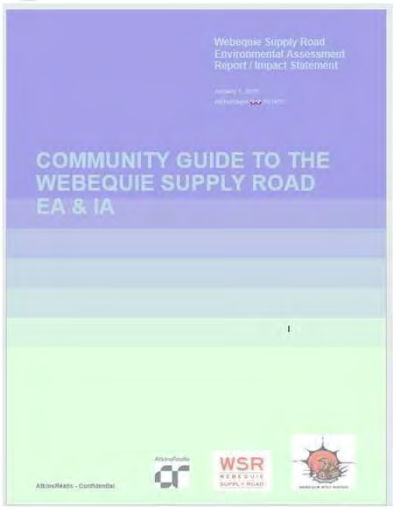
- Attawapiskat First Nation
- Constance Lake First Nation
- Fort Albany First Nation
- Ginogaming First Nation
- Kasabonika Lake First Nation
- Kingfisher Lake First Nation
- Kitchenuhmaykoosib Inninuwug First Nation
- Long Lake #58 First Nation
- Marten Falls First Nation
- Matawa First Nations Management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

4

COMING SOON



Plain Language Summary of Environmental Assessment Report / Impact Statement

- *Chapter by chapter plain language summary of full environmental assessment report*
- *Simpler descriptions of potential project effects, mitigation and net effects*
- *References back to main EA document for full details*

5

WHAT WE HAVE HEARD SO FAR ABOUT THE PROJECT-

Themes of concerns and where in the EAR/IS document to find out how these have been addressed

Road Ownership and Policing
(out of the scope of the EA/IA)

Possible Effects from All Projects Together
(Chapter: Cumulative Effects Assessment)

Job Opportunities
(Chapter: Assessment of Effects on Social Environment)

Down River Water Quality*
(Chapters: Assessment of Effects on Surface Water/Groundwater Resources)

Climate Change
(Chapter: Project Effects in the Context of Canada's Ability to Meet Its Environmental Obligations and Its Climate Change Commitements)

Consultation Process
(Chapter: Engagement and Consultation Summary)

Mitigation and Monitoring Programs for Fish, Caribou and Moose*
(Chapter: Assessment of Effects on Terrestrial Habitat and Wildlife/Fish and Fish HabitatEngagement and Consultation Summary)

Treaty Rights*
(Chapter: Assessment of Effects on Non-Traditional Land and Resource Use)

Over-harvesting – impacts on food sources*
(Chapter: Assessment of Effects on Non-Traditional Land and Resource Use)

* Specific Feedback from Weenusk

6

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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7

8

Appendix E

Workbook, Passport & Feedback Forms

Three Road Projects Gathering & Expo

Workbook

February 19th & 20th 2025
Valhalla Inn
Thunder Bay

February 25th & 26th 2025
Cedar Meadows & Spa
Timmins

The **Webequie Supply Road** (WSR) and **Marten Fall First Nation Community Access Road** (MFCAR) projects will focus on the circulation of the draft Environmental Assessment Report/Impact Statement (EAR/IS).

The **Northern Road Link** (NRL) project will focus on the consideration and evaluation of alternatives, as well as the approach to the cumulative effects assessment and other key aspects of the project.

WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL Northern Road Link

Ontario

BOOZHOO/WACHIYE/WELCOME

Thank you for participating in the **2025 Three Road Projects Gathering & Expo**. We hope the Gathering & Expo will provide you with an engaging and interactive space to learn more about the road projects, ask questions, and share feedback.

Throughout the Gathering & Expo, please use this workbook to job down your questions, thoughts, and comments. At the end of the event, submit your completed workbook to ensure your voice is heard and your input is considered in our future efforts.

The Three Road Projects Gathering & Expo includes:

Project Overviews

Join us as we kick off the event with high-level Project Overviews, offering an in-depth look into the current phase of all three projects

Breakout Sessions

Engage directly with proponent teams and Government representatives in one-on-one sessions to ask questions and provide feedback

Expo

This is your chance to engage directly with subject matter experts and delve into the technical aspects that drive the projects

Panel Discussion on Consultation & Aboriginal and/or Treatys Rights and Interests (ATRI

Join us for an insightful session on the role and purpose of consultation in our projects during our **Consultation Panel**. We will highlight past, current, and future efforts, showcasing the high-level tools we've used, including streaming, radio, gatherings, workbooks, and community visits. Learn about best practices, the barriers we face and what the next 120 days of community consultation will look like. The feedback from community representatives during the Q&A session will provide an opportunity to guide future consultation efforts across all projects. The **ATRI Panel** will explore Aboriginal and/ or Treaty Rights and Interests, providing perspectives that represent all three road projects. We will discuss both proponent and community viewpoints, highlighting the importance of these rights and interests in the work that aims to deepen understanding and foster collaboration.

THREE ROAD PROJECTS GATHERING & EXPO

WEBEQUIE SUPPLY ROAD (WSR) • MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD (MFCAR) • NORTHERN ROAD LINK (NRL)

AGENDA

Day One	
TIME	**TOPIC**
8:30am	***Breakfast***
9:00am	Opening Remarks
9:10am	**Project Overviews:** • MFCAR • WSR • NRL
10:25am	***Break***
10:45am	**Panel Discussion** on **Consultation** with Jennifer Ashawasegai-Pereira, Michael Fox & Qasim Saddique
12:00pm	***Lunch***
1:00pm to 4:00pm	**Expo** • NRL • WSR • MFCAR • Ontario – MECP/MINES - EA Process & Consultation • Ontario – MECP SARB • IAAC – IA Process & Consultation
1:00pm to 4:00pm	**Breakout sessions** • NRL • WSR • MFCAR • Ontario/IAAC

Day Two	
TIME	**TOPIC**
8:30am	***Breakfast***
9:00am	Opening Remarks
9:10am	**Panel Discussion** on **Aboriginal and/or Treaty Rights and Interests (ATRI)** with Stephen Lindley, Bob Baxter, Rowena Moonias, Mishal Naseer & Mark Knell
10:25am	***Break***
10:45am to 12:00pm	**Expo** • NRL • WSR • MFCAR • Ontario – MECP/MINES - EA Process & Consultation • Ontario – MECP SARB • IAAC – IA Process & Consultation
11:00pm to 12:00pm	**Breakout sessions** • NRL • WSR • MFCAR • Ontario/IAAC
12:00pm	***Lunch***
1:00pm-3:00pm	**Expo & Breakout sessions** continue
3:00pm	Closing Remarks

WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL Northern Road Link

Ontario

Project Overviews

We invite you to share your questions, comments, concerns, and feedback on what was discussed. Your input is invaluable in helping us improve and address your interests more effectively. We want to hear from you!

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

Project Overviews

WSR
WEBEQUIE
SUPPLY ROAD

Project Overviews

We invite you to share your questions, comments, concerns, and feedback on what was discussed. Your input is invaluable in helping us improve and address your interests more effectively. We want to hear from you!

Panel Discussion: Consultation

We hope you enjoyed the panel discussion on the consultation efforts for all three projects. We'd love to hear your feedback on the topics covered. Please leave your comments and suggestions to help us improve future efforts.

Panel Discussion: Aboriginal and/or Treaty Rights and Interests (ATRI)

We hope you enjoyed the panel discussion on the ATRI efforts for all three projects. We'd love to hear your feedback on the topics covered. Please leave your comments and suggestions to help us improve future efforts.

Expo Booths

Thank you for participating in the Expo! We encourage you to write down your comments, questions, and concerns about everything you've learned. Your feedback is essential in helping us improve and better address your interests.

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

WSR
WEBEQUIE
SUPPLY ROAD

Expo Booths

Thank you for participating in the Expo! We encourage you to write down your comments, questions, and concerns about everything you've learned. Your feedback is essential in helping us improve and better address your interests.

NRL
Northern Road Link

Ontario

Breakout Sessions

Your input is crucial in helping us improve and address your interests more effectively. We invite you to write down all your comments, questions and feedback from your discussions today.

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

Breakout Sessions

Your input is crucial in helping us improve and address your interests more effectively. We invite you to write down all your comments, questions and feedback from your discussions today.

WSR WEBEQUIE SUPPLY ROAD

Breakout Sessions

Your input is crucial in helping us improve and address your interests more effectively. We invite you to write down all your comments, questions and feedback from your discussions today.

Breakout Sessions

Your input is crucial in helping us improve and address your interests more effectively. We invite you to write down all your comments, questions and feedback from your discussions today.

Ontario

Three Road Projects Gathering & Expo

Event Survey

Help us improve! We value your input and would love to hear your thoughts on the event. Please fill out our survey to help guide us in building future events and consultation efforts. Your feedback is crucial in shaping our future initiatives.

1. How would you rate your overall experience at the Three Road Projects Gathering C Expo?

Please circle: Excellent Good Okay Bad

2. What did you enjoy most about the event?

_____

3. How relevant and informative did you find the event? (1-5 scale)

Please circle: 1 2 3 4 5

4. How would you rate the effectiveness of the speakers and presenters? (1-5 scale)

Please circle: 1 2 3 4 5

5. Did the speakers engage and address your questions effectively?

_____

6. Did you make valuable connections during the gathering?

_____

7. What improvements would you suggest for future events?

_____

_____

NAME (Optional): _____

COMMUNITY: _____

We sincerely appreciate your participation and valuable input at the Three Road Projects Gathering & Expo. Your feedback and engagement are vital in helping us improve and shape future initiatives. Thank you for being a part of our community and contributing to the projects. We look forward to seeing you at the next event. Chi Miigwetch!

WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL Northern Road Link

Ontario

Three Road Projects Gathering & Expo

Comment and Feedback Form

Help Us Improve

We value your input and would love to hear your thoughts about the Gathering & Expo. Please fill out our Comment and Feedback Form to help guide us in building future events and consultation efforts. Your feedback is essential in shaping future events relative to the three road projects.

1. How would you like to be kept informed about this event or events like this in the future? Please check all that apply.

- o Website/Social media
- o Newsletter
- o Email
- o Livestream sessions/Radio
- o Open Houses
- o Community meetings
- o Workshops/Focus groups
- o Other, please specify here:

_____

2. Are you interested in a specific Project, or all three? Please circle the Project(s) of interest:

- o Northern Road Link (NRL)
- o Webequie Supply Road (WSR)
- o Marten Falls First Nation Community Access Road (MFCAR)
- o All three Projects

3. Did the Three Road Projects Gathering G Expo help you with your understanding of the proposed Project(s)? Please check one option for each Project.

NRL	□ Yes	□ Somewhat	□ No
WSR	□ Yes	□ Somewhat	□ No
MFCAR	□ Yes	□ Somewhat	□ No

Please explain below:

_____

_____

_____

Comment form is continued on the other side of this page →

4. Is there any information that you would like to be provided that was <u>not</u> presented at the Three Road Projects Gathering G Expo? Please circle or check one option.

□ Yes □ Somewhat □ No

What information would you like to have about the proposed Project(s)? Please check the Project(s) this feedback applies to: □ NRL □ WSR □ MFCAR

_____

_____

_____

5. Please share your thoughts on how the Three Road Projects Gathering G Expo helped your understanding of the Projects and shared project information. Please check the Project(s) this feedback applies to: □ NRL □ WSR □ MFCAR

_____

_____

_____

_____

_____

_____

_____

_____

6. Do you have any comments and/or questions about the proposed Project(s)? Please check the Project(s) this feedback applies to: □ NRL □ WSR □ MFCAR

_____

_____

_____

_____

_____

_____

_____

_____

7. If you would like us to provide you information or answer questions noted in this Comment and Feedback Form, please provide your contact information. This will be kept confidential.

Name: _____ **Community:** _____

Email: _____ **Phone Number:** _____

Thank you for participating! When finished, please hand this in to a team member at the Three Road Projects Gathering G Expo Sign in Desk.

THREE ROAD PROJECTS GATHERING & EXPO

Webequie Supply Road (WSR)
Marten Falls First Nation Community Access Road (MFCAR)
Northern Road Link (NRL)

NRL STAMP HERE

WSR STAMP HERE

MFCAR STAMP HERE

Collect stamps in all the boxes on your **Expo Passport** by engaging with each booth. Once your passport is fully stamped, submit it to be entered into a draw for a **chance to win $500!**

Ontario STAMP HERE

IAAC STAMP HERE

Name:

WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL Northern Road Link

THREE ROAD PROJECTS GATHERING & EXPO

Webequie Supply Road (WSR)
Marten Falls First Nation Community Access Road (MFCAR)
Northern Road Link (NRL)

NRL STAMP HERE

WSR STAMP HERE

MFCAR STAMP HERE

Collect stamps in all the boxes on your **Expo Passport** by engaging with each booth. Once your passport is fully stamped, submit it to be entered into a draw for a **chance to win $500!**

Ontario STAMP HERE

IAAC STAMP HERE

Name:

WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL Northern Road Link

THREE ROAD PROJECTS GATHERING & EXPO

Webequie Supply Road (WSR)
Marten Falls First Nation Community Access Road (MFCAR)
Northern Road Link (NRL)

NRL STAMP HERE

WSR STAMP HERE

MFCAR STAMP HERE

Collect stamps in all the boxes on your **Expo Passport** by engaging with each booth. Once your passport is fully stamped, submit it to be entered into a draw for a **chance to win $500!**

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Name:

WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL Northern Road Link

THREE ROAD PROJECTS GATHERING & EXPO

Webequie Supply Road (WSR)
Marten Falls First Nation Community Access Road (MFCAR)
Northern Road Link (NRL)

NRL STAMP HERE

WSR STAMP HERE

MFCAR STAMP HERE

Collect stamps in all the boxes on your **Expo Passport** by engaging with each booth. Once your passport is fully stamped, submit it to be entered into a draw for a **chance to win $500!**

Ontario STAMP HERE

IAAC STAMP HERE

Name:

WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL Northern Road Link

THREE ROAD PROJECTS GATHERING & EXPO

Webequie Supply Road (WSR)
Marten Falls First Nation Community Access Road (MFCAR)
Northern Road Link (NRL)

EXPO PASSPORT

WSR WEBEQUIE SUPPLY ROAD
MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD
NRL

THREE ROAD PROJECTS GATHERING & EXPO

Webequie Supply Road (WSR)
Marten Falls First Nation Community Access Road (MFCAR)
Northern Road Link (NRL)

EXPO PASSPORT

WSR WEBEQUIE SUPPLY ROAD
MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD
NRL

THREE ROAD PROJECTS GATHERING & EXPO

Webequie Supply Road (WSR)
Marten Falls First Nation Community Access Road (MFCAR)
Northern Road Link (NRL)

EXPO PASSPORT

WSR WEBEQUIE SUPPLY ROAD
MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD
NRL

THREE ROAD PROJECTS GATHERING & EXPO

Webequie Supply Road (WSR)
Marten Falls First Nation Community Access Road (MFCAR)
Northern Road Link (NRL)

EXPO PASSPORT

WSR WEBEQUIE SUPPLY ROAD
MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD
NRL

APPENDIX P2.D.2

Other Forums/Events

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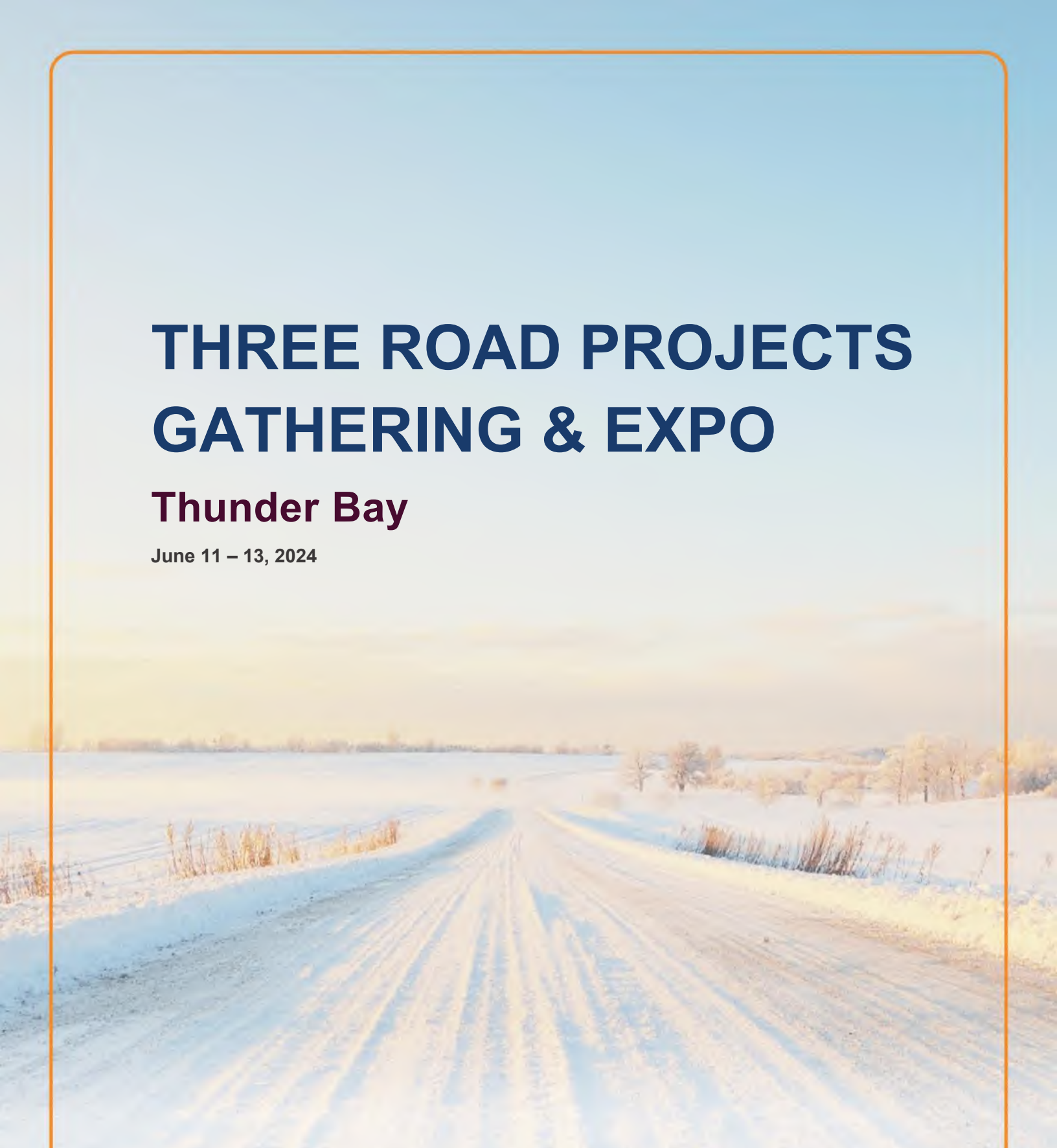
THREE ROAD PROJECTS GATHERING & EXPO

Thunder Bay

June 11 – 13, 2024



WSR240-WEB-PR-RT-0096 Web-Three Road Projects Gathering Expo Report-Thunder Bay-2025-06-12

WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL Northern Road Link

Ontario

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List of Acronyms and Abbreviations

AtkinsRéalis	AtkinsRéalis Canada Inc.
ICE	Indigenous and Community Engagement Inc.
NRL	Northern Link Road
WSR	Webequie Supply Road
MFCAR	Marten Falls First Nation Community Access Road
FN	First Nation
WFN	Webequie First Nation
MFFN	Marten Falls First Nation
CLFN	Constance Lake First Nation
FAFN	Fort Albany First Nation
AFN	Aroland First Nation
RSMIN	Red Sky Métis Independent Nation
EAR/IS	Environmental Assessment Report/Impact Statement
EA	Provincial Environmental Assessment
IA	Federal Impact Assessment
IK	Indigenous Knowledge
Prov	Provincial Government
Fed/s	Federal Government
U rides	Uber
ATRI	Aboriginal and / or Treaty Rights and Interests
ILRU	Indigenous Land and Resource Use

VCs	Valued Components
LSA	Local Study Area
RSA	Regional Study Area
PF	Project Footprint
Q	Question
A	Answer
S	Statement

1.0 Event Overview

The Three Road Projects Gathering and Expo was held June 11th to 13th, 2024 in Thunder Bay, Ontario. The first day of the Gathering was set to provide Elders from Treaty 9 communities with an opportunity to engage directly with the proponents of the proposed Marten Falls Community Access Road (MFCAR), Northern Road Link (NRL), and Webequie Supply Road (WSR) Projects.

The Gathering included a workshop on a common approach to reviewing the draft of the Environmental Assessment Report/Impact Statement (EAR/IS) for the WSR and the MFCAR Projects.

The purpose of this Gathering was to create a respectful, safe, and collaborative space for engagement to continue to build an understanding of the Three Road Projects and their potential impacts by:

- Providing a comfortable space for Elders to gather and directly discuss the Projects with their respective Working Group members (the proponents);
- Creating opportunities to engage directly with Project proponents and consulting teams to share information about the Projects; and,
- Discussing the upcoming draft EAR/IS Review Process for the WSR and the MFCAR Projects.

The event was held over two and a half days at the Superior Inn and Convention Centre in Thunder Bay, Ontario.

1.1 Event Details

A ‘Save the Date’ was distributed to appropriate communities by Project Teams for each of the road Projects and was followed by a formal invitation with an agenda attached that was sent May 31, 2024, to community representatives. Follow-up phone calls were made by the staff of the Province of Ontario along with extra efforts by Indigenous and Community Engagement (ICE) Inc. to promote and ensure participants were available for the Gathering. A bus service and “U rides” were arranged for Days 1 and 2 for easier transportation for those who would be participating.

1.11 Project Teams

MFCAR – Suslop is the client advisor to Marten Falls First Nation and Project Lead for MFCAR, with AECOM as the Consulting/Engineering contractor with Dillon Consulting Limited as a sub-contractor. Staff in attendance included:

- Suslop Principal, Qasim Saddique;
- AECOM Impact Assessment and Permitting Specialist, Ingrid Trimble;
- AECOM Socio-Economics Specialist, Victoria Anderson;
- Dillon Consulting Limited Partner and Engineer, Dan Kuenstler; and,

- Dillon Consulting Limited Indigenous Consultation Specialist, Kyla Zielbauer.

AECOM and Dillon Consulting Limited are undertaking the environmental assessment/impact assessment along with road design work.

WSR – ICE is the client advisor to Webequie First Nation and Project Lead for WSR, with Consulting/Engineering contractor being AtkinsRealis (AR). Staff in attendance included:

- ICE President and CEO, Michael Fox (Weenusk First Nation);
- ICE Project Support Officer, Serene Spence (Marten Falls First Nation);
- ICE Project Data Analyst, McKenna Baxter (Bearskin Lake First Nation);
- AtkinsRealis Senior Consultation Specialist, Don Parkinson;
- AtkinsRealis Senior Advisor, Iris Fawcett;
- AtkinsRealis Senior Indigenous Engagement and Traditional Knowledge Specialist, Jennifer Ashawasegai-Pereira (Henvey Inlet First Nation);
- AtkinsRealis Indigenous Engagement and Traditional Knowledge Specialist, Kyla McQuabbie (Henvey Inlet First Nation);
- AtkinsRealis Indigenous Engagement and Traditional Knowledge Specialist, Samantha Noganosh-Mayne (Magnetawan First Nation); and
- AtkinsRealis Indigenous Engagement and Traditional Knowledge Specialist, Arlysse Lefreniere-Wuttunee (Red Pheasant Cree Nation).

AtkinsRealis is undertaking the environmental/impact assessment along with road design work.

NRL – Suslop and ICE are Project Co-Leads for the NRL Project, while AtkinsRealis is the consulting/engineering firm with Dillon Consulting Limited as a sub-contractor. With the above staff present from AtkinsRealis, other staff included:

- Suslop Senior Consultant, Ariane Heisey;
- Suslop Senior Consultant, Christine Foster;
- AtkinsRealis NRL Project Manager, Angela Brooks;
- AtkinsRealis Environmental Scientist, Hayden Yip; and,
- Dillon Consulting Indigenous Relations and Socio-Cultural Lead and NRL Indigenous Knowledge Program Co-Lead, Mishal Naseer.

AtkinsRealis and Dillon Consulting Limited are undertaking the environmental/impact assessment and road design work.

Working Group: Marten Falls First Nation members included Lawrence Baxter, Bob Baxter, Alanna Downey-Baxter. Webequie First Nation members included Gordon Wabasse, Roy Spence, and were also assisted by Samson Jacob as well as Fred Jacob.

Cree and Oji-Cree translation services were provided by TheyMedia, and the interpreters were Fred Jacob from Webequie First Nation and Angela Shisheesh from Attawapiskat First Nation.

1.2 Participation

1.2.1 Participants

Organization	# of Participants
Animbiigoo-Zaagi'igan Anishinaabek	3
Aroland First Nation	3
Attawapiskat First Nation	2
Constance Lake First Nation	5
Eabametoong First Nation	3
Fort Albany First Nation	1
Ginoogaming First Nation	1
Kasabonika Lake First Nation	1
Long Lake #58 First Nation	4
Marten Falls First Nation	21
Neskantaga First Nation	1
Nibinamik First Nation	2
Red Sky Métis Independent Nation	3
Webequie First Nation	14
Weenusk First Nation	1
Matawa Four Rivers	3
Mushkegowuk	1
Total Participants:	69

1.2.2 Sign In Sheets

A total of 44 individuals signed in for Day 1 of the Gathering. A total of 62 individuals signed in for Day 2, and a total of 48 individuals signed in for Day 3. It is noteworthy that not all participants opted to sign in and it. Sign in sheets and related information are in Appendix B.

2.0 Introduction to the Three Roads Project Gathering & Expo

The Gathering was held over two and a half days from June 11th to 13th, 2024, at the Superior Inn and Convention Centre in Thunder Bay, Ontario.

Day 1 was set aside exclusively as an Elders Gathering to provide an opportunity for Nation-to-Nation discussions with the proponent Working Group comprised of two members from Marten Falls First Nation and two members from Webequie First Nation. The Elders were able to ask questions and share their perspectives. This day was closed to government representatives and technical teams to promote and further discussions between Elders from communities throughout Treaty 9 with the proponents.

Workbooks were distributed to participants to capture thoughts for all sessions and included an agenda and some information about the proposed road Projects. A total of 21 Workbooks were collected at the end of the Gathering to compile feedback for the purposes of this Report. It was made clear to participants that they did not have to include their names on the workbooks, however, it was encouraged to include First Nation citizenship to bring more awareness around Treaty 9 perspectives. Participants had an opportunity to enter a draw at the end of the event on Day 3 to further incentivize participation.

Day 2 was open to all participants, government representatives, and Project staff from the three road Projects. The morning included a series of technical presentations on key issues identified in previous engagement and consultation sessions. An Expo was held in the afternoon, where participants visited a series of booths to have one-on-one conversations with Project Team members from each of the road Projects, representatives from relevant departments of the Government of Ontario, and the Impact Assessment Agency of Canada.

Passports were handed out prior to the start of the Expo. Participants were encouraged to visit and speak with Project Team members before receiving a stamp for their passports. Once the passport was filled with stamps, participants were provided with a ticket for a draw to be held at the end of the event.

Day 3 was open to all participants. The half-day workshop included a discussion on the common approach to review drafts of the EAR/IS for the MFCAR and the WSR Projects.

2.1 Three Road Projects Gathering & Expo Workbooks

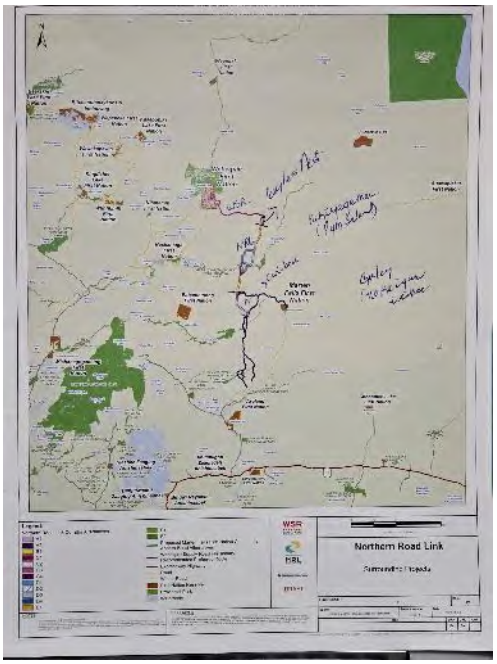
***Note:** Comments from the workbooks are included in this Report as they were recorded. Emphases on particular items is intentional and recorded directly from the participants' workbooks.

2.2 General Workbook Notes

Constance Lake First Nation (CLFN) member: *These roads are not an environmental impact for the mines. Not government led. Not the regional discussions/separate studies. THIS IS AN INDIGENOUS LEAD PROJECT. Who owns the road. What governed or regulated the road. How is it being financed. Webequie cares what you have to say.*

Figure 2-1: Map

Figure 2-2: Map



Webequie First Nation (WFN) member: *If you need me let me know, I will have my team of experts to help you and corp. for anything.* 😊

Constance Lake First Nation: *Who will stamp approval of First Nation. Leo metal provided summary of the trading in waterways. Inuit Saskatchewan, Quebec connections review process. Shared a story re: who lived there for 10 years, and the road gave them access for hunting and trapping, NRL projects end to forestry roads – Who will pay for the road? Don't know yet. Stumpage fees.*

Marten Falls First Nation (MFFN) member: *Roads will be used by mining, government officials, and Aboriginal people that live there, Goods and services will all access these roads. Opportunities will be*

great for most when the road opens and adjustments to the way of life and changes will have big impacts. Hopefully something (prosperous?) will come out of this new adventure.

Anonymous: *Concerns: Some people using these roads won't have a brand-new car or truck to travel these roads, hopefully they won't break down along the way. How long will it take to get to the main road?*

Lord, God have mercy, love one another as I have loved you. Lord, help us walk in harmony – to enjoy the good nature…

1. *This is strictly about the road*
2. *No government? – First Nations "only"*

P.S. I really don't know what's going on honestly, I am only writing down of my own knowledge. "Where is all this money – machines – what not etc.

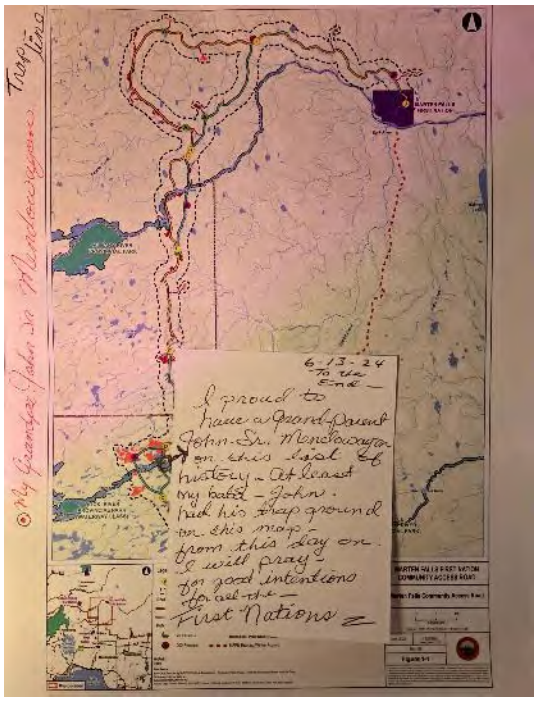
I tried to follow what this project is about, just out of the blue my ?? asked me to join in. "I have enjoyed" what I have learned and shared of my own thoughts and to be able to talk. – To be out in the open like this makes me feel worth something instead of sitting at home looking at 4 walls and I love it.

How is the road going to be maintained? In my thoughts is going bonkers – I feel someone out there is or are trying to do, I feel society is trying to set us First Nation's out of the line of living – We do have some smart people from First Nations, "Self-government."

When I close my eyes – My vision of water – we cannot survive without water, looking beyond the sparkles of the water it makes me feel like life is worth living as we need it, our animals, plants, even our everyday needs, oh man, of all the things I missed out – I'm way behind – People if they shared happened to my mom and Aunt Charlotte along the road of? , anyways, it goes out to Caramat, my mom and aunt had hydro along to their cabins – but MNR took the hydro line away from there cabins, Oh man – think of things – I was old enough to be able to help my mom and aunty – if us Native's knew what was happening being our backs of all the things – they ripped right out of our hands – mind there are some smart Nishabah. Imagine – I could have been a Nish game-monitor, whatever they call them. What I really think is "they" don't want us Indian's to be out in the society because they are smart ones to open the road and let smart ones out.

Long Lake #58 First Nation member: *Are the roads going to open all the communities up in the North? Are the roads going to be open in the summer? Thinking about how much $ will be going to be the cost? I will pray for the best of the outcome of this project, I wish everybody best of the outcome on this "Road"*

Figure 2-3: Grandfathers Trapline



Red Sky Métis Independent Nation (RSMIN) member: *If the Ring of Fire wasn't happening, would this road be being built? Will this road be open to non-Indigenous hunters and fishers? Will camp lots be sold like in Robertson Superior Treaty where crown land was open for draw on different lakes with no consultancy for traditional lands, once the road is open will this allow logging?*

Red Sky Métis Independent Nation member: *After 2 other meetings Michael Fox explained what the roads are not. – Things need to be more transparent, so the community understands. Should make sure First Nation Laws are implemented and written down and respected.*

Red Sky Métis Independent Nation member: *Thank-you for these 3 days. Information was informative and the people were so respectful to listen to the Elders of each community, Looking forward to the next meetings.*

3.0 Day 1: Elders Gathering Overview

Day 1 was dedicated to Elders and began with a prayer by Marten Falls First Nation citizen Sam Achineepineskum, followed by opening remarks and brief Project updates from ICE President and CEO, Michael Fox (Advisor to Webequie First Nation) and Suslop Principal, Qasim Saddique (Advisor to Marten Falls First Nation).

A World Cafe method style session was held after the Project updates, where Working Group members from Marten Falls and Webequie First Nations were divided into three areas to host discussions about the three road Projects. There were three rotating sessions with generous breaks in between to provide Elders with opportunities to either rest, have more discussion, or to visit with one another.

Following each Project overview and update, the Project teams provided ample time for questions and discussion.

3.1 WSR Overview Presentation Questions/Comments

MFFN member Q: Why are they making the road so wide?

Project Team A: 35 metres is the actual road width, not the whole corridor where the preferred route will be chosen.

FAFN member Q: What do inherent rights look like?

Project Team A: We are looking to have better dialogue on this and would like to come together to discuss the roads under your inherent rights. We have gone into communities and try to create these forums for these community discussions. We are looking to minimize impact on Indigenous rights and sensitive places, this is why we have a larger corridor so we can move that alignment according to the knowledge in this room. There may be some residual effect that we cannot mitigate, and we should have a discussion on how to compensate for that impact. We expect to have ongoing conversations with nations that have concerns about the project.

3.2 MFCAR Overview Presentation Questions/Comments

FAFN member Q: How many pages roughly is the draft report?

Project Team A: It's between 15,000 and 20,000 pages.

FAFN member Q: I don't have time to read that. Where is the capacity going to come from for that? Who is going to pay for the summary report review and translation?

Project Team A: We are considering how to provide this capacity. We can come present in the community as well, but we recognize the importance of an independent review. Ontario will be paying for the review and translation. This funding is unprecedented and unique.

Anon Q: Are they going through only the provincial process or the federal process as well?

Project Team A: Both processes (coordinated between the two) and only one report that both regulators can review.

MFFN Councillor: Near Nipigon area – many roads that exist there (e.g., logging roads), never once did someone come to the community to ask if it was alright to cut down those areas. There must be some runoffs into the river from these, poisonous things as well. Questioning this map and the logging roads appearing in our area.

MFFN Elder: We want a road that goes to WFN and MFCAR because we want a better future for our communities. We've wanted this road for 40 years. Lots of money went towards the winter road. I lived in Constance Lake for ten years in logging country. The trees are now growing back. I am a MacIntosh Residential School survivor. This is the process for the young people to have a better life. But we want to save our spiritual areas during this process. With the Cabino River, the Albany and Ogoki people said no to a dam. We were against a dam on the Albany River. We put a stop to it a few years ago. We are not helping the government to destroy the land but helping ourselves to have a better way of life.

3.3 NRL overview questions/comments after/during presentation

AFN member C: This is clearly an industrial road to facilitate development in the mining industry.

Project Team A: We have a long-term plan to work in collaboration with Aroland First Nation on the forestry roads that connect to the highway. Aroland is in the first stages of this planning process for road upgrades. There is ongoing dialogue between Marten Falls and Aroland.

FAFN member Q: This is going to be another unresolved issue that is going to be ongoing, better to address it now, because one of the things you mentioned about the river being dry is because of the diversion project that happened in the 1940s or 1950s,

under the influence of colonial powers, foreign interference. The great lakes were getting shallow, needed water, the timber that they were cutting needed a transportation system, so they diverted the Albany River into the great lakes and to the timber mills. This impacted our treaty rights. We are here and the focus is on Indigenous Treaty Rights and Interests. Whose interests are we talking about? With the roads being built, who is funding them? It might be the Mining Act that is going to fund the roads, or the Forestry Act. They're after our land and our waters. Yes, we are looking for a good life and a better future for our great grandchildren, seven generations ahead, making sure they don't have to go to the residential school system again, but we are burdened again. You can say it is Indigenous led but that is misleading; it is not Indigenous led. Look at the state of the healthcare system in Moose Factory (WAHA) because the federal government is not allocating money for the new hospital. This is a broken promise. We have mental health impacts, we have cancer. So, this NRL is another diversion, and we still haven't resolved the first impacts. If I fill out this booklet, who is going to follow it and take it into account? You're collecting Indigenous knowledge, intellectual property; what is the state of OCAP? Are you going to respect it? Are you going to have ownership of the road, or will it be owned by the mining or forestry industry? We are talking about the roads, train tracks and the hydro and more projects. We will have four or more major projects, clear cut timber; where are you going to get the air from? That's a big concern because our people are trying to have a better life and some of them want to go fishing, to go hunting and then the next thing they will be after is your fire. Money came from the land. The treaty says 50/50 but I don't see 50/50 here. NRL will have cumulative effects. I'm just trying to protect my interests, just like you or any other person here. I will try to contribute as much as possible and the interests of my First Nation.

Project Team A: This is exactly why we are here, to have discussions like this. Projects like NRL are not tools to fix all harms of the past or address the deep challenges that the Nations face. They are looking at how to build a different future, this is the vision and the intent. AFN member talked about the dry rivers in Marten Falls. The frequency of this has started, this is what the nation wants to work on, but the interest is to do this simultaneously. This is going to be an ongoing conversation. The process is being funded by the Government of Ontario, but they do not get to make any decisions. The proponent communities are deciding and are through conversations like this, not in a silo. This is the process we are trying to take to get to the eventual decision about where the road will be built. Who will build it, we don't have that answer yet. The funding will be available, will require ingenuity but confident it will. Once it does, we will share this information when it is available. Encourage communities to share information through direct reports into the project so that we can bound this through strong confidentiality clauses. We will Encourage communities to share information through direct reports into the project so that we can bound this through strong confidentiality clauses. The

knowledge will not be disclosed but can show what decisions were made based on the knowledge shared.

AFN member C: For the Anaconda Painter Lake Road Upgrades, we started a process with Marten Falls First Nation and are at the entrance stage of this process of working with them.

CLFN member C: When we were building eagle's earth in CLFN, I learnt that all the trees were cut and there is value in every stump. The First Nations, when they are cutting the road, I suggest looking into the stumpage fees and they can see what they can accumulate/monetize it. I understand also that there are two options. If they do not have a company that hauls logs, suggest them to create a company where your people can do this work, or you have to hire outside community. I understand that a company needs money to create this road, could partially come from the stumpage fee but I don't understand that part. Look into this fee for your communities, Miigwetch.

Once the Project overviews were given and discussions wrapped up, the participants were organized to sit at the three Project tables for the World Cafe method to have discussions. This method was applied to provide an opportunity for Elders to hold more private conversations with members of the Working Group who are comprised of community members from Marten Falls and Webequie First Nations. There were no note takers at the tables as it was felt that recording discussions would serve as a distraction and inhibit the flow of organic exchanges between Treaty 9 Peoples.

AtkinsRealis Indigenous staff followed-up with all members of the Working Group prior to breaks in order to be briefed about conversations that took place.

Elders were primarily concerned with control and access issues plus ensuring good mitigation measures would be put into place. The highlights of those discussions included:

- Control and Access - Participants mentioned they want to see protocols around the roads.
- Control and Access – Governance of anyone travelling the roads (Knowing who goes into the territory).
- Control and Access - Human and drug trafficking was a concern.
- Safety concerns – use of reflectors on road for night driving.
- Which FNs are involved? [Communities with high interest]
- Participants recognized the numerous issues of remote communities – price of transportation, food as well as access to medical care.
- Youth – It was discussed that they want to have their freedom. It was also mentioned that roads will lead to a better way of life for youth and will also grant better access to their family traplines.
- There's a fear that culture and language could potentially get lost with the introduction of roads.
- Support was expressed for the roads – but with words of caution, and that there needs to be solid mitigation measures in place.
- A Webequie Elder also expressed support for a road. She indicated they have been wanting a road for about 40 years.

- Marten Falls and Webequie First Nations must be prepared. Roads are a huge change.
- Community histories were shared, along with some kinship ties. Webequie is one of the longest communities, the Wisitikiwin River was historically home to many families.
- Traditional land use was discussed i.e.: waterways as highways.
- Land and land permissions – more FN involvement in decision making with regulators.
- The reclamation of inherent and treaty rights.
- Unresolved issues with respect to treaty rights, as they relate to the diversion of the Albany River. Logging roads and other roads that have been built in Treaty 9 without consent.
- There was concern over collecting Indigenous Knowledge and it not being respected.
- Consideration of seven generational impacts to Lands and communities.
- In addition to Elders discussions, Ceremonial Leaders should also be included.
- Concerns that EA studies are not holistic enough.
- Options and plans for possible decommissioning of roads in the future.
- Recommendations about future engagements with communities – should be similar to current method. Opportunities for discussion through world cafe method was very welcome.
- A number of Elders indicated the first day of the Gathering felt like it was an Indigenous-led process.

3.4 WSR Presentation Workbook Comments

MFFN member: How are you going to maintain the road?

WFN member: I want an All-Season Road to Webequie because of the high cost of living up north. Groceries and lumber for the housing projects, etc.

WFN member: The would be cheaper to get wood for low-income families if have an all-season road and more projects in the community would be great and more jobs for the Youth.

CLFN member: Took general notes about WSR. There are three roads. What are the timelines to finish the studies and actual road construction to begin? What are the taxation exemptions when the Native people work on these projects? What are the effects of climate change?

MFFN member: The spiritual aspects of the animals, fish, fowl have to be a part of the process. Most importantly, the Native People's input and considerations have to be foremost.

MFFN member: There is so much happening. It has so many issues of the environmental nature, safety issues, health issues. It is an honour to have ceremonies to the land and water.

WFN member: I would like to have all three roads being built good and used properly, and most of our communities to benefit in economically and socially from time to time. Have on going feedback from the communities and ongoing consultation face to face with the communities. Follow the teachings and guidance from the communities. Their ceremonies are important to understand what our people know about the land. To look after the roads that will be built in the area. Invite out Elders and women to participate in all gatherings and meetings regarding the developments and mines in the future. Continue to teach and educate our young people and take care of them in a good way.

CLFN member: Indigenous led projects, 3 questions, who's zoning? Who's governing the road or regulating? Who's funding the road? Communities are proponents of the road, not the mine.

MFFN member: Changes are bound to happen whether we want them or not.

Pros are many;

- Access to materials to build
- Connection to our communities
- Transportation to health care
- Jobs will be there for those that want to work

Cons are many too;

- Waste products, where are they going, will they get into the environmental systems e.g. Get into river systems?
- Noise pollution – chases animals/birds/fish away. How are they going to monitor the road, police it? Safety areas in certain parts of road e.g. Road checks, gas station
- Way of life change etc. etc.

Anonymous: Who is going to maintain these roads? How are they going to monitor who can use the roads? Are there going to be rest stops along the way?

Long Lake #58 FN member: Why is the road going to be that wide? That's enough for double roads to and from. Just enough for a plan to land. If I am wrong, please correct me- What happens to the environment, birds, animals, etc. Mainly fish – How is the road going to be maintained?

AFN member: Wasn't here, but Aroland Elder enjoyed the process for all the projects.

RSMIN member: Should have an Elder do a ceremony for all spirits that will be disturbed.

Anonymous: Elder's want their language strengthened.

RSMIN member: The achieved rights and models were interesting as other communities don't have any, the information was excellent, felt that some Elders and community didn't quite understand the road was originally designed for.

3.5 MFCAR Presentation Workbook Comments

Anonymous: Wawatay radio – Trail radios were used in the past for communication when trappers were in the bush for emergency contact.

MFFN member: How are you going to maintain these roads?

CLFN member: (also took more general notes about the project). IK pages – who will summarize on behalf of community to understand what is in the findings? There will be funding. Benefits of CAR: Transportation of goods and services, to be able to travel back and forth, hospital and medical services. There are also social implications: i.e., alcohol and drugs, influx of hunters and fishermen.

MFFN member: There has to be a determination of who governs and who owns the road.

MFFN member: (Rotation 2 - Bobby Baxter) We can control the access road for our own benefit. We practice our treaty rights and our sovereignty. Practice the law of the land.

WFN member: Community people use and benefit from the infrastructure both economically and socially for the long term. Use the road in a good way and to benefit in the long term. It needs two-way lanes to the safety for the people, both mining trucks, and community vehicles.

Figure 3-1: Drawing that was done under notes explaining Road Design

CLFN member: Treaty 9 – Book JS Long, Land sustains itself, ceremony to talk to the species. It has a spirit, geese for example fly in the wet snow, climate change effects mother earth.

Anonymous MFFN:

Pros:

- Better way of life
- Easier to access medical, stores, travel to town, accessibilities
- Not remote anymore

Cons:

- Bridge
- Disturb life, animals/people
- Monitor road – How often? Gate keeper?
- Pollution on rivers and lakes/land/animals, Birds, hunting grounds disturbance

Anonymous: By the time the road is built we won't have to be worried about fuel for the truck and cars since everything will run on electric.

Long Lake #58 FN member: How? How? Is this all going to happen? When is it going to really happen? Age group is it going to be finished "think" of all the wasted time. All our ancestors "no go." "Mom and Dad" "no go" – Now we are still struggling, how? when? where? which? who?

Anonymous: We need to reaffirm and find out all of our rights pertaining to the land along the road. We need to educate our people on their right's as well as MNR - Make sure they know our rights, so people don't have problems. We need to make sure that logging companies don't interfere with people traplines. Our language needs to be revitalized to help our people and strengthen us.

RSMIN member: Need to put in place ideas with the roads coming in like drugs and alcohol. People to do deal with these problems, housing, and infrastructure. Community feels like they haven't been informed enough about these projects.

3.6 NRL Presentation Workbook Comments

MFFN member: Passing roads. Reflectors for night. Rotation 1 – Once they identify where the road is, they will identify gas stations. Wanting FN control of the road. Emails, we get no response, just an automated response. Read book Treaty 9. You can stake land through computers. VPA and EMA

implement that. Trying to protect and implement. MNR needs cultural awareness training. Muskeg, animal species, birds, etc. important to environment. Minerals, wolves, customs, beliefs, and climate change effects incorporated into Impact Assessment?

CLFN member: Are the timelines concurrent? There are many issues that need to be cleared up: Who owns/governs the road? Who or where is the funding source(s)? Are there going to be gas supply stations along the way? The roads are going in because of the mining activities.

MFFN member: Safe use of the roads by residents, mining vehicles, suppliers etc.

MFFN member: (Rotation 1 Lawrence Baxter) The land and water are very sacred. Respect the land and the water along with the animals, fish, and medicines.

WFN member: Future generations to benefit for the infrastructures. This is very important, road for economic benefit, businesses, employment, and social etc. Plans to be in place by the youth, Elders, and women for the benefits from it. Put roles and proper use of the road. Protect all species, plants, waters, creeks, and rivers, etc.

CLFN member: In respect to road access: I believe that the road should be privatized to control and regulate it. The concept is to co-exist with both governments with a tri-partite agreement to access the transfer payments. The First Nations should control their own traditional lands by issuing permits etc. The funding could of course come from the rate/taxpayers as well from the mining companies. A formula should be established for revenue sharing. This is not a new concept since it is being done by other governments in other countries. It is time for change.

We had to have 4 or 5 points = first to know how far down the earth to find a solid rock foundation, so we do need outside help all the time – “white society” How far is this road going to be? Guess we need to carry our own gas?

Anonymous: The teams need to think of the spiritual aspect of opening up the land, there are spirits/little people etc. on the land that need to be respected. We need to do proper ceremonies and feasts. There should be sweat lodges and fasting done.

RSMIN: I think the province fuels the conversations by announcing mining companies’ permission to mine in this area without telling First Nations first.

4.0 Day 2 (Morning): Technical Presentations

Based on the feedback we have received at various events and community meetings for all three road projects, the following subjects are ones that we hear about frequently: peatlands (and other terrain), building roads on peatlands, aspects of water and fish populations. In the morning the program focused on presentations on each of these subjects followed by a question & answer period, so that the Team had/have a shared understanding of the topics and how they are being addressed in the EA/IA.

It was noted which road Projects feedback applies. Participants were allowed to check more than one box.

Table 4-1: Participant Interest in the Road Projects

WSR	MFCAR	NRL
IIII (4)	III (3)	IIII (4)

(**Some people didn't check the boxes but filled in the other parts)

4.1 Presentation 1: Peatlands and Other Terrain

The first presentation focused on reviewing the different types of terrain in the project areas including a discussion on peatlands, aggregates, and other terrain. It also reviewed how the Project teams collect the data on terrain. Based on discussion, these thoughts were provided on peatlands and other terrain:

Anonymous: Wildfire safety must be a priority when plans are made for the rest stops.

MFFN member: Garbage will attract animals and must be managed.

WFN member: There needs to be more training and meetings about this project and studying about water and fish population in each community.

Long Lake #58 FN member: Peatlands are a vital part of our eco systems. They are an important carbon sink and I'm wondering how these lands will be protected through this process.

MFFN member: The presentation was very interesting and informative, delivered in technical language, if you can understand English at that level. I'm an Elder and I can appreciate the presentation. I'm a teacher in the academic sense. I taught at college level and have been involved with

NAN in the 'education jurisdiction' negotiations and other processes. I doubt if things have been since I was there. It's the consultants, experts, lawyers, etc. that are benefitting from all these preliminary processes that last for year, decades.

WFN member: Presentations are very good, and timing is ok. All three (3) roads are to benefit the two communities. Revenue sharing is a must for the two communities of Webequie and Marten Falls First Nation.

Long Lake #58 FN member: Meegwetch Happy to have been here.

AFN member: Interesting building techniques

RSMIN member: This is very good, but they need more youth to be involved to understand the process as most of the Elders won't see this road built. The younger generation is who this road will impact the most.

Anonymous: I believe there would be a lot of archaeological items of interest under the muskeg. It's a great preservative.

RSMIN member: Great presentation, with global warming and weather change, will this affect the quality of the road? Also, the weather can get very cold, and the winter lasts longer with this effect the road quality as well with freezing and thawing. Elders had many concerns I think you need to go with them and show them where things are being done so they understand as they know the land better than anyone as they've lived on it.

4.2 Presentation 2: Building Roads on Peatlands

The second presentation focused on how the Project Teams are proposing to build the roadway within peatland areas. It included a review of measures to protect the peatland and shallow groundwater within the peatlands. Based on the discussions the following thoughts were provided on building roads on peatlands:

MFFN member: Check on how they built the 'polar bear Express' railroad before 1923. It goes from Cochrane to Moosonee I think, and over similar terrain – Hudson Bay lowland. They used less modern materials and it has lasted all these years – around 100 years.

WFN member: More study needs to be made before going forward.

Long Lake #58 FN member: Is there a way to "move" peatlands? Perhaps not moving the actual lands but can we introduce the condition for peatlands elsewhere?

MFFN member: This was informative. Since I'm in the education and training field, I wonder how many of our Indigenous members are involved in each phase of building. I can see them clearing in the initial stage with chainsaws, etc. Do we have technicians that will be involved in the actual later stages of the construction?

WFN member: Need more knowledge and teachings from our Elders about the peatlands etc.

AFN member: 40% is a good worker. Neat to see the techniques used in Manitoba used here in the North.

RSMIN member: DAN, expert in building roads? Can bridges be built over the peat moss with holding structure at different locations as done over rivers? Is this cost effective? Test disturbance to the peat moss and life that lives in the peat moss??

4.3 Presentation 3: Water (Hydrology/Climate Change/Stormwater/Groundwater/Spill Control) and Fish (Sensitive Species/Fish passage/Construction Mitigation Measures)

The third presentation focused on reviewing how the three road Projects identify and model the volumes of water (rain, meltwater etc.) for the roads and water crossings. There was also an overview of the climate change impacts that are being addressed. The activities associated with stormwater management, spills management, and groundwater investigations were identified. Based on discussion, the following thoughts were provided on the topic of water:

MFFN member: Flooding needs to be prepared for.

WFN member: Whoever is the management needs to plan all over this and there needs to be a safe plan in place.

Long Lake #58 FN member: Climate change has been having a very serious impact on our waters from drought to pollution.

MFFN member: I know the water as my youth. As a young person, travelled up and down the Albany River. That was our highway! It has been the highways for hundreds of years for our people. Our activities didn't require millions of dollars studies of the EA/IA processes to operate and live on these lands and waterways.

WFN member: Good Presentation

AFN member: Weird that no Specks were caught in WSR

RSMIN member: With climate change, should bridges over rivers be larger than needed? Why spend money 2x if your data shows increased water flow?

5.0 Day 2 (Afternoon): Expo

The Expo gave participants an opportunity to visit various booths, each focusing on one of the three road Projects, or on a particular subject area related to the Projects. Participants were able to have one-on-one discussions with the Project Team members from each of the road Projects and were able to learn more about each road Project and share their thoughts and views. Relevant departments of the Government of Ontario and the Impact Assessment Agency of Canada also had booths that participants could visit.

This is how the Expo worked. Participants had received a passport in the package when registered for the event. Over the course of the afternoon, participants were invited to visit all the booths, ask questions, and share thoughts so the Project Teams and participants both learned and understood better. Before participants left the booth, they received a stamp on their passport from said booth. Once participants visited all the booths and had all their passports stamped at each, they were able to enter the completed passport into a prize draw.

5.1 Booth 1: Webequie Supply Road

Participants learned about existing conditions, preliminary recommended preferred route, and preliminary results of the effects assessment. The following comments were captured: **WFN member:** Great learning from each workshop I attended.

MFFN member: Overall, I can say that I visited all the expo booths. I had brief conversations with all of them.

WFN member: Need more community visits, involve with youth, women, and Elders – Community land use and land use resource users.

AFN member: Talk to the land users.

Anonymous: Our way of life should come foremost before anything else road related. It needs to be protected. Policies need to put our culture and traditional activities of our people. Our ways need to be strengthened

RSMIN member: Should ask the Elder from this reserve about the areas you are interested in as she will have traditional information that might help explain in easy language.

5.2 Booth 2: Marten Falls Community Access Road

Participants learned more about the completed field work and what the Team has learned about the existing conditions. Participants also received an update on the preliminary route selection and what

projects will be considered in the cumulative affects assessment. The following comments were left regarding this subject:

MFFN member: How are they going to deal with removal of vehicles that break down or have been involved in accidents?

WFN member: Pave Road for CAR

AFN member: Work regionally, include Aroland.

5.3 Booth 3: Northern Road Link

Participants learned more about the biology field programs, caribou collaring and the Attawapiskat River crossings. The following comments were captured:

MFFN member: The Attawapiskat River should be crossed (bridges) at the [Pim] Island – downriver side - West side.

WFN member: Put good security/policing in place for the safety of the people and the community. * NO hunting along the road within 5km inside or 7km for the safety of all.

AFN member: Not talking about NRL.

Anonymous: See more jobs available for positions other than fieldwork. There is a lot of highly educated people in MFFN that could have invaluable knowledge. Should have an Elder consultant on Staff.

RSMIN member: Should get the mine to pay for this road.

5.4 Booth 4: Building Roads on Peatlands

At this booth, participants were able to talk to subject matter experts about building roads within peatland areas. Participants were able to see a model of what a road may look like, and were able to see some of the special materials that are used to build a road on the peatlands in a way that will help minimize the impacts on the peatlands. The following comments were captured:

MFFN member: The peat that is removed could be compressed and used for making fires.

Anonymous: Are there any new technologies for building road

Long Lake #58 FN member: especially roads that will be impacted by freeze-thaw conditions?

WFN member: Flooding Road – No worry about Permafrost build roads.

AFN member: Same as earlier answer.

5.5 Booth 5: Water, Fish and Field Investigations

Water and impacts to fish are issues that have been brought up many times during the EA/IA process. Participants were able to learn about what the impacts might be, and how the Project Teams intends to address the potential impacts. The following comments were captured:

MFFN member: Water tests for contamination should be carried throughout the year.

WFN member: Good information: Don't worry about them just build 3 roads.

AFN member: Must protect our living resources.

Anonymous: What happens to the fish caught?

5.6 Booth 6: Wildlife

Impacts to wildlife, especially caribou is another issue important to Treaty Nine Nations that we have heard about at Open Houses and other events. Participants had an opportunity to chat with biologists about the many wildlife studies completed to date for the three road projects. The following comments were captured:

WFN member: MNR needs to update community on their research if there are any concerns about the wildlife population.

Long Lake #58 FN member: Are there any studies on insects, specifically pollinators and how they will be impacted?

MFFN member: The biologists in all different fields have to understand that we depend on the wildlife and the fish for our sustenance and livelihood. People don't know that there was a lively commercial fishery, tourism and trapping commerce in that area that spanned many years. You have to go back to the beginning of the fur trade. The HBC was established in 1670 and operated fur trading industry for hundreds of years. The Native people were self-sufficient during all this time and including the 60's there was no welfare in these communities. There were outside influences that changed all that. The fishing commerce was moved to the western provinces by the government and the animal rights activists virtually shut down the fur harvest. People ended up being on welfare.

WFN member: To protect all wildlife feeding grounds.

AFN member: Very Interesting, must protect and mitigate as much as possible.

5.7 Booth 7: Aboriginal and Treaty Rights and Interests/Indigenous Knowledge

Participants had the opportunity to meet project representatives to discuss the Indigenous knowledge (IK) Program for the projects including IK Program schedules, capacity funding and confidentiality and

sharing agreements. Participants were also able to discuss the ATRI study areas, and the approach and methods for assessing potential effects to Aboriginal and/or Treaty Rights and Interests. The following comments were captured:

MFFN member: Social Media needs to be managed so there are respectful communications. This is not a political platform.

MFFN member: This booth I found the least organized and prepared for us to contribute. This area needs a more substantial place in this whole process. Implement and protect Aboriginal and treaty rights continue to educate youth and women about ATRI.

WFN member: Benefits AS LONG AS the sun shines water flows in all directions and the grass grows in my backyard – need lawn mower provided by Ontario and Canada.

AFN member: People would be the answer.

5.7.1 Participant Questions and Comments for the ATRI Booth

Commenter	Comment/Questions Received	Response
MFFN member	Community member used to work for about 20 years on building the winter road, last year they gave the contract to someone else. Winter roads need snow bridges (2 feet deep snowpack for each to plough and make snow bridges) and 40-inch-deep ice is minimum requirement for winter road over Albany River. The winter road usually has about seven snow bridges. The winter road has changed but the community still tries to get it running by late January, early February.	The Project Team thanked the community member for sharing this information.
Attawapiskat FN	When will the Baseline Conditions Report for NRL be shared, and what are the next steps. Will we get to see the feedback we have given over the course of these large events (ATRI Forums, Expo, Gathering).	The Project Team is expecting that the NRL Baseline Conditions Report will be available before the end of the year and is hoping to discuss it with the communities in person where possible in the fall. Notes from the previous forum are being compiled and reviewed

Commenter	Comment/Questions Received	Response
		and will be provided to the communities in the upcoming weeks.
WFN member	General comments provided regarding where the community member lives.	The Project Team thanked the community members for sharing this information.
WFN member	Community member used to work on the NRL Project Team but now works on the WSR Project Team as it is moving along faster. Community member shared interest in understanding the timeline for the IK Program as well as the overall schedule for the EA / IA.	The Project Team reviewed the poster board with the IK Program Schedule and noted that the NRL Baseline Conditions Report will be available before the end of the year and is hoping to discuss it with the communities in person where possible in the fall.
Mushkegowuk Council Member	Community member inquired about the southern portion of the NRL road and asked where the location of the road was/how it would connect to MFCAR. Community member suggested the Project Teams talk to Elders and listen to what they share.	The Project Team reviewed the map with the Community member and noted that the southern portion of NRL is one of the route alternatives for MFCAR.
AFN member	Elders are scared to share information. Community member shared two incidents where sensitive information was shared by Elders and was not kept confidential and had negative impacts.	The Project Team shared that the Projects understand that Aroland is concerned about the sharing of information and will be providing their own TLU (IK) study. The Project Team member noted that this would be reviewed internally.
MFFN/Project Team member	How will IK be weaved together with Western Science perspectives for the effects assessment?	Project Team showcased the poster board that used Fish and Fish Habitat as an example of setting the baseline conditions and identified the types of Indigenous Knowledge

Commenter	Comment/Questions Received	Response
		and Western Science that would weave that information together.
Four Rivers	Can you share more on the IK Program and what stage it is at and is NRL's IK Program similar to MFCAR's? The participant asked what the timelines are for IK information to be shared for NRL and noted that more information on the IK Program is needed.	The Project Team reviewed the poster board with the IK Program Schedule and noted that the NRL Baseline Conditions Report will be available before the end of the year and is hoping to discuss it with the communities in person where possible in the fall. The Project Team provided a hardcopy of the IK Guidance Document for NRL that was on hand as well.
RSMIN member	Are all of the roads being assessed separately? The community member noted that they would like the updated Baseline Conditions report so that it can be shared for Council approval.	The Project Team noted that all three Projects are being assessed separately and are on different timelines with different completion dates.
CLFN member	Lakes and rivers are where the members used to live so we have to watch out along rivers for burial sites. There used to be talk of a highway connection between MFFN and Constance Lake First Nation but apparently not anymore. The community member noted the road between Aroland and MFFN is being built to facilitate mining.	The Project Team noted they were unaware of the road connection between Constance Lake and Marten Falls and thanked the community member for sharing the information.
RSMIN member	What happens when they end up finding a burial site? The Project Teams should consider having a full-time/on staff archaeologist for this project.	The Project Team noted all work on site must stop immediately upon discovery of bones/suspected artefacts. The Project Team

Commenter	Comment/Questions Received	Response
		explained the stages of archaeology assessment for these Projects.
Weenusk FN member	What does the EA/IA process look like for these projects?	The Project Team provided posterboard with the IK Program Schedule and noted that the NRL Baseline Conditions Report will be available before the end of the year and is hoping to discuss it with the communities in person where possible in the fall.
MFFN member	The current route is on muskeg, but shield is everywhere, all the water under the muskeg is sitting on shale. Sandy has a degree in geology and asked why go over muskeg instead of shield.	The Project Team noted there were discipline leads at the expo who they could speak to regarding these topics, as they were presented earlier that day.
MFFN member	Trees under the muskeg. Why aren't there technical jobs advertised for community members first? Communities could benefit from access to these jobs.	The Project Team thanked the community members for sharing this information.
Ginoogaming FN representative	The participant noted Ginoogaming is having capacity issues and that she needs to have a reset and get everyone up to speed. The participant mentioned an Elder-to-elder meeting would be necessary before moving forward. Shelly noted she is worried that it is a rushed process and worried that people are not informed (related it back to Residential Schools).	The Project Team offered to share any information and meet.
FAFN member	Doing IK and Caribou study. Don't have the capacity to fund the review of the reports. I want	The Project Team noted the IK Funding Agreement is under review and will

Commenter	Comment/Questions Received	Response
	to know more about capacity funding and what it can be used for.	work to finalize that with the community, and mentioned funding is available to help hire a coordinator.

5.8 Booth 8: Impact Assessment Agency of Canada

The Impact Assessment Agency of Canada staff were at this booth to talk with participants about the federal Impact Assessment process. Participants were able to discuss the next steps and timelines of the Impact Statement, Impact Assessment and Decision-making phases. Handouts were available. The following comments were captured:

Commenter	Comment/Questions Received
MFFN member	After assessments – plans need to be made for remediation if necessary.
WFN member	Community input, feedback, and visits.
AFN member	Real with regional/cumulative effects.

5.9 Booth 9: Ontario (MECP and MINES)

At this booth, participants were able to talk to a member of the Environmental Assessment and Permissions Division at the Ministry of the Environment, Conservation and Parks about the environmental assessment and consultation processes, including the preparation and review of EA Reports as well as roles and responsibilities for an EA. Participants were able to talk to the Indigenous Liaison Officers from the Ministry of Mines, regarding Ontario's Consultation Approach for the three proposed road projects in the Ring of Fire area and to learn more about the Ontario Participant Funding Initiative. The following comments were made:

Commenter	Comment/Questions Received
WFN member:	Good information, need more input and feedback from the communities, conservation and parks programs need to be in place and put in the communities for future generations.
AFN member:	Neat wolverine, but mine is bigger guy.

5.10 Booth 10: Ontario (MNRF)

At this booth participants were able to talk to a representative from the Far North District responsible for issuing the majority of MNRF permits related to the EA/IA. There were maps of the district and project, and information related to MNRF permitting. Also at this booth were representatives from the MNRF Regional Land Use Planning and Strategic Issues Section (LUPSIS) who coordinate MNRF's review and input into the EA/IA. This included commenting on the Terms of Reference and study plans, providing technical advice, and reviewing the EA/IS.

Commenter	Comment/Questions Received
MFFN member	Shouldn't the Chiefs and Councils be consulted for permits?
MFFN member	The elephant in the room: Let's admit that the only reason that all these processes are going on is to access the minerals from the Ring of Fire site. The road system will be largely used by the heavy traffic from the mines. The governments would not be interested unless they see tax revenue from these mines.
WFN member	Good information, need permits for the 3 roads ASAP. Indigenous Knowledge and teachings needed from time to time to support EA/IA work. Also, require new legislation for the Ring of Fire developments to recognize and protect Indigenous Rights.
AFN member	Interesting Maps.
RSMIN member	All booths were very informative.

6.0 Day 3: Common Approach To Reviewing The Draft EAR/IS Workshop

The EA/IA process for the WSR and MFCAR Projects are nearing their completion. Most of the studies are done and the information has been analysed, and the separate draft EAR/IS reports are being written by each proponent. It is anticipated that draft EAR/IS for MFCAR project will be available in winter 2025 and the draft EAR/IS for WSR in Spring 2025 for review by Indigenous communities.

In advance of the sharing of draft EAR/IS reports, the individual road Project Teams have worked together to develop a common approach to the review of the draft EAR/IS reports that provides Indigenous communities sufficient time to review and provide feedback. The Project Teams will share the common approach to reviewing the draft EAR/IS reports with Indigenous communities early so that there is a shared understanding of what to expect and when. This will allow Indigenous communities to prepare themselves in advance with respect to resources available to assist with the review.

The morning of Day 3 was taken up by a series of presentations followed by a Q&A period.

6.1 Common Approach Overview

The first presentation laid out the common approach to be followed for reviewing the draft EAR/IS reports. Based on the discussion, the following comments were made:

Commenter	Comment/Questions Received
Long Lake #58 member	These draft documents should be provided to communities in a summary in plain language.
MFFN member	We want all the translations of the meetings in our language.
WFN member	More community presentations.
AFN member	Very interesting.
RSMIN member	There are questions that are unable to be answered until more data is available. I think the youth should be involved because they will be the ones impacted by the road; the Elders may not be here by then.

RSMIN member	Can the information be summarized and then the person reading this can look for specific information pertaining to them. Make a simple summary.
MFFN member	Tribal Councils/provincial fed processes? How does the prov/fed create zones? What are the zones? Social Impacts? Road map of projects. When are projects triggered to investigate social impacts?

6.2 Webequie Supply Road

The WSR Team provided more specific information about where they are in the preparation of the EAR/IS, the timing for sharing the draft for review, and where they would specifically like to receive your feedback. Based on discussion, the following comments were made:

Commenter	Comment/Questions Received
Anonymous	Need more updates to the community membership.
MFFN member	Our language is our Way of Life, and our words mean much more than the English language.
WFN member	Wrap it up and build the road ASAP.
AFN member	Very interesting, looking forward to the Drafts.

6.3 Marten Falls Community Access Road

The MFCAR Team provided more specific information about what the current schedule is and what the draft EAR/IS will include. They will also share upcoming consultation activities, expectations, and next steps. Based on the discussion, the following comments were made:

Commenter	Comment/Questions Received
Long Lake #58 FN member	4 months to review a 10-15,000-page document will be challenging for communities who lack capacity. Draft EA report, 10,000 pages long!!!! Summary of tech reports. Regulators – governments.
MFFN member	Our language and Way of Life has saved the connection and harmony to the Land, Water, Medicines, and animals.
WFN member	Work has been done and let's build a road for Marten Falls people.
AFN member	Good work, very informative.
Anonymous	Most people don't read newsletters/websites, Need more community meetings. Because its government funded, are they going to have final

	say? How much control will they have in the end? How about maintenance?
RSMIN member	Can reports have a summary to these then they look at technical part as explaining to the community would be easier (Great information and well explained).

6.4 Northern Road Link

The NRL project is not as far along as the other two road projects, however, Project Team members provided participants with an update on where they are in the EA/IA process and when they may have a draft EAR/IS for review. Based on the discussion, the following comments were made:

Commenter	Comment/Questions Received
MFFN member	I say to these surveys the same comments I made about our language and culture.
WFN member	Speed up the work and get it done within 4 months' time. It's time to BUILD THE ROAD for the mine.
Anonymous	How will the plastic netting work? Will it leach microplastics/toxins?
RSMIN member	Great information, well explained.

6.5 Ontario

Ontario provided an update on its participant funding program and what funds can be used to support the review of the EAR/IS. Based on the discussion, the following comments were made*:*

Commenter	Comment/Questions Received
MFFN member	Funding for more local consultants.
MFFN member	Interviews with Elders.
MFFN member	General notes of process and participant funding.
WFN member	Get proper financial resources and provide enough funding. Fund the task force ASAP.
AFN member	Very good to have everyone together to hear feedback from those involved.
RSMIN member	Our community should have some funding as many of our families live in these communities and feel more comfortable talking to us and we have interest in supporting out families in this area.

7.0 Q&A Captured on Day 3

Project Overviews: Presentations were provided on each Project. The following notes were taken regarding questions and comments from audience members during and following each presentation.

7.1.1 Q&A during the WSR Overview

Commenter	Comment/Question Received	Response
MFFN member	Why are they making the road so wide?	35m is the actual road width, not the whole corridor where the preferred route will be chosen.
FAFN member	What do the inherent rights look like?	It's not just Webequie's rights (the three tier model) but also recognizing the rights of neighbouring communities.
FAFN member	Can I have a copy of the three-tier model in writing?	We are looking to have better dialogue on this and would like to come together to discuss the roads under your inherent rights. We have gone into communities and tried to create these forums for these community discussions. We are looking to minimize impact on Indigenous rights and sensitive places this is why we have a larger corridor so we can move that alignment according to the knowledge in this room. There may be some residual effect that we cannot mitigate, and we should have a discussion on how to compensate for that impact. We expect to have ongoing conversations with nations that have concerns about the project

7.1.2 Q&A during the MFCAR Overview

Commenter	Comment/Question Received	Response
FAFN member	How many pages roughly is the draft report?	It's between 15,000 and 20,000 pages. Will ensure that there are resources to review the draft report, so community members can understand. An independent review can be done,

Commenter	Comment/Question Received	Response
		but the Project Team can also come to a community. There have been discussions with Ontario and Ontario has agreed that funding should be available. Some funding is available through the PFI, but Ontario is releasing new, independent funding that will be sent out. There are different components to an EAR/IS: a summary and effects assessment which is about 500 pages plus different technical reports for each discipline.
FAFN member	I don't have time to read that. Where is the capacity going to come from for that? Who is going to pay for the summary report review and translation?	We are considering how to provide this capacity. We can come to the community and present the Project as well, but we recognize the importance of an independent review. Ontario will be paying for the review and translation. This funding is unprecedented and unique.
FAFN member	What is the contact information to get the independent funding? It is important that Elders access the information.	The summary document and the technical reports will be available. This is a question for Ontario. They will be here on Day 3 to speak about the availability of funding. We will engage directly with Nations about the email for funding.
FAFN member	Do you need to get approval for the draft from Fort Albany. He then went on to say that we were residential school survivors and have been through recovery thanks to Elders. It has only been 25 years since the residential school in Fort Albany closed. Some people still have unresolved issues. Need for people to study how people understand who they are.	We try to avoid places where we have knowledge from Elders or sensitive land uses when we make decisions and try to mitigate any impacts. Sometimes we cannot do so and will then have discussions about how to compensate. There would be respectful conversations with First Nations to collaboratively address such issues. The formal review of the EA report is undertaken by Ontario and IAAC. We are setting the stage for the review journey.
MFFN Councillor	Near Nipigon area – Many roads exist there (e.g. logging roads), never once did someone come to the community to ask if it was alright to cut down the trees in those areas. There must be some runoff into the	We have seen these roads when flying to the community. They are forestry roads close to the southern part of Marten Falls territory. Those roads are part of the Ogoki forestry initiative under license. No direct interaction

Commenter	Comment/Question Received	Response
	river from this, poisonous things as well. Questioning this map and the logging roads appearing in our area.	with the Ogoki forest. MFFN is at the table with other First Nations.
MFFN Elder	We want a road that goes to WFN and MFCAR because we want a better future for our communities. We've wanted this road for 40 years. Lots of money went towards the winter road. I lived in Constance Lake for ten years in logging country. The trees are now growing back. I am a MacIntosh Residential School survivor. This is the process for the young people to have a better life. But we want to save our spiritual areas during this process. With the Cabino River, the Albany and Ogoki people said no to a dam. We were against a dam on the Albany River. We put a stop to it a few years ago. We are not helping the government to destroy the land but helping ourselves to have a better way of life.	
Attawapiskat FN member	Are they going through only the provincial process, or the federal process as well?	Both processes (coordinated between the two), and only one report that both regulators will review.

7.1.3 Q&A during the NRL Overview

Commenter	Comment/Question Received	Response
Attawapiskat FN member	This is clearly an industrial road to facilitate development of the mining industry.	
Attawapiskat FN member	Is the project connecting the two communities.	Yes. The road terminates at Aroland and will connect to the highway at Nakina. The project ends at a forestry road that will need to be upgraded in collaboration with Aroland who will lead the upgrades. Aroland is just beginning the planning process. There is ongoing dialogue with MFFN on how to collaborate.

Commenter	Comment/Question Received	Response
Attawapiskat FN member	Will they following the same process?	It is not known at this time.
AFN member	For the Anaconda Painter Lake Road upgrades, we started a process with Marten Falls First Nation and are at the entrance stage of this process of working with them.	
FAFN member	This is going to be another unresolved issue that is going to be ongoing, better to address it now, because one of the things you mentioned about the river being dry is because of the diversion project that happened in the 1940s or 1950s, under the influence of colonial powers, foreign interference. The great lakes were getting shallow, needed water, the timber that they were cutting needed a transportation system, so they diverted the Albany River into the great lakes and to the timber mills. This impacted our treaty rights. We are here and the focus is on Indigenous treaty rights and interests. Whose interests are we talking about? With the roads being built, who is funding them? It might be the Mining Act that is going to fund the roads, or the *Forestry Act*. They're after our land and our waters. Yes, we are looking for a good life and a better future for our great grandchildren, seven generations ahead, making sure they don't have to go to the residential school system again, but we are burdened again. You can say it is Indigenous led but that is misleading; it is not Indigenous led. Look at the state of the healthcare system in Moose Factory (WAHA) because the federal government is not allocating money for the new hospital. This is a broken promise. We have mental health impacts, we have cancer. So, this NRL is another diversion, and we still haven't resolved the first impacts. If I fill out this booklet, who is going to follow it and take it into account? You're collecting Indigenous knowledge, intellectual	This is exactly why we are here, to have discussions like this. Projects like NRL are not tools to fix all harms of the past or address the deep challenges that the Nations face. They are looking at how to build a different future, this is the vision and the intent. Elizabeth talked about the dry rivers in Marten Falls. The frequency of this is noted. This is what the Nation wants to work on, but the interest is to do this simultaneously. This is going to be an ongoing conversation. The process is being funded by the Government of Ontario, but they do not get to make any decisions. The proponent communities are deciding and through conversations like this, not in a silo. This is the process we are trying to take to get to the eventual decision about where the road will be built. Who will build it, we don't have that answer yet. The funding will be available, will require ingenuity but we are confident it will get funded. We will share this information when it is available. We encourage communities to share information through direct reports into the project teams so that we can bind protection of information through strong confidentiality clauses. The knowledge will not be disclosed without permission but can show what decisions were made based on the knowledge shared.

Commenter	Comment/Question Received	Response
	property; what is the state of OCAP? Are you going to respect it? Are you going to have ownership of the road, or will it be owned by the mining or forestry industry? We are talking about the roads, train tracks and the hydro and more projects. We will have four or more major projects, clear cut timber, where are you going to get the air from? That's a big concern because our people are trying to have a better life and some of them want to go fishing, to go hunting and then the next thing they will be after is your fire. Money came from the land. The treaty says 50/50 but I don't see 50/50 here. NRL will have cumulative effects. I'm just trying to protect my interests, just like you or any other person here. I will try to contribute as much as possible and the interests of my First Nation.	

7.1.4 Q&A with Michael Fox and Qasim Saddique

Commenter	Comment/Question Received	Response
MFFN Elder	The Elder shared stories about how there are 7 main water highways throughout the north, not just the main 4 everyone talks about - these were the highways the people would have been traveling on, trading on, trapping on for many years. Each highway system has their own dialect. One river, everyone would speak Oji-Cree, it doesn't matter the tribe or the dialect they belong to. Another river, everyone would speak Moose Cree, and Anishinaabe, etc. Each river and stream had their own ecosystem from language, dialect, trading, hunting, and fishing, goods, and way of life.	Comment was acknowledged in person
WFN Councillor	An Elder shared how Webequie is one of the longest First Nations in Ontario. He shared how connected they are to the water beings because of the	Comment was acknowledged in person

Commenter	Comment/Question Received	Response
	connection from setting up the Nation. What he means by that is when they were traveling to intentionally find the land that would become their tribes forever home, it wasn't hard to choose what is now known as Webequie because they had already been frequenting those areas for hundreds of years and had a profound connection to the water beings, and other beings in and around that piece of land. Their piece of land wasn't just discovered during the time of settling their nation, in fact these lands were frequented by the people throughout their travels for many, many, many years.	
FAFN Elder	Recommended a variety of other ways to continue to engage with Indigenous communities in this capacity - the same capacity as this Elders Gathering. The session had a lot of really good questions, posing really engaging and authentic dialogue with industry and community. There is a desire to have an independent EA/IA review from Indigenous people- funding should be made available. There's a desire for community members to have direct access to the project information; most of the time it gets sent to Chief and Council and doesn't go any further. He believes Elders should definitely have access to this information and to specifically have more consultation-based events specifically for the Elders who are residential school survivors. These discussions have triggered truths about residential school by engaging in discussion surrounding land and land permissions. The Elder referred to the reclamation process from residential school and compared it to the reclamation of the land due to all the	Comment was acknowledged in person

Commenter	Comment/Question Received	Response
	development, most of which HADN'T consulted or collaborated with Indigenous Communities or people. Wistikwin River (every family was located at every bend of the river) (there were millions of people before smallpox wiped out our people. The Elder referred to this process as "nothing new" and mentioned how we are reclaiming our treaty rights, our inherent rights, etc., so no matter what, the process of consulting Indigenous communities has to evolve in order to be doing it properly. The Elder referred to this whole process as a form of colonization. Unresolved issues: the mention about the river being dry, it was because of the diversion project in the 1950's - (foreign interference) the great lakes were getting shallow and needed water - they diverted Albany River into the great lakes to help the movement of goods and water into the dry spots - it had impacted our treaty rights "We're here to focus on ATRI - whose interests are we talking about - because with the roads being built, who's funding the roads - it might be the mining act that will fund the road, it could be the forestry act, but ultimately, they're after our land, they're after our resources. This is where we breathe. We have to look at community effects with all these projects, yes, we're looking for a better life, a better future for our 7 generations ahead - But you can say this is Indigenous led, but that's a lie. How Indigenous led is this. " "We have cancer from the impacts of the radar station and other stuff from development. This NRL is another diversion when we still haven't resolved the first one."	

Commenter	Comment/Question Received	Response
	"If I fill out this booklet, who is going to follow it, who is going to take it into account." "You're collecting Indigenous Knowledge, intellectual property, then what are you going to do with it? Are you going to respect it? Will the ownership of these lands be yours? Or the ministry of mining? Forestry? That's a big concern" Piggybacking concern of rails, hydro, roads bring piggy backers. "The lodge holders, ceremony leaders are just as important if not MORE important than Chief and Council, so why aren't we including that practice in these practices." "When we fly directly from community into Thunder Bay - when we approach Nipawin area, there are sooo many roads - logging roads, and many more - never once did someone come to our community to ask if it was alright for them to cut that area and build roads - Hydro did a few times, but never the logging companies - I'm sure they put dirt into the river or even worse, poison" - reiterated in his language -	
MFFN Councillor	Does this map also showcase all the logging loads in the area?	No
CLFN Elder	Gitchi Nigooziibin - the Fast current River (translation of the river - Starts at St Joseph Lake WSR is for the betterment of life - to be able to have a road that goes to their home. We've been wanting an access road for 40 years. We've been using lots of government money just for the winter roads. We need an all-access road. I love when we can go to town and drive around on paved roads. The Elder lived on Constance Lake for 10 years, all logging roads. The trees have grown back from all their logging. Myself, I have no problem with inviting	Comment was acknowledged in person

Commenter	Comment/Question Received	Response
	in a modern way of life. At the same time, I want it to be a respectful process. This is a process for our young people to have a better life. -More roads for them to go to their traplines, etc. This is all to have a better way of living. We want to save our areas that are special, spiritual. She stated that that's why she's here at the Gathering, to advocate for that. There were no dams at one point, they used to be able to walk across the Albany River and Kabina River. They tried to put a dam there, but the Fort Albany people said no. There are videos that show that they put a stop to it. They're not here to help the government, they're here to protect the land. However, she stated she is also for the future in some ways.	
Attawapiskat FN member	When building a road project like this, is it only a provincial environmental process, or do they go through federal too?	Yes, the Projects will go through both the provincial and federal environmental assessment processes.
AFN Elder	**Currently working with NRL:** The Elder stated that he is working on the Anaconda Pigeon Lake Road upgrade. They just started the process with MFFN. It is still in the talking phase surrounding their community access road. He stated that he thinks the process has been fairly smooth so far.	Comment was acknowledged in person

7.1.5 Q&A Elders Led Discussion

As people were getting up the Project Team overheard a lot of Elders talking about how great this Gathering was, and how purposeful and collaborative the exercise was. The Elders absolutely loved having the opportunity to speak to each other and only each other.

Commenter	Comment/Question Received	Response
CLFN Elder	"When we were building Eagles Earth, there were many if not most of the trees cut down here. There's value in every single stumpage when they are cutting that roadway. I suggest communities look into the stumpage	Comment was acknowledged in person

Commenter	Comment/Question Received	Response
	fees and see what they can accumulate; how they can obtain a percentage of it. If a community does not have a company that hauls or cuts logs, they should create a company where their community men or people can do this work; or your other option will be to hire outside to create the road. It shouldn't be that way. The company will also need money to create the road. If you understand what I'm trying to say, look into that stumpage fee for your community".	
FAFN Elder	What do inherent rights look like from an EA coordination process?	WFN recognizes its inherent rights and has its own model of what is looks like (the 3 Tier Model). The model explains how WFN sees the world and how they engage within their own community, with their neighbours and with the broader world. The approved ToR recognizes other communities, their shared histories etc.
FAFN Elder	The Elder would like a copy of the presentations shared this morning about inherent rights over groups of people. Who represents who? Chief and Council or community members. There needs to be better dialogue.	WFN is dialoguing First Nation to First Nation. Sometimes lawyers are the gatekeepers, and it makes it harder to get to speak to community members.
FAFN Elder	In the beginning, the project was not about the mine. It was about government. The First Nations are the leaders.	We need to integrate First Nation/Indigenous principles with government principles. These are some of the first EAs to be led by Indigenous proponents. The Record of Consultation shows how often we went to communities to engage. We cannot circumvent the other methods of communicating with community members (a list was provided). Every community is different, and it is well documented how we have engaged with them. We are required to prepare 3 different consultation reports at different milestones on how we have engaged each First Nation. We do

Commenter	Comment/Question Received	Response
		the best we can and go wherever we can.
FAFN Elder	Can you share?	Yes, we will share.

7.1.6 Q&As: After Presentation on Peatlands and Other Terrain

Commenter	Comment/Question Received	Response
Anonymous	Is it possible to get copies of all the presentations?	Yes, we are still determining how best to get the presentations to everyone.
Anonymous	Where will the aggregates for the road be coming from? Where will the aggregates for the road be coming from?	Some sites have been identified, but further field investigations are required. W do not want the sources to be too far from the road away as access roads will have to be built and we want to minimize that. More work is yet to be done.
Anonymous	Will it [aggregates] be affected by the peatlands?	No, it will not directly affect peatlands. Aggregate sources will be outside of the peatlands
Anonymous	Thank you. It will create a depression on our lands. It will be affected and will continue to be affected. What about the animals and their habitat? Will the habitat be studied? Example of eagle's nest being cut down.	There will be other presentations. Lots of other studies are being done. We can discuss these issues at the Wildlife booth at the Expo this afternoon. The current discussion is just about terrain.

7.1.7 Q&As: After Presentation on Building Roads on Peatlands

Commenter	Comment/Question Received	Response
MFFN Elder	How do you determine groundwater flow and direction?	Where there are big rocks, there is no issue. Use of equalization culverts to make sure that water can flow under the road. All disciplines provide input into determining ground water flow and direction.
MFFN Councillor	**A**sked question in his own language. The question translates as, "how are you getting to the quarry site?"	Access to quarry sites will depend on the scheduling of the operations. We intend to make use of the winter road to get the equipment up to the sites and ready during the winter. We still need to determine the approach to be

Commenter	Comment/Question Received	Response
		taken to mobilizing operations in the winter in preparation for the work to be done in the summer. We may need to use swamp mats for a short duration.
FAFN member	The community member wanted to know how the governance structure would work. What is in place for future generations. We need to maintain their livelihood and well-being. We don't want to open doors to negative effects, and we don't want to be treated like when the treaty was made. We will be around for a long time. Lives are at stake. We want to have a governance dialogue.	There are recent models of Impact Benefit Agreements (IBAs) with different language in the contracts that defines the approach to operations. For example, 70% First Nation participation in the East Side Road in Manitoba. This is a conversation to have with the government. There are many opportunities for First Nations involvement: at the front end (development phase), during construction and through operations and maintenance.
Interpreter	The Interpreter wanted to address what the MFFN Councillor said earlier. How do you get the materials to build the road to the peatlands?	Comment was acknowledged in person
Anonymous	Who is going to be responsible when the road is constructed including oil spills, damage to the land?	Responsibilities for the post construction (operations and maintenance) period is yet to be determined and will depend on ownership. No matter who owns/operates the road, there will be continuous monitoring. (Peter Brown from MECP added: There are commitments in the EA for monitoring after the road is constructed. Whoever owns the roads will have to carry out the commitments in the EA. It is important to provide input into the EA as that is where the commitments are made.)
WFN Elder	Made comments in his language.	Comment was acknowledged in person
MFFN Elder	The road cannot go on the esker, nor can it go around Fish Trap Lake. She does not like what she sees as this is part of a designated protected area under their CBLUP. It is a "no go" area.	Comment was acknowledged in person

7.1.8 Q&As After Overview Presentation on Common Approach to Review EAR/IS

Commenter	Comment/Question Received	Response
AFN member	What kind of stuff do you look at when it comes to cumulative effects?	We know what we know. We know what we don't know. We don't know what we don't know.
RSMIN Elder	We want the youth at these events. We need events for both the Elders and the youth. "We aren't even going to be here by the time this road is done, but the kids will."	Comment was acknowledged in person
Anonymous	What I see, and notice are the vehicles on the rez. The communities should also have a garage where they can fix cars - that's long travel back and forth in and out of community, and the chance for lots of issues to transpire	Comment was acknowledged in person
MFFN Elder	The road is going to go through the trapline of an Elder from Marten Falls First Nation, that I was speaking to yesterday. It's very interesting what she observed from the other roads. The effects that she saw on those roads, compared to her trapline, were monumental. Right now, her trapline isn't impacted. With MFCAR, her trapline will be impacted. She observed the fish, and the fish felt soggier. The beaver meat has been pinker. After about 10 or 12 years when more growth happened, the animals had returned to normal, but that's ten years. Because the government funded this, are they going to have final say?	Comment was acknowledged in person
Attawapiskat FN Elder	When I hear about the Marten Falls First Nation Elder's experience, it makes me think of how we set aside a committee for the Elders who have literally lived off the land. They know about the animals, the land, the ins, and outs - we call them our scientists. We respect them like that. When we look at the knowledge the Elders are sharing, we need to ensure we're	Comment was acknowledged in person

Commenter	Comment/Question Received	Response
	paying them like they're scientists for all their invaluable knowledge.	
MFFN Elder	**The translator was translating for an Elder who was speaking in her language:** The most important point she made was that our way of life needs to adapt to modern life. We need to keep our way of life high above the scale, high above everything, with regards to road activities, development, etc. We need to put our way of life into those things. The decisions that need to be made need to be made by our people. We are connected to the Creator and with the land. That is very important and is sacred. Also, we need to relearn a lot of our ways of life that we have lost, with regards to the clan systems that we have and intend to bring back. It's really important that that way of life be high above anything else that the government makes decisions on. A lot of the policies that the government makes need to adapt to that way of life. Marten Falls Elders had shared with me that they've lived on the land their entire 80+ years - the secret to their knowledge is that they had never let colonization win. Even through residential school, they came right back and re-established their ways. Since then, for almost 100 years, they've been preserving their ways. She says she's ok with the evolution of society and wants the future generations to have convenience and the opportunities that this road will bring, however, she hopes that all the proper efforts are made that are needed for cultural and traditional preservation, be it from community, leadership, or government.	Comment was acknowledged in person
MFFN Elder	you mentioned 22 communities/ organizations. Why 22 communities	When the projects first started, a list of communities to consult was

Commenter	Comment/Question Received	Response
	when you are really just dealing with 2 specific communities?	provided by the provincial and federal governments. MFFN and WFN are unique in that they are both proponents and also potentially affected communities. We need to consult with communities that have been determined by the Crown. Some of the communities are attending this session and are in the room and there are others as well. The organizations include the relevant Tribal Councils.
MFFN member	If the 2 proponents have the list, can they give the list to us today.	The list will be provided.
MFFN Elder	Not all of us are savvy to just click and get information. Some of us still send smoke signals.	Comment was acknowledged in person
AFN member	In the drafts, how have the cumulative effects of the MFCAR spurred the 2 other roads. Cumulative effects are important. The Regional Assessment is looking at cumulative effects. What types of scenarios are they looking at and how are they going to do the work. Some First Nations (Blueberry River) have felt the effects from development and have created scenario maps. What is going to be looked at?	We are working with Aroland on the project, especially the parts that are on Aroland territory. On the cumulative effects side, we know what we know and what we don't. We will collect information on all of the projects we know about and will consult and engage. We will look at a list of projects. The challenge will be creating hypothetical scenarios and will be limiting it to projects about which we have some level of information. It will be part of the conversation.
Anonymous	I've been to the community [Marten Falls] and what is being seen are the vehicles on the rez. There should be a garage in the community where cars can be fixed so that they can drive on the road.	The need for a garage in the communities has come up specifically with MFFN. There are also questions about insurance and licensing of vehicles if it is an all-season road. While construction is still a number of years away, it is time to begin to determine how to work through these things.
MFFN Elder	I want to relay something mentioned by an Elder from MFFN earlier. A number of things she has observed. She is concerned about where the project crosses the river as it goes through her trapline. She has seen certain effects	These are some of the few large-scale projects where there may be changes which can affect community values. Therefore, we need to gather as much information as possible. There is still time to work with the

Commenter	Comment/Question Received	Response
	compared to her trapline which is west of the proposed road. She is concerned it will affect the other side of the river. She is concerned about spills. She has noticed different game (e.g., partridge) which now have a different beak color. She has seen changes in the fish and in the color of beaver meat – pinker. The animals went back to their original state after 10 years. I just want people to be aware.	communities to incorporate information into the final report.
MFFN Elder	If the government funds the road, are they going to control it. What about maintenance?	The decision to be the proponent of the road for the EA was a decision made at the community level, but the EA is being funded by the province. The province is also the regulator. The EA processes are driven by the proponent. The matter about ownership is still being discussed. The community will want to oversee major decisions about operations and maintenance, as well as engineering services. The Nation is in the lead.
Attawapiskat FN member	A member of Attawapiskat First Nation relayed how when they were working on the EA with DeBeers, they really relied on their Elders with respect to the land and the environment. They lived off the land. We called the Elders 'our scientists.' We relied on them. They were given an honorarium to participate as their information was valuable. She hoped that this was happening on these road projects.	Comment was acknowledged in person
Anonymous	It is important for the community to have a structure that enables every discussion that goes on in the community. It speaks to the strength of the project.	Comment was acknowledged in person
Anonymous	(Comment provided in their language) – A high level summary was provided in English by the Translator. "Our way of life needs to adapt to the modern	Comment was acknowledged in person

Commenter	Comment/Question Received	Response
	way but needs to keep their way of life at the top. We need to put our way of life ahead. Decisions need to be made by the community that will help to bring back their way of life. This is above government decisions. Policies that government makes need to adapt to their way of life and traditional activities."	

7.1.9 Q&As After MFCAR Presentation on Common Approach to Review EAR/IS

Commenter	Comment/Question Received	Response
AFN member	Are the Qs & As from this session considered feedback.	Even though it is not written feedback, it will be considered feedback.
MFFN member	Define who the regulators are?	The Province of Ontario (MECP, MNR and MINES) the Impact Assessment Agency of Canada and the DFO among others. A complete list will be provided in the EAR/IS documents.
Anonymous	Will the comment periods be extended?	There will be 4 months to review the draft EAR/IS (60 days + 60 days). We are having early conversations now. We are undertaking early planning now so all communities can be ready. Once the EAR/IS is submitted to MECP, there will be additional time to review the final version of the EAR/IS. Extensions will be considered, but it will be up to MECP. We can't tell you right now.

7.1.10 Q&As After Ontario Presentation on the Participant Funding Initiative

Commenter	Comment/Question Received	Response
Anonymous	Is the ToR done and is the funding over?	The ToR is completed. Funding is in place, and many took advantage of it.
MFFN member	Those living in urban communities and have to travel, are we eligible to claim mileage?	There are funds in the PFI to support travel. Speak to Qasim Saddique for MFCAR. Each community has its own lead.

Commenter	Comment/Question Received	Response
Attawapiskat FN Elder	I live in Timmins and there is no consultation for coastal communities. It is important to consult with the coastal communities. If there is any damage to the rivers it will affect downstream. Our translation centre serves all of Treaty 9. No one ever visits our centre. We have lots of information. Lots of Elders have told their stories in written form. We can't release the information, just to the families. It scares her what is going on – on the east side of the road. The issue is with the tide in the rivers. There are lots of birds, fish, walruses and seals. We need to think about creatures created for us to nourish. Creation is important to her. We cannot compete with the Creator. Look at DeBeers – they said they would rejuvenate the land, but it will never be the same. Consultations in urban areas are needed – their voice needs to be heard too.	We do work directly in communities. We take our direction from communities. We can discuss this more after this event so that we can get events in Timmins and get the proper supports in place.
MFFN Councilor	asked a question/made a statement in his own language	Comment was acknowledged in person
MFFN member	No one has talked to her, and she holds the trapline at the RoF	We can talk after the session ends.

7.2 Question/Comments Overall:

Commenter	Comment/Question Received	Response
Anonymous	Are the questions and feedback that are being shared here this week going to be added into the draft or is that already written?	Comment was acknowledged in person
Anonymous	"Seems like 60 days for a public comment period isn't a long time. How can one ask for an extension of that period? So, there is no formal part of the process to request an extension for the public comment period on the EA/IA?"	Comment was acknowledged in person.

Commenter	Comment/Question Received	Response
Anonymous	“I live in Timmins, and I haven't heard of any consultation with the Indigenous people living there. It's very important that you also consult with the urban Indigenous folk. Their children and families are still actively traveling to and from their own nations. So, they matter too.”	Comment was acknowledged in person.
Anonymous	“I do practice the traditional way even though I live in the urban areas - Our community is still really traditional. They practice the way of medicine, the way of the land, the way of the creator. They are knowledge and wisdom holders, holding very valuable knowledge - yet they have never been consulted. What about all the other areas, these projects will say “those communities are impacted by this project because its way on the east side.” Of COURSE those communities are still impacted. Our ecosystems are vast, and collective, and collaborative with each other. The streams, the air, the wind, it's all connected, even miles away.”	Comment was acknowledged in person.
Elder	We honor the rocks, the trees, - if we’re going to cut anything down, do anything we need to put an offer first. We need to lay tobacco down before we cut that tree down. We cannot disconnect that connection to the creator. Our language is our way of life. Our words mean much than our English language.	Comment was acknowledged in person.
Elder	“Metaphorically speaking, the road has been set - meaning the provincial and federal govt has law already in place, and we’re made to be fitting into their regulation. Here we are trying to fit into your laws, your understanding, and I'm seeing all kinds of roadblocks for us. Those rivers, for thousands of years, have been our highway - It still is.	Comment was acknowledged in person.

Commenter	Comment/Question Received	Response
CLFN member	When we were building eagle's earth in CLFN, I learnt that all the trees were cut and there is value in every stump. The First Nations, when they are cutting the road, I suggest looking into the stumpage fees and they can see what they can accumulate/monetize it. I understand also that there are two options. If they do not have a company that hauls logs, suggest them to create a company where your people can do this work, or you have to hire outside community. I understand that a company needs money to create this road, could partially come from the stumpage fee but I don't understand that part. Look into this fee for your communities, Miigwetch.	Comment was acknowledged in person.
Anonymous	I handed in my workbook yesterday but decided to come back. My workbook was lost. I was given another workbook. Maybe there is a lesson there. Our language is sacred – have more meaning than in English. Everything will be affected. We practice our traditional way of life including ceremonies. We honor and respect the animals and the rocks too. All are sacred. Need to offer tobacco if you use anything on the land. Our way of life is because of the Creator. We cannot disconnect from the Creator.	Comment was acknowledged and an apology was made on behalf of the Project Teams.
MFFN Elder	What is going to happen to the workbooks?	
MFFN Councillor	Need to engage youth during the development of the EA/IS	These have been the best 3 days; we are actually engaging. We need to know your views, issues, sources of information and document. The workbooks are anonymous. We need to know peoples' views so that they can be included in broad themes and topics. We will do this again in the Fall and we can reflect on what was shared – what we can tell regulators. We will gather the information by

Commenter	Comment/Question Received	Response
		themes and topics people are talking about.
MFFN Elder	The road has been set. The federal and provincial governments have laws in place. They are trying to fit their laws to meet their regulations – to fit their way of life and their understanding. I aww all sorts of roadblocks	Regulators have to approve the project, but so do the [proponent] communities to make an informed decision on whether they want the road – so they are doing all the studies. They are using the EA process to plan their destiny. Mike Fox and Qasim Saddique are here to help WFN and MFFN with the road projects. They are working with the best-case scenarios. They are mapping out all of the costs which is complicated. In the 3 days that we have been here, we have had more engagement where we can raise awareness outside of community meetings. Every week they advise their respective Chiefs and Council on how to meet. The more specific we can be, the better – the more we can respond. Want to see more specifics.
MFFN Elder	Those rivers have been our highways for 1000s of years	Comment was acknowledged in person.

8.0 Issues/Concerns

There were common themes and questions expressed by participants who attended the Gathering and expo. Those themes surrounded topics such as water, climate change, peatlands, pollution, health, opportunities for youth, access to services, and the economy.

Participants also wondered who will own the roads and how the proposed roads would be financed, and were concerned about Indigenous rights, governance, maintenance, mitigations and economic participation, along with control and access.

There were also some participants who indicated that First Nation/Indigenous laws should be implemented for the proposed roads. It was also suggested that First Nations should be in control of the road, and Indigenous permissions should work alongside permitting.

Participants also indicated they wanted plain language summaries of the draft EAR/IS along with translated documents, and more community presentations to ensure better understanding.

9.0 Gathering and Expo Promotional Efforts

Due to this Gathering being short notice, while minimal promotional efforts could be undertaken, a Save the Date notice was distributed amongst appropriate communities by the three Project Teams. It was followed by a formal invitation with an Agenda attached that was sent May 31, 2024. Follow-up phone calls were made by the province along with extra efforts by ICE to promote and ensure participants were available for the Gathering. A list of communities that were invited to this Gathering are provided in **Appendix B – Sign-In Sheets**. The next two pages includes the Save the Date invitation that was sent to communities along with the formal invitation.

A bus service and “U rides” were arranged for Day 1 and 2 for easier transportation for those who wanted to participate.

THREE ROAD PROJECTS GATHERING & EXPO

WEBEQUIE SUPPLY ROAD (WSR) • MARTEN FALLS COMMUNITY ACCESS ROAD (MFCAR) • NORTHERN ROAD LINK (NRL)

SAVE THE DATE!

THREE ROAD PROJECTS GATHERING & EXPO
Led by Webequie First Nation and Marten Falls First Nation
Funded by the Province of Ontario, our Treaty Partner

Victoria Inn Hotel and Convention Centre
555 Arthur St W

June 11,12, & 13, 2024

Day 1: Elder's Gathering
Day 2: Three Road Project Presentations & Expo
Day 3: Common Approach to Review Early Draft of EAR/IS Workshop

Continuing to build on the momentum of the last two gatherings which focused on Aboriginal and/or Treaty Rights and Interests, Marten Falls First Nation and Webequie First Nation are excited to host the ***Three Road Projects Gathering & Expo***. The Gathering & Expo will provide participants with an engaging and interactive space to learn more about the projects, ask questions, and share feedback focusing on water, peatlands and building roads on peatlands. We will also engage with you on a common approach to reviewing an early draft of the Environmental Assessment Report/Impact Statement (EAR/IS) for the WSR and the MFCAR Projects. A day is set aside specifically for Elders to engage with the Project Teams and share perspectives on the projects.

PARTICIPANT FUNDING

The Province of Ontario will fund up to 4 representatives from your community to attend, including travel, accommodation, and meals. All questions about funding or the coordination of funding should be directed to the Province of Ontario at ea.participant.fund@ontario.ca.

PURPOSE

The purpose of this Gathe
a respectful, and collabor
continue to build an unde
three road projects and
impacts by:

- Providing a comfo
  Elders to gather
  Projects,
- Creating opport
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- Discussing t
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RSVP to ea.participant.fund@ontario.ca by M
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THREE ROAD PROJECTS GATHERING & EXPO

WEBEQUIE SUPPLY ROAD (WSR) • MARTEN FALLS COMMUNITY ACCESS ROAD (MFCAR) • NORTHERN ROAD LINK (NRL)

YOU ARE INVITED!

THREE ROAD PROJECTS GATHERING & EXPO
Led by Webequie First Nation and Marten Falls First Nation
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PARTICIPANT FUNDING

The Province of Ontario will fund up to 3 representatives from your community to attend, including travel, accommodation, and meals. All questions about funding or the coordination of funding should be directed to the Province of Ontario at ea.participant.fund@ontario.ca.

Additional community representatives are welcome to attend.

PURPOSE

The purpose of this Gathering is to create a respectful, and collaborative space for consultation to continue to build an understanding of the three road projects and their potential impacts by:

- Providing a comfortable space for Elders to gather and discuss the Projects,
- Creating opportunities to engage directly with the Project proponents and consulting teams sharing information about the Projects, and
- Discussing the upcoming draft EAR/IS Review Process for WSR and MFCAR.

WHO SHOULD ATTEND FROM YOUR COMMUNITY

Representatives who are knowledgeable and comfortable speaking and sharing information about the road projects and the potential impacts on your community are encouraged to attend. Elders are especially encouraged to attend the Elder's Gathering.

RSVP to ea.participant.fund@ontario.ca by May 29, 2024 to reserve your room at the Superior Inn Hotel and and Conference Centre. *(Later RSVP for Gathering attendance is OK!)*

WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL

Ontario

10.0 Conclusion

10.1.1 Day 1 – Elders' Gathering

Indigenous People around the world have rich and diverse societal structures, laws, and hierarchies that are deeply rooted in their cultures and histories. These systems are often based on principles of mutual respect, balance, and deep connections to the land and environment.

The start to the three-day Gathering was created with deep intention and strategy based on these principles. When working with Indigenous people, Project teams need to meet them in their way. This day was born from many months of consultation and engagement efforts which offered consistent feedback from the Elders to have an opportunity to not only meet with Elders from other communities, but to really hear their comments, questions and concerns about these projects.

Upon initial planning discussions, it was evident that the Project teams needed to create sacred space for the participating Elders.

When the Project teams look at what sacred space is, they need to understand it's an energy. It is understood that in Indigenous culture and tradition energy is everything and that everything is energy. From the motive behind an action, the intention behind words, the sun, the land, the water, to the clothing on our back, everything is energy. It was imperative that the Project teams created the energy of sacred space for the Elders. This meant they needed to honour their words, honour their contributions, honour their voices and honour their presence.

This day was structured with so much intention to create a grassroots energy that was inviting and accepting and had created just that.

It was a day without the participation of provincial and federal government agencies, as it had been intended, with only Indigenous people and Indigenous consultants in the room, which is what also helped create the sacred space. From the presentations to the Elders led-discussion groups, the day was filled with gentle ease and flow. The energy was comfortable, open and loving as the Project team that was in the room worked in the corners of the room creating space for the Elders to just "be" with each other.

The Elders led-discussion groups were directed by the community's' working group members, and they kept the conversations and dialogue humorously flowing throughout the entire activity. They were engaging, encouraging and supportive to the rest of the Elders which made a world of a difference.

Each time the groups switched up, you can hear all the Elders talking about how great these activities were, how great it was to share all these thoughts and feelings with each other, and how great it was to just BE in each other's space.

This day was truly filled with authenticity, comfortableness and openness, an energy that isn't typically created within these spaces. The Project teams did truly create sacred space, all while innovating a new approach to engaging with Indigenous communities and Elders.

10.1.2 Day 2 – Technical Presentations

The energy within day two was completely different. It was more transactional. The disconnect in what Project teams were trying to achieve was instantly perceived versus how choosing to go about it. The objective was to ensure that the Projects are conducted in a way that is respectful, inclusive, and beneficial to Indigenous communities, while also meeting the technical standards of these processes. It's about creating a balance between development and the preservation of Indigenous rights, culture and the environment.

The reason why it's said that it felt very transactional, is because the grassroots/no government energy was left behind with the previous day.

What does this translate to? It means we made these Indigenous groups meet the Projects where they were at. Even though Indigenous people co-exist in a Western/Euro-centric Society, they don't own it, it's not theirs. Indigenous people have always and will always have their own societies, societal structures, processes and protocols, which applies to how they open themselves up and share their sacred knowledge. Due to 500 years of colonial takeover, Indigenous people will always, to varying degrees, have a disconnect, restriction and hesitation to the Western energies within today's societies. This means that they will always have more success in engaging and consulting with Indigenous groups when they are met where they are at, within their ways, and within their energies.

It sounds silly to say when we had provided so much, like renting a beautiful event space, covering transportation, accommodation and meals, and putting so much thought, care and attention into planning the event itself. However, to reiterate, we unintentionally created a space where we required them to meet us where we were at, and then through an incident, we proved to them that their voices don't in fact matter to us as much as we're saying they do.

This day wasn't a favourite. When an Elder was disrespectfully interrupted and silenced, you felt a shift in the energy within the people in that room. Elders sat back, crossing their arms and legs. Body language was showing a lot of suddenly closed off people. Any feedback we were able to lure out of people throughout the remainder of the day, came out in their languages, not in English. It was felt that an entire group of people stood in unity with each other as they proved a point to the consultants in that room. Some people walked out immediately, and others eventually left and did not came back for the final day.

Upon approaching the Elder that had been interrupted to formally apologize on behalf of the Project Teams for the interruption, he held his hand up as if to silence our Indigenous consultant from whatever apology he knew was about to come out of her mouth, and he gently whispered "My girl, it's not worth the fight. Someone always gets hurt in a fight." She then immediately took in a deep long-lasting breath to fully release her hurt, pain and anger, and to humbly receive the love, guidance, and strength from him. A real-life example of just how powerful Indigenous societies are. She had never met this man. Yet, there he was fulfilling his role within our culture and tradition as a true Elder. Indigenous people

hold Elders to one of the highest regards next to women. They honour the truths, experiences, and wisdom of the Elders. We honour their words, their voices and their energy, the same way they show us how to live with honour just by honouring us.

We, as a project team, need to continue to create sacred spaces within our consultation endeavors, as well as within our internal teams by creating opportunities to learn all about these key pieces that are needed to be able to move forward in an innovative and effective way.

10.1.3 Day 3 – Common Approach

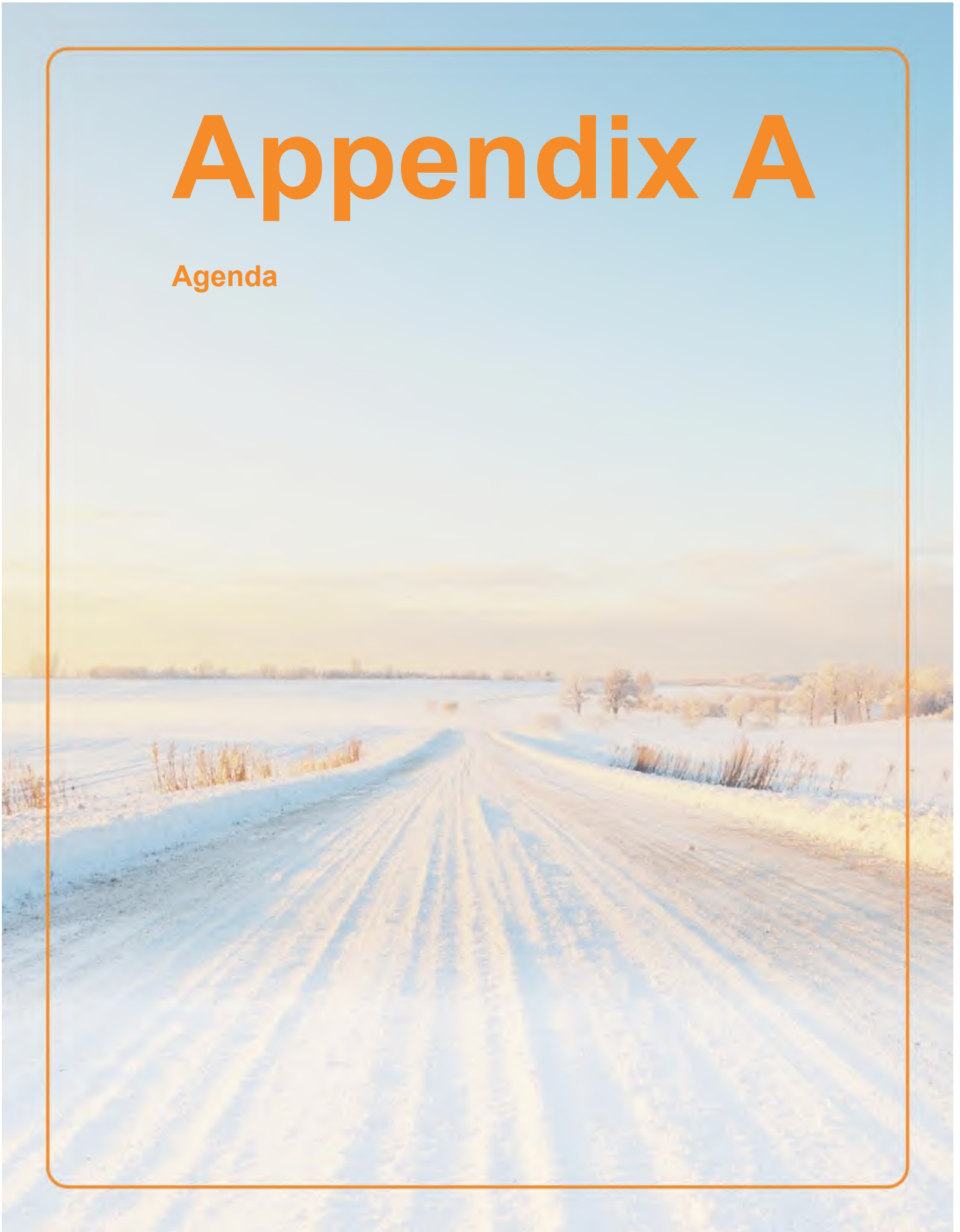
The most effective aspect of the day was when Michael Fox had gotten on the mic and spoke in layman's terms. For the first time in 3 days, someone was speaking the language of the people. The energy within the Elders was filled with excitement and engagement as they finally felt like they were speaking to someone who not only spoke their language but was actually answering the questions they were asking in a way they could comprehend. He also brought the grassroots energy back into the room as he met them at their eye level, and as he broke down energy walls by walking around the room looking people directly in the eyes, eliminating any form of disconnect between the project team and the attendees.

10.14 Overall Conclusion

By choosing to strategically create sacred spaces with sacred energy and our sacred customs and protocols, in turn a space was created that was filled with openness, flow, reciprocity and respect. Trust was built. The biggest thing western society needs to do in order to reach new heights of effective consultation and engagement with Indigenous communities.

Appendix A

Agenda



THREE ROAD PROJECTS GATHERING & EXPO

Webequie Supply Road (WSR) • Marten Falls First Nation Community Access Road (MFCAR) • Northern Road Link (NRL)

June 11, 12 & 13, 2024

AGENDA

Tuesday June 11, 2024 - *Elders Gathering*

TIME	TOPIC	LOCATION
7:00	Sunrise Ceremony	
8:00	***Breakfast***	
8:30	Welcome, Opening Ceremony, Overview of the Gathering & Expo	
9:30	Introduction to the Three Road Projects followed by Q&A	
11:00	Elder-Led Discussions 1	
12:00	***Lunch***	
1:00	Elder-Led Discussions 2 & 3	
4:00	Day Wrap Up	

Wednesday June 12, 2024 - *Three Road Project Presentations & Expo*

TIME	TOPIC	LOCATION
8:00	***Breakfast***	
9:00	Morning Greetings & Welcome Ceremony	
9:30	Presentations: Peatlands, Building Roads on Peatlands and Water/ Fish followed by Q&A and Morning Wrap Up	
12:00	***Lunch***	
1:00	Welcome back and Overview of Expo	
1:30	Expo	
4:30	Day Wrap Up	

Thursday June 13, 2024 - Common Approach to Review Early Draft of EAR/IS Workshop

TIME	TOPIC	LOCATION
8:00	***Breakfast***	
8:30	Morning Greetings & Welcome Ceremony	
9:00	Overview of Common Approach to Reviewing Draft EAR/IS	
9:30	Presentations by Each Road Project on Draft EAR/IS	
11:00	Ontario: Participant Funding Initiative	
11:30	Q&A on Common Approach to Reviewing Draft EAR/IS	
12:15	Closing Comments and Gathering Closing	

WSR WEBEQUIE SUPPLY ROAD

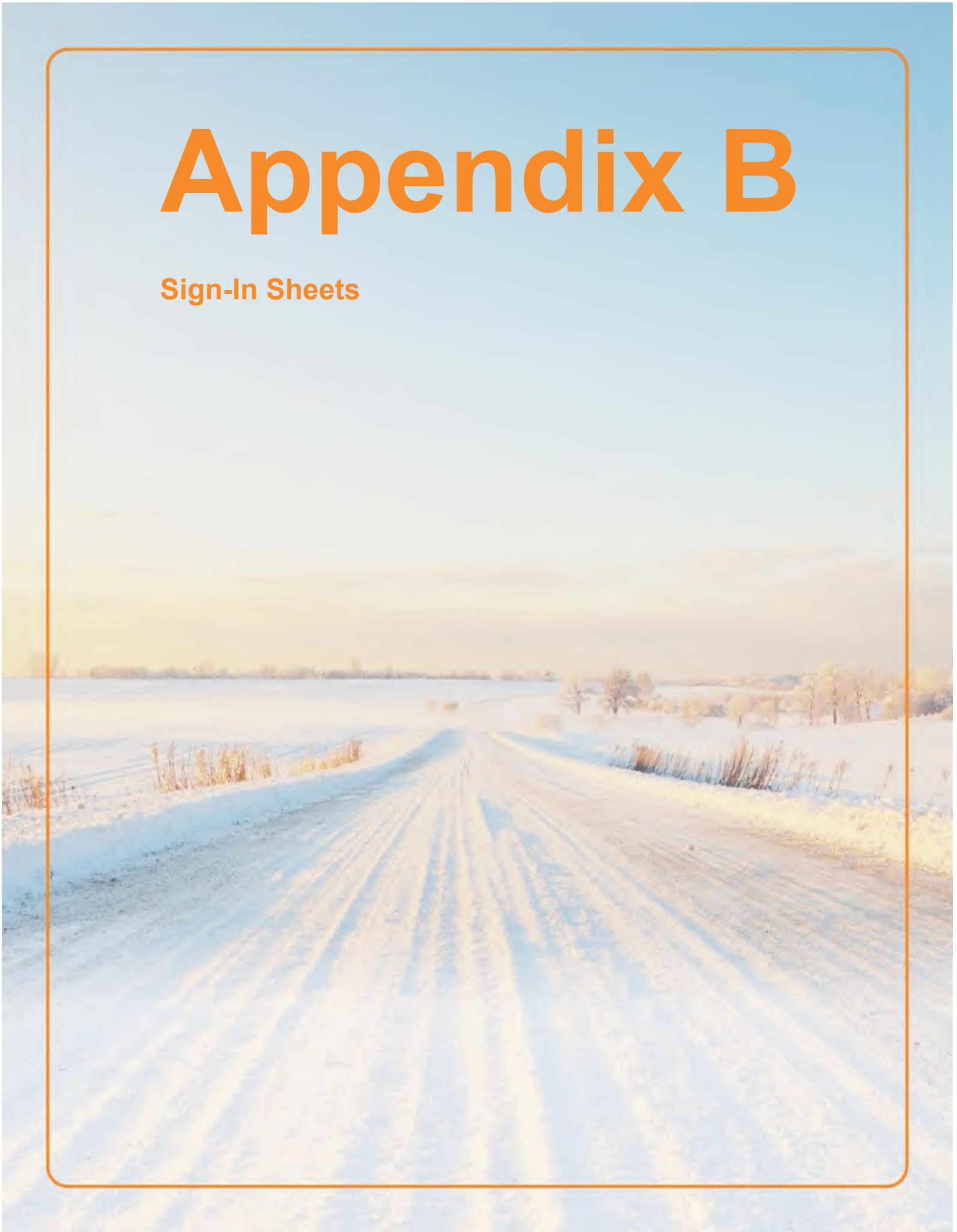
MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL

Ontario

Appendix B

Sign-In Sheets



Organization	Community Representatives Attended	Participants Name	Role	ed Day 1June 11,	ed Day 2June 12,	ed Day 3June 13,
Animbiigoo-Zaagi'igan Anishinaabek	x					
		Kyla Morrisseau	Consultation Coordinator/Climate Change Specialist		x	x
		Joe Donio	Consultation Coordinator/Climate Change Specialist		x	
		George Nanyookeesic (Elder)				
Aroland First Nation	x					
		Jerry Shabogamik	Elder/Community Consultation Coordinator	x	x	x
		Councillor Mark Bell	Councillor		x	x
		TBD				
Attawapiskat First Nation	x					
		Angela Ashishkish	Elder/Translator	x	x	x
		Theresa Hall	Elder	x	x	x
Constance Lake First Nation	x					
		Carly John-George	Knowledge Keeper/Lands and Resources	x	x	x
		Nelson Nakoochee	Elder	x		
		Norman Soloman	Elder	x	x	x
		Elizabeth Moore	Elder	x		
		Arthur Moore	Elder	x		
Eabametoong First Nation	x					
		Louis Sugarhead				
		Bill Shawinimash				
		Louis Oskineegish				
Fort Albany First Nation	x					
			Community Coordinator	x	x	x
		Sarah Beamish				
Ginoogaming First Nation	x					
		Shelly Rahme	Impact Assessment Coordinator		x	x
Kasabonika Lake First Nation	x					
		Eno H Anderson				
Long Lake #58 First Nation	x					
		Ervin Waaboos (confirmed over phone)				
		Amanda Misnakoshkang	Lands Officer		x	x
		Sarah Towegishig	Elder	x	x	x
		Tyler Faubert	Community Environmental and Engagement Officer		x	x

Marten Falls First Nation	x					
		Councillor Bob Baxter	Working Group Member/MFFN CAR Project Team	x	x	x
		Lawrence Baxter	Working Group Member/MFFN CAR Project Team	x	x	x
		Rowena Moonias	Working Group Member	x	x	x
		Samuel Achneepineskum	Elder	x	x	x
		Elizabeth Moonias	Elder	x		
		Liza Moonias	Companion	x		
		Ruth Baxter	Elder	x	x	x
		Maria Baxter	Elder	x		
		Maggie Baxter	Elder	x		
		Catherine McGuire	Elder	x		
		Kathy Brady	Elder	x		
		Elizabeth Achneepineskum	Elder	x	x	x
		Wanda Baxter	Elder	x	x	x
		Fritz Meier	Elder	x	x	x
		Helen Achneepineskum	Elder	x		
		Russell Achneepineskum	Elder	x	x	x
		Nancy Coaster	Knowledge Keepers	x		
		Barbara Monroe	Knowledge Keepers	x		
		Alanna Baxter	Elder	x	x	
		Rosie Achneepineskum	Elder	x	x	x
		Emilde Coaster	Elder		x	
		Sandra Moonias			x	x
		Jack Moonias	MFCAR Project Team		x	
		Rob Moonias			x	
		Kyah Moonias	Youth			x
		Sylvester Loon	Elder		x	x
		Darrin Spence	Knowledge Keeper			x
		Albert Achneepineskum			x	x
Neskantaga First Nation	x					
		Clyde Moonias	Community Representative		x	x
Nibinamik First Nation	x					
		Rick Wapoose	Elder	x		
		Richard Roundhead	Elder	x		

Red Sky Métis Independent Nation	x					
		James Bowles	Elder	x	x	x
		Faith Bowles	Elder	x	x	x
		Donelda DeLaRonde	Executive Director		x	x
Webequie First Nation	x					
		Roy Spence	Elder	x	x	x
		Gordon Wabasse	Elder	x	x	x
		Selena Wabasse	Deputy Chief			
		Tyler Shewaybick	Councillor			
		Eric Shewaybick	Councillor		x	
		Glen Wabasse	Elder	x	x	
		Fred Jacob	Elder/Translator	x	x	x
		Samson Jacob	Lands Resources Coordinator	x	x	
		Tollena Jacob	Elder	x	x	x
		Matthew Jacob	Elder	x	x	x
		Bessie Wabasse	Elder	x	x	x
		Lillian Stoney	Elder	x		
		Mary Pruden			x	
		Emilda Couster	Elder	x	x	x
Weenusk First Nation	x					
		Peter Poulin	Knowledge Keeper	x	x	
Matawa Four Rivers						
		Kimberly Jorgenson				
		Jennifer Duncan	Community Values Coordinator		x	x
		Jasmin Baxter				
Mushkegowuk Council	x					
		James Tegler	Mushkegowuk Council		x	x

THREE ROAD PROJECTS GATHERING & EXPO

Thunder Bay, ON - February 19-20, 2025
Timmins, ON - February 24-25, 2025

July 18, 2025

WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

NRL Northern Road Link

Acknowledgements

This report reflects the valuable time, effort, and insights shared. The Project Team would like to extend their heartfelt appreciation to everyone who contributed to the success of the Three Roads Gathering/Expo 2025. Thank you to all participants for providing valuable guidance and direction for these projects. Their expertise and support have been instrumental in shaping the projects.

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Acronyms, Abbreviations, Definitions

An abbreviation and an acronym are both shortened versions of something else. Both can often be represented as a series of letters. Many people are unable to tell the difference between an abbreviation and an acronym.

NRL	The Northern Link Road
WSR	Webequie Supply Road
MFCAR	Marten Falls First Nation Community Access Road
WFN	Webequie First Nation
MFFN	Marten Falls First Nation
EA	Provincial Environmental Assessment
IA	Federal Impact Assessment
EA/IA	Provincial Environmental Assessment / Federal Impact Assessment
EAR/IS	Environmental Assessment Report / Impact Statement
IK	Indigenous Knowledge
ATRI	Aboriginal and/or Treaty Rights and Interests
ILRU	Indigenous Land and Resource Use
VCs	Valued Components
LSA	Local Study Area
RSA	Regional Study Area
PF	Project Footprint

Executive Summary

The 2025 Three Roads Project Gathering & Expo successfully took place in Thunder Bay and Timmins, Ontario, on February 19-20 and February 25-26, respectively. These events served as an important platform for project updates, discussions on consultation practices, and the consideration of Aboriginal and/or Treaty Rights and Interests. The gatherings aimed to provide Nations with key updates on the Marten Falls Community Access Road (MFCAR), Northern Road Link (NRL), and Webequie Supply Road (WSR) projects, facilitating productive dialogue and collaboration among participants.

Held at the Valhalla Inn in Thunder Bay and Cedar Meadows & Spa in Timmins, the events featured large gathering rooms and breakout sessions dedicated to each project, ensuring focused and interactive discussions. Attendees, including First Nation representatives, community members, project leads, and consultants, were responsible for booking their own accommodation using existing funds, promoting cost-effective and efficient participation.

Key activities included detailed project overviews from project leads, panel discussions on consultation and Aboriginal and/or Treaty Rights and Interests, and an Expo featuring booths dedicated to each project and the consultation process. Breakout sessions allowed for more in-depth dialogue on specific topics like environmental assessment, wildlife, cumulative effects, and Indigenous Knowledge integration.

The events aimed to achieve multiple objectives, including ensuring that attendees were well-informed about the status and future of each project, emphasizing the importance of Aboriginal and/or Treaty Rights and Interests in decision-making, and promoting ongoing engagement and feedback. The Expo booths facilitated direct interaction with project teams, allowing attendees to ask questions, learn technical details, and provide valuable input on the projects' impacts on local communities.

1.0 Introduction

1.1 Overview of the Gathering & Expo

The 2025 Three Road Projects Gathering & Expo took place in Thunder Bay, Ontario on February 19th & 20th and in Timmins, Ontario, on February 25th & 26th. Each event featured large gathering rooms, breakout rooms for each project and Impact Assessment Agency of Canada (IAAC). Attendees booked their own accommodations using existing funds. The agenda included project overviews, panel discussions on consultation and Aboriginal and/or Treaty Rights and Interests, and an Expo with booths for each project and consultation processes. The events aimed to update attendees on project statuses, facilitate discussions on consultation practices, and highlight the importance of Aboriginal and/or Treaty Rights and Interests. Post-event, reports were written and reviewed, with final distribution to communities scheduled for three months later.

1.1.1 Locations and Dates

The Three Road Projects Gathering and Expo 2025 were successfully held at two locations: Thunder Bay and Timmins. The Thunder Bay event took place on February 19-20, 2025, at the Valhalla Inn, providing a well-equipped venue with a large gathering room and multiple breakout rooms. The Timmins event followed on February 25-26, 2025, at Cedar Meadows & Spa, offering similar facilities to accommodate the diverse needs of the attendees. Both locations were chosen for their capacity to host large gatherings and their accessibility for participants. Attendees were responsible for booking their own accommodations using existing funds, ensuring a smooth and organized experience for all involved.

1.1.2 Project Representation

The Three Road Projects Gathering and Expo 2025 showcased comprehensive project representation, ensuring that each initiative was thoroughly covered. Key project leads and subject matter experts provided detailed overviews and updates on the status and future plans of the Marten Falls Community Access Road (MFCAR), Northern Road Link (NRL), and Webequie Supply Road (WSR) Projects.

Representation included:

WSR

ICE (Indigenous and Community Engagement)

- Michael Fox: WSR Project Lead & NRL Project Co-lead, Event Role: Consultation panel
- Serene Spence: Project Support Officer, Event Role: Logistics Coordinator
- McKenna Martinez: Project Data Analyst, Event Role: Runner/Extra Helper/Note taker
- Chris Mckay: Indigenous Engagement and Business Advisor, Event Role: Runner/Extra Helper

- Haley Rice: Engagement and Environmental Coordinator, Event Role: Runner/Extra Helper/Note taker

AtkinsRéalis

- Don Parkinson: Senior Consultation Specialist, Event Role: WSR Project overview & WSR Expo booth
- Jennifer Ashawasegai-Pereira: Senior Indigenous Engagement and Traditional Knowledge Specialist, Event Role: Consultation Panel Moderator/NRL Booth
- Kyla McQuabbie: Indigenous Engagement and Traditional Knowledge Specialist, Event Role: Registration, Microphone runner
- Samantha Noganosh-Mayne: Indigenous Engagement and Traditional Knowledge Specialist, Event Role: Note taker for WSR Booth
- Arlysse Lafreniere-Wuttunee: Indigenous Engagement and Traditional Knowledge Specialist, Event Role: Run of Show
- Mark Knell: Senior Indigenous Engagement and Impact Assessment Specialist, Event Role: ATRI

TheyMedia

- Tony McGuire: A/V, Event Role: A/V
- Adrien Harpelle: A/V, Event Role: A/V

Other

- Stephen Lindley: Senior Project Advisor (WSR), Event Role: Master of Ceremonies, Event Moderator and WSR breakout session

Translators

- Fred Jacob: Live translation (Ojibway), Event Role: Live translation
- Bellamie Bighead: Live translation (Oji-cree), Event Role: Live translation
- Madeline Kioke: Live translation (Cree), Event Role: Live translation

Community Working Group Members

- Bob Baxter: MFCAR, Event Role: ATRI Panel
- Rowena Moonias: MFCAR, Event Role: ATRI Panel, MFCAR Breakout room
- Gord Wabasse: NRL, Event Role: NRL Breakout room
- Lawrence Baxter: MFCAR, Event Role: ATRI Panel
- Roy Wabasse: NRL, Event Role: ATRI Panel

The events featured dedicated breakout rooms for each project, allowing for focused discussions and in-depth exploration of specific topics. Additionally, the Expo booths offered attendees the opportunity to engage directly with Project Teams, provide feedback, ask questions, and gain insights into the technical aspects and community impacts of each project.

Expo Booths:

The Expo booths provided a platform for attendees to interact with Project Teams and explore detailed information on various aspects of the projects.

- WSR Booth: In Thunder Bay, Jennifer Ashawasegai-Pereira, Indigenous Consultation Specialist, was joined by Gord Wabasse, while McKenna Martinez took notes. In Timmins, Jennifer was accompanied by Kate Kuziak, a Social Scientist, with Haley Rice taking notes. This booth provided information on the draft Environment Assessment Report/Impact Statement (EA/IA), cumulative effects assessment, socio-economic impacts, and ATRI.

Breakout Sessions:

The breakout sessions allowed for in-depth discussions on specific topics related to each project. This structured approach ensured that all participants were well-informed and had ample opportunities to contribute to the ongoing development and consultation processes. The events aimed to update attendees on the status of the projects, facilitate discussions on consultation practices, and highlight the importance of the assessment and mitigation of potential impacts on Aboriginal and/or Treaty Rights.

WSR: Mark Knell, Senior Indigenous Engagement and Impact Assessment Specialist, and Stephen Lindley, Senior Project Advisor, led the WSR breakout session with Samantha Noganosh taking notes. The session focused on the ATRI process and community-specific assessments, discussing key findings of the EA/IA and engagement options available to provide feedback from the review of the Draft EA/IA.

1.1.3 Goals and Objectives

The Three Road Projects Gathering and Expo 2025 aimed to achieve several key goals and objectives. The primary goal was to provide comprehensive updates on the status and future plans of the MFCAR, WSR, and NRL projects, ensuring that all attendees were well-informed about the progress and upcoming milestones. The events also sought to facilitate meaningful discussions on consultation practices, highlighting the various ways Project Teams have connected with Indigenous communities and the public, and how they will engage in future. By focusing on best practices, barriers faced, and future consultation efforts, the events aimed to enhance community engagement and collaboration.

Additionally, the importance of the assessment and mitigation of potential impacts on Aboriginal and/or Treaty Rights and Interests was emphasized, with dedicated panels and breakout sessions exploring how these rights influence decision-making in the environmental assessment and impact assessment processes. The Expo booths and breakout sessions provided opportunities for attendees to interact directly with Project Teams, ask questions, and gain insights into the technical aspects and community impacts of each project. Overall, the events were designed to foster a collaborative environment, encourage feedback, and ensure that community-specific issues and concerns were addressed throughout the consultation efforts.

1.1.4 Venue and Format

The Three Road Projects Gathering and Expo 2025 were held at two well-equipped venues to accommodate the diverse needs of the attendees. The first event took place on February 19-20, 2025, at the Valhalla Inn in Thunder Bay, Ontario. This venue featured a large gathering room, three breakout rooms dedicated to each project and a breakout room for government representatives. The second event was held on February 25-26, 2025, at Cedar Meadows & Spa in Timmins, Ontario. Similar to the Thunder Bay venue, Cedar Meadows & Spa provided a large main gathering room, three breakout rooms for each project, and a breakout room for government representatives.

Both venues were chosen for their capacity to host large gatherings and their accessibility for participants. A block of 30 rooms was reserved at each location to accommodate attendees, with each First Nation responsible for booking their own travel and accommodation using existing funds through PFI agreements. This arrangement ensured that all participants had a smooth and organized experience.

The format of the events was designed to facilitate comprehensive updates and meaningful discussions. Each day began with breakfast and opening remarks, followed by project overviews presented by key project leads and subject matter experts. The agenda included panel discussions on consultation practices and Aboriginal and/or Treaty Rights and Interests, providing insights into best practices, barriers faced, and future consultation efforts. The Expo booths offered attendees the opportunity to engage directly with Project Teams, ask questions, and gain insights into the technical aspects and community impacts of each project. Breakout sessions allowed for focused discussions on specific topics related to each project, ensuring that all participants were well-informed and had ample opportunities to contribute to the ongoing development and consultation processes. The structured approach of the events aimed to update attendees on project statuses, facilitate discussions on consultation practices, and highlight the importance of Aboriginal and/or Treaty Rights and Interests.

1.1.5 Engagement and Participation Techniques

1.1.5.1 Workbooks

Workbooks were distributed to participants to capture thoughts for all sessions and included an agenda and some information about the proposed road Projects. A total of 8 workbooks were collected at the end of the gathering to compile feedback for the purposes of this Report. It was made clear to participants that they did not have to include their names on the workbooks, however, participants were encouraged to identify their affiliation, be it a First Nation, a Provincial Treaty Organization, etc., to help the Project Teams understand the perspective of comments provided. Participants had an opportunity to enter a draw at the end of the event on Day 2 to further incentivize participation. *Please note that due to the gathering in Thunder Bay and Timmins being back-to-back and the number of workbooks received were from both spaces.

1.1.5.2 Passports

Passports were handed out prior to the start of the Expo. Participants were encouraged to visit and speak with Project Team members at each Expo booth before receiving a stamp for their passports. Once the passport was filled with stamps, participants were provided with a ticket for a draw to be held at the end of the event. This strategy was designed to be used as an engagement tool.

1.1.5.3 Project Presentations

During the MFCAR project overview presentation, the MFCAR Project Team provided a summary of the Project covering key aspects such as the EA/IA process, updates on the preferred route, the draft EA/IA review process, valued components and related studies. The Project Team also emphasized the importance of gathering feedback and outlined the next steps in the process.

During the WSR project overview presentation, the WSR Project Team provided a summary of the Project, including the preferred corridor, camp and pit/quarry locations, and engagement and consultation activities undertaken to date. The Project Team also outlined the feedback received to date, the current project status, the decision-making process, next steps following EA/IA approval, the draft EA/IA review and the upcoming timeline/schedule.

During NRL the project overview presentation, the NRL Project Team provided a summary of the Project, including updates on study plans, the proposed eastern crossing of the Attawapiskat River, the alternative corridor and assessment approach, the cumulative effects assessment, and the Indigenous Knowledge/ Aboriginal and/or Treaty Rights and Interests Programs.

1.1.5.4 Panel Discussions

A panel discussion took place which was moderated by Jennifer Ashawasegai-Periera and included Michael Fox, the NRL Project Co-lead & WSR Project Lead and Qasim Saddique, MFCAR Project Lead & the NRL Project Co-Lead. The discussion consisted of an insightful session on the role and purpose of consultation and engagement in projects.

The ATRI Panel, moderated by Stephen Lindley and included Mishal Naseer, Indigenous Relations and Socio-Cultural Lead/ATRI & IK Program, Rowena Moonias, MFCAR Working Group member, and Mark Knell, Senior Indigenous Engagement and Impact Assessment Specialist. The ATRI Panel focused on Aboriginal and/or Treaty Rights and Interests and how they are considered in each of the Three Road Projects' EA/IA. Project Teams and community representatives shared their perspectives, highlighting the importance of these rights and how they influence collaboration and decision-making in the EA/IA process.

1.1.5.5 Expo Booths

The Expo provided participants with the chance to meet with subject matter experts, explore project details, and learn about the technical aspects that drive each of the projects. The Expo was ongoing throughout both days of the gathering and participants were able to drop by the booths at any time in the afternoon.

WSR – When participants visited the WSR Expo booth they were able to explore the draft Environment Assessment/Impact Assessment Report (EA/IA) and meet Project Team members who provided information on topics such as cumulative effects assessment, socio-economic impacts and ATRI.

1.1.5.6 Breakout Rooms

The breakout sessions were situated in separate rooms with different members of the Project Teams where communities could sign up for a breakout session with projects throughout the afternoon on both days. The primary focus was to ensure the conversations were Indigenous-led and to highlight the community-specific issues and concerns that have been identified throughout consultation efforts.

1.1.6 Agenda Summary

The Three Road Projects Gathering and Expo 2025 provided comprehensive updates and facilitated meaningful discussions over two days.

Day 1

- Breakfast and Opening Remarks: Networking and setting the tone for the event.
- Project Overviews: Presentations by key project leads on MFCAR, WSR, and NRL.
- Panel Discussion on Consultation: Insights into consultation practices and future efforts.
- Lunch: Networking opportunity.
- Expo and Breakout Sessions: Interaction with Project Teams at booths and focused discussions on specific topics.

Day 2

- Breakfast and Opening Remarks: Networking and agenda setting.
- Panel Discussion on Aboriginal and/or Treaty Rights and Interests: Exploration of how these rights are considered in the projects.
- Expo and Breakout Sessions: Continued interaction and focused discussions.
- Lunch: Networking opportunity.
- Expo and Breakout Sessions Continue: Additional time for engagement.
- Closing Remarks: Summary and next steps.

This agenda ensured participants were well-informed, actively engaged, and able to contribute to the consultation processes for the three road projects.

1.2 Event Communications and Registration

Effective communication and registration processes were essential to the success of the Three Road Projects Gathering and Expo 2025. Various methods were employed to ensure that all potential attendees were informed about the event and could easily register to participate.

1.2.1 Email Invitations

Email invitations were sent to a comprehensive list of potential participants, including community representatives, Project Team members, government representatives and other interested parties. These invitations provided detailed information about the event, including dates, locations, agenda highlights, and registration instructions. The emails also included links to the event website and registration portal, making it easy for recipients to sign up and access additional information. Follow-up emails were sent to remind recipients of the event and encourage registration. The email campaign was designed to be visually appealing and informative, with clear calls to action and contact information for further inquiries. A copy of the Invitation send to potential participants is included in Appendix A.

1.2.2 Phone Campaigns

In addition to email invitations, a targeted phone campaign was conducted to reach out to key stakeholders and community representatives. This personalized approach ensured that important contacts were aware of the event and had the opportunity to ask questions and receive immediate responses. The phone campaign helped to reinforce the importance of the event and encouraged higher attendance and engagement. Phone calls were made by dedicated team members who were knowledgeable about the event details and could provide additional information as needed. This direct communication method helped build rapport and trust with the stakeholders.

1.2.3 MINES Communications

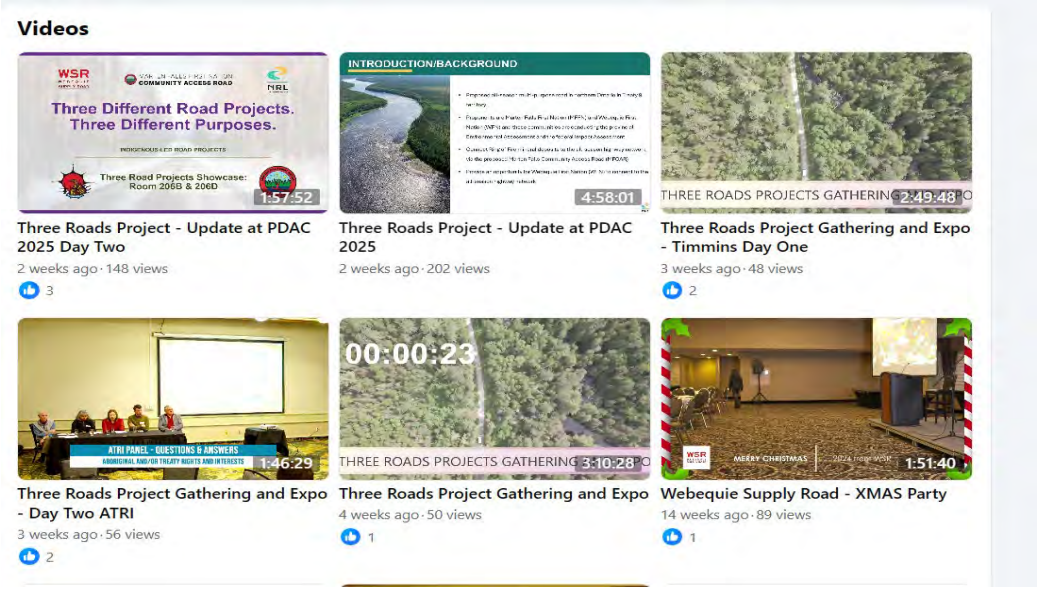
Communications through the MINES (Ministry of Mines) platform were utilized to reach a broader audience, including those who may not have been on the initial email or phone lists. MINES provided a centralized location for event information, updates, and registration links. This platform was particularly useful for reaching community members who regularly use MINES for other project-related communications. Regular updates and reminders were posted on MINES portals to keep the event top-of-mind for potential attendees. The platform also allowed for interactive engagement, where users could ask questions and receive timely responses from the event organizers.

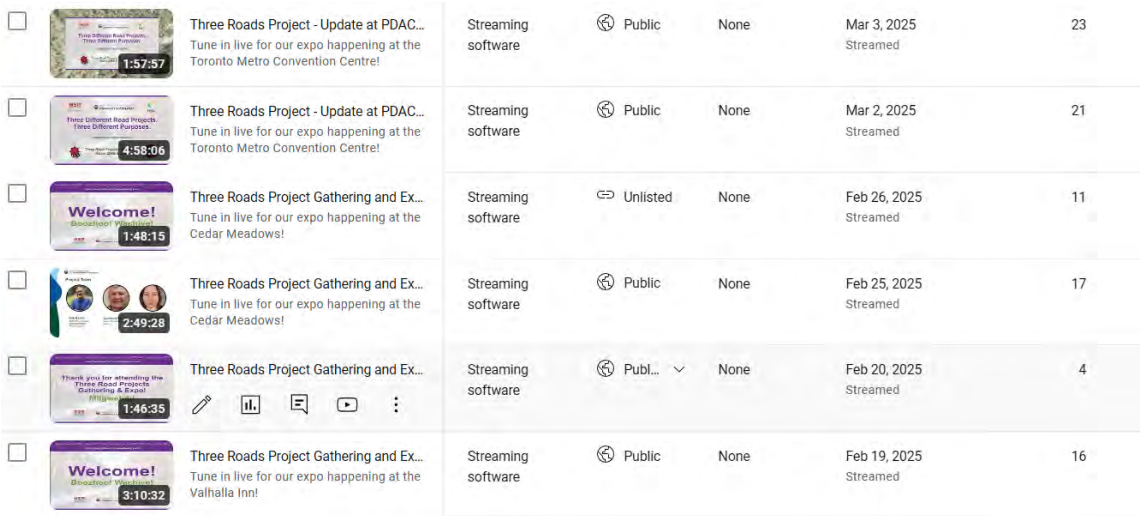
1.2.4 In-Community Lead Communications

In-Community Leads played a crucial role in disseminating information about the event to their respective communities and networks. They were responsible for ensuring that all relevant stakeholders within their communities were informed about the event and encouraged to attend. In Community Leads used a combination of email, phone, and in-person communications to spread the word and facilitate registration. They also organized community meetings and information sessions to provide detailed explanations about the event and its significance. This grassroots approach ensured that the information reached a wide audience and encouraged community participation.

1.2.5 Livestream and Radio Show

To accommodate those who could not attend in person, the event was livestreamed online and broadcasted via a radio show. The livestream was accessible through a dedicated YouTube link (https://www.youtube.com/live/tuE7Gb3Yano), allowing remote participants to watch the presentations and panel discussions in real-time. The radio show provided an audio-only option for those who preferred to listen to the event. These options ensured that a wider audience could participate and stay informed about the projects. The livestream included interactive features such as live chat, where viewers could ask questions and receive responses during the event. The radio show was broadcast by local stations to reach community members who may not have internet access.





1.2.6 Social Media Analytics

A comprehensive overview of social media performance across various platforms, including Facebook, LinkedIn, Instagram, and Twitter, is presented. The reach and engagement of posts are highlighted, providing valuable insights into the audience's interaction with the content.

Table 1 - 1 Facebook Analytics

Date	Post	Post Impression	Post Reach
February 19, 2025	Thunder Bay Expo Video	653	392
February 19, 2025	Mike, Qasim, Jennifer photo at the Expo	127	67
February 25, 2025	Timmins Expo Video	405	321
February 25, 2025	Timmins Expo Video - 2	50	37

Table 1 - 2 LinkedIn Analytics

Date	Post	Post Impression	Engagement Rate
February 19, 2025	Mike, Qasim, Jennifer photo at the Expo	1424	7.28%
February 25, 2025	Timmins Expo Image - 2	381	11.9%

Table 1 - 3 Instagram Analytics

Date	Post	Post Impression	Post Reach
February 19, 2025	Mike, Qasim, Jennifer photo at the Expo	40	34

Table 1 - 4 Twitter Analytics

Date	Post	Post Impression	Engagement
February 19, 2025	Mike, Qasim, Jennifer photo at the Expo	39	6
February 25, 2025	Timmins Expo Image - 2	49	4

1.2.7 Registration

The registration process was designed to be straightforward and user-friendly. Attendees could register online through a dedicated portal, which collected essential information such as contact details, organization affiliation, and accommodation needs. The registration system also allowed attendees to select specific breakout sessions and Expo booths they were interested in, helping to tailor the event experience to their preferences. On-site registration was also available for those who preferred to sign up in person. Attendees received confirmation emails with event details and a personalized agenda based on their selected sessions. The registration desk at the event was staffed with knowledgeable

personnel who could assist with any issues and provide additional information as needed. Name tags and welcome packages were distributed to all registered attendees upon arrival.

These communication and registration strategies were integral to the successful organization and execution of the Three Road Projects Gathering and Expo 2025, ensuring high levels of participation and engagement from all stakeholders.

2.0 Thunder Bay

2.1 Event Overview

The Three Road Projects Gathering and Expo in Thunder Bay, Ontario was on held February 19th and 20th, 2025. The first day of the gathering provided an overview of the proposed MFCAR), NRL and WSR Projects and included a panel discussion on consultation and engagement. The second day featured a panel discussion on Aboriginal and/or Treaty Rights and Interests (ATRI) and how they are considered in the Three Road Projects' EA/IAs.

The gathering offered participants the opportunity to meet with subject matter experts and learn about the technical aspects of each project. The purpose of this gathering was to create a respectful, safe, and collaborative space for engagement, fostering an understanding of the Three Road Projects and their potential impacts.

Day 1: Project Overview, Panel Discussion on Consultation and EXPO

High level Project overviews were presented to participants in the morning of Day 1. The Project Teams provided updates on the status of the Projects. Additional information on the Project overview is presented in **Section 2.2.3.**

Following the high-level project overviews, a panel discussion on consultation and engagement was held. The discussion covered various ways the projects have connected with Indigenous Communities and the public, best practices, barriers faced, upcoming community consultation and engagement events for the WSR and MFCAR projects, and ongoing engagement and consultation opportunities for the NRL project. The outcomes of the panel discussion are presented in **Section 2.2.4.**

Workbooks were distributed to participants for them to provide questions, thoughts, and comments. The workbooks included an agenda and information about the proposed project. A total of eight workbooks were collected at the end of the gathering for the purpose of compiling feedback for this report. Participants were informed that including their names on the workbooks was optional, but it they were encouraged to provide their affiliation such as First Nation citizenship, Provincial Treaty Organization, other organizations, etc., to provide context for their comments and suggestions.

In the afternoon of Day 1, an Expo was held, providing participants the opportunity to visit various booths, meet with subject matter experts, explore project details, and learn about the technical aspects of the projects. Participants were able to have one-on-one discussions with Project Team members and share their thoughts and views. Relevant departments of the Government of Ontario and the Impact Assessment Agency of Canada also had booths that participants could visit.

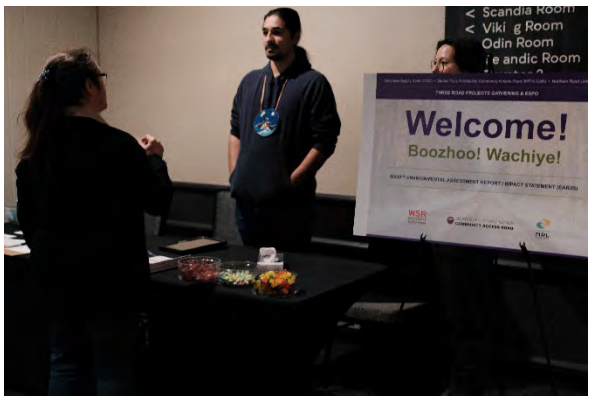
Day 2: Panel Discussion on ATRI and EXPO

On Day 2, a panel discussion on Aboriginal and/or Treaty Rights and Interests and how these were considered in the project EA/IAs was held. During the panel discussion Project Teams and community representatives shared their perspectives, highlighting the importance of these rights and how they influence collaboration and decision-making in the EA/IA process.

An EXPO was also held on Day 2, giving participants additional opportunities to visit various booths, meet with subject matter experts, explore project details, and learn about the technical aspects driving the project.

2.1.1 Participants and Representation

2.1.1.1 Sign In Process



Participants were welcomed by Project Team members at the entrance of the gathering room. After signing in, they were given directions on the use of Workbooks and Passports, the afternoon Expo, and housekeeping details for the day.

A total of 38 individuals signed in for Day 1 of the gathering, and 42 individuals signed in for Day 2. It is noteworthy that the number of individuals who signed in does not reflect the total number of participants, as not all attendees opted to sign the sign-in sheets. Sign-in sheets and related information are provided in Appendix B.

2.1.1.2 List of Participating Indigenous Communities

The gathering included representation from a diverse array of Indigenous communities, highlighting the collaborative spirit and engagement of First Nations in the discussions. Table 2-1 below details the number of representatives from each community who participated on Day 1 and Day 2 of the event.

*Please note that this table only reflects those that attended the gathering who are registered members and/or representative of the communities listed.

Table 2 - 1 List of First Nation Representation at the Gathering

First Nation/Community	Number of Representatives	
	Day 1	Day 2
Animbiigoo-Zaagi'igan Anishnaabek	2	3
Aroland First Nation	2	2
Bearskin Lake First Nation	1	-
Constance Lake First Nation	2	3
Fort Albany First Nation	1	1

First Nation/Community	Number of Representatives	
	Day 1	Day 2
Long Lake #58 First Nation	2	-
Marten Falls First Nation	4	6
Matawa Four Rivers	2	3
Neskantaga First Nation	1	1
Nibinamik First Nation	1	1
Red Sky Métis Independent Nation	2	4
Webequie First Nation	6	10
Wunnumin Lake First Nation	2	2
Total	**18**	**36**

2.2 Engagement Results and Feedback Received

A comprehensive overview of the engagement activities and feedback received during the gathering is provided in this section. Detailed accounts of passport participation, project overviews, panel discussions on consultation approaches and Aboriginal Treaty Rights and/or Interests, Expo booth questions and comments, and general thoughts on Expo booths are included.

2.2.1 Passport Participation

Passports were distributed to participants for use throughout both days of the gathering. During the Expo, participants were encouraged to visit each booth, ask questions, and share their thoughts to foster mutual learning and understanding between the Project Teams and participants. Before leaving a booth, a stamp was placed on their passport. Once all booths had been visited and stamps collected, completed passports could be submitted for a chance to win a $500 prize in a draw. There were approximately 5 passports between each event that were submitted for the draw. ** Please note that due to the gathering in Thunder Bay and Timmins being back-to-back and the number of passports received were from both spaces.

2.2.2 Project Overviews

2.2.2.1 WSR Overview

During the project overview presentation, the WSR Project Team provided a summary of the Project, including the preferred corridor, camp and pit/quarry locations, and engagement and consultation activities undertaken to date. The Project Team also outlined the feedback received to date, the current project status, the decision-making process, next steps in EA/IA process, elements of the draft EAR/IS review process and the upcoming timeline/schedule.

Table 2 - 2 WSR Overview Presentation – Workbook notes

Source	Community Affiliation	Comment
Workbook	Webequie First Nation	I am aware of the WSR project and what stage this EA is currently at. As a community member, I see that not too many younger people attend or participate in the engagements. But it would be good to create materials for them to review about this project and the opportunities for them.
Workbook	Webequie First Nation	The community will benefit from the roads and connecting to major highways down south. They'll bring in and get their family and community supplies for all seasons. The community will access and use their land base in forests and will benefit for access to harvest their traditional means of fishing and medicines.
Workbook	Aroland First Nation	Our community is just starting to have a little bit of communications between our First Nations. AFN, WSR.
Workbook	Red Sky Métis Independent Nation	Good presentation. Again, are they replanting in the areas that have been disturbed i.e.: berries, trees so birds and animals will return.

2.2.3 Panel Discussion: Consultation and Engagement Approaches

A panel discussion took place, moderated by Jennifer Ashawasegai-Periera, and included Michael Fox, the NRL Project Co-lead & WSR Project Lead, and Qasim Saddique, MFCAR Project Lead & NRL Project Co-Lead. The discussion consisted of an insightful session on the role and purpose of consultation in projects.

The panel discussed the various ways the Project Teams have connected with Indigenous communities and the public. Participants learned about the best practices, barriers faced, and what the next 120 days of community consultation will look like for the WSR and MFCAR projects during the circulation and review of the Draft EA/IA reports (i.e., WSR EAR/IS). They also learned about ongoing engagement and consultation opportunities for the NRL Project. Feedback from community representatives during the Question & Answer (Q&A) session provided an opportunity for communities to help guide future consultation efforts across all projects.

Table 2 – 3 shows the question/topic of discussion from the moderator and corresponding answers by panel members.

Table 2 - 3 Panel Discussion: Consultation Approaches

Valhalla Inn, Thunder Bay, Ontario				
Date	**Associated Project**	**Panel Question**	**Panel Responder**	**In-Person Response**
February 19, 2025	MFCAR and NRL	Importance of consultation?	Qasim Saddique	People who are planning these roads it is impossible to plan in a silo. Trying to convene conversations like this to ensure the Indigenous proponent communities and the neighbouring communities have a chance to talk about the projects and what potential impacts it can have. Peoples hopes, aspirations, fears, concerns can be discussed and this means having tough conversations in a forum as well. This is what consultation is about. It enables and guides us and creates the decisions on the roads.
February 19, 2025	WSR and NRL	Importance of consultation?	Michael Fox	WFN and MFFN had a set of principles guiding the projects, for WFN they have the three-tier model which is a worldview that they hold and are adopting on the projects. This is included in the Terms of Reference, and the three-tier model recognizes that neighbouring First Nations have shared language, culture, history, land use. This is part of the fundamentals driving consultation on these projects. The province delegates procedural aspects of consultation to proponents. WFN and MFFN have to consult their own members and other communities.
February 19, 2025	MFCAR and NRL	Tools in consultation being used?	Qasim Saddique	One of the tools unique for these projects, is the fact that First Nations are leading these projects. Consultation does not happen without nation-to-nation conversations. Leadership talking together helps facilitates the ability to go into communities to consult. Alignment between leadership

Valhalla Inn, Thunder Bay, Ontario				
Date	**Associated Project**	**Panel Question**	**Panel Responder**	**In-Person Response**
				about what the intent is behind the engagement and the Project itself. This is only possible as an Indigenous proponent and using. the relationships that exist in this room as well. Many of us have worked together on different initiatives for over the years and this has been enabling for the projects. The unique challenges that we face in the remote north, such access to internet through Starlink has changed how we consult allowing for. collecting feedback online, releasing videos, and making things more accessible. Of course, there is no substitute for direct face to face engagement with communities.
February 19, 2025	WSR and NRL	Tools in consultation being used?	Michael Fox	EA and IA are planning tools for government. WFN and MFN are also integrating their own Indigenous principles as tools as well in the EAs/IAs for WSR and NRL. Listening is a tool to understand the Indigenous worldview. WFN and MFFN are using their own tools and the planning tool of government to serve their own purposes. Another important tool for consultation is time and money that allows more time for Indigenous reviews and engagement activities. The Crown is providing the capacity resources to enable Indigenous communities to participate in the EA/IA process.
February 19, 2025	MFCAR	Which activity do you find we have had the most engagement on?	Qasim Saddique	Engagement activity has been a function of what stage the project is in. At the early stages of the MFCAR project we had difficulty getting into communities to consult. The early days were lean in terms of opportunities to consult with community members. In early

Valhalla Inn, Thunder Bay, Ontario				
Date	**Associated Project**	**Panel Question**	**Panel Responder**	**In-Person Response**
				phase remote communications was used effectively. This including such things are email blasts and then videos to communicate the issues and studies. Once the project evolved, further engagement and participation occurred with an uptick in Open Houses and in-community sessions.
February 19, 2025	WSR and NRL	Which activity do you find we have had the most engagement on?	Michael Fox	There are 22 communities with different constituencies, and therefore different methods need to be used to engage across the demographics. Today is an example of a different method. ATRI forums started a few years ago and have been integrated within the EA and IA processes. This is the fourth 3 Road Projects event. Pre-Covid we were going into communities (pre-TOR submission), then Covid happened, and we had to pivot because we could not go into communities. The approach with communities involved at this time involved online methods, teleconference, fax etc. including providing translations. Now that we are allowed back in communities, engagement is a multi-dimensional approach. We give a range of options for communities to engage.
February 19, 2025	MFCAR	120 days of consultation	Qasim Saddique	The 120 days is the time available to communities to review the Draft EA/IA reports (WSR – EAR/IS). Communities will review in their own way, using community experts, leadership, key contact people, as well as external experts. The project teams can meet with communities directly in person to discuss the report and hear feedback from community

Valhalla Inn, Thunder Bay, Ontario				
Date	**Associated Project**	**Panel Question**	**Panel Responder**	**In-Person Response**
				members. Individual First Nations can identify how they want to consult on the draft reports. The project team will prepare responses to the concerns brought up from reviews and will show how concern will be addressed in the final EA/IA report, which is an interactive process.
February 19, 2025	WSR	120 days of consultation	Michael Fox	If you read the ToR notice of decisions for the projects, what was unique is that Ontario (Ministry of the Environment, Conservation and Parks) wanted WFN and MFFN to prepare three different reports along the environmental assessment process (Milestone reports) on progress and outcomes of consultation. Targeted consultations on the cumulative effects assessment were also required and is being conducted. All of this is documented in the draft EA/IA report, including the Record of Consultation.

Following the panel discussion, participants were provided with the opportunity to ask questions. Table 2 – 4 details the comments raised by participants and initial responses provided by panel members during the panel discussion on consultation and engagement.

Table 2 - 4 Consultation Panel Discussion Questions/Comments

Valhalla Inn, Thunder Bay, Ontario			
Date	**Comment**	**Responder**	**In-Person Response**
February 19, 2025	I am a trapper and hunter; I am in politics for all my life. I am glad to be here. I was asked to come out to help out, based on the teachings from the Elders that I work with. At the time of the Ring of Fire crisis when the discovery happened (August 2007) everybody was running around. Three years later I was listening to an Elder from MFFN, his stories were written down	Jennifer A-P	Thank you for sharing your community's perspective. Miigwetch.

Valhalla Inn, Thunder Bay, Ontario			
Date	**Comment**	**Responder**	**In-Person Response**
	and put on papers and he made some statements about who we are as Indigenous People regarding our homelands and everything else. He called upon everybody to pause and to think about the homelands of ancestors and future generations. Knowing what will happen, how much activity will take place, how much responsibility will be taking place, when you talk about the control of the area, how much do we want when we want something from them? and he said that we have to think about this for the next ten years. In 2020, we had meetings back and forth, we had a meeting with government officials and federal officials and provincial officials, so often times they can't listen to our priorities and issues. we created our own issues and seen that what our children will need for the next 30, 50, 100, 5000 years, what kind of education will they want to get for themselves to survive. to follow the natural law, the Creator's law. That's why you don't see any tall buildings in our homeland, we were living in the natural law. Everything in it is contained in our minds and souls and spirits, in our women and elders. it is important that we incorporate everything in this process. Our culture and language are so important to incorporate into the planning of this project ahead of us. But it will happen however it had to be and in the hands of our leadership. We don't want to repeat what the colonial system did to us, everything was done for us, we could hardly do much at the time dealing with Indian Affairs and social services and the police. They did a lot of damage to our nation still happening today. Residential school survivors have generational impacts. They are in crisis every single day because we lost our identity, culture, natural law and teachings. We lost everything. They have to do that now before they go into our homeland. They have to understand. The top government is always dictating what we are interested in		

Valhalla Inn, Thunder Bay, Ontario			
Date	**Comment**	**Responder**	**In-Person Response**
	terms of our priorities and the things we need to work on, and it is hurting our people back home. Everything is being dictated now by these governments. They don't want to meet with us, have face to face meetings because they know what they are going to be told. They will be told you are not going to decide our future anymore. This is a mistake what happened. Even our Elders were taken away and left the issue on the table still there. The priorities should be healthy living and it's not happening. So, we want to see all of these priorities be addressed and implemented and delivered right to our homes. Also respecting how our traditional ways and life. And it's sad and every time we go sit down with government people; they don't take our word. I talk to my Chief and Council and Elders all the time. So, this for the next 120 days is only in the best interest of the government, not our people. They see us before, they heard us before, this is not our way. When we want to go something for better and they know what to say. And also, the mining they will have to be equal for these homelands where the mining will happen. We all know the mining act and trade law what that is going to do. We only get what is left over after the profits. Our money has been mismanaged in Ottawa and even in Ontario. Our members have never seen it. We could have built our roads and mines a long time ago.		
February 19, 2025	I am a member of Council. I am going to tell a story in my own language. The aspirations of the members starting with Chief Eli Moonias when he was Chief, spoke about how he wanted to help the members of Marten Falls with costs. The first road he made was a snowmobile trail to Nakina to lower some costs, but he can only bring so much on the trail, so the other means of travel that came into play was the tractor train that used to bring in supplies. 3 or 4 sleighs with supplies. That was too slow. They decided to build a winter road. It was a lot better and faster but there is only a small	Jennifer A-P	Miigwetch.

Valhalla Inn, Thunder Bay, Ontario			
Date	**Comment**	**Responder**	**In-Person Response**
	window of usage and getting worse all the time. Now a fourth project with the all-season road right now. the Chief envisioned that along with this road, the people would benefit from jobs, ownership of things, most of all the hauling of equipment and supplies. To this day we are still working on the aspirations to alleviate some of the concerns at the community level. An all-season road will be useful for future generations. This is what he would like to see. Supplies will be cheaper and there are always the negative effects like drugs or things like that but that is to be expected. Miigwetch.		

Consultation and Engagement Panel Discussion Questions/Comments from Workbooks

Source	Community Affiliation	Comment
Workbook	Webequie First Nation	Good panel and good discussion from each of the projects. Many ways how to go about engaging First Nation communities. I know that some communities are very careful of the word “consultation” including communities who are not fully on board of these road EA/IA studies. All First Nation communities deal with consultation in many ways and community protocols they follow for consultation.
Workbook	Constance Lake First Nation	River + Provincial Park. Have a say in projects around. Bob – comm lead project – provide the ‘ok’ go through land. People – on guard of development.
Workbook	Webequie First Nation	Panel members are doing a good job by having an open discussion on the topics of participants/ attendee’s interests. Need more input from younger generation. Young people, women and Elders.
Workbook	Aroland First Nation	Very good.
Workbook	Red Sky Metis Independent Nation	Information was good. I think information delivered should be in a summary format in simple terms so they can truly understand what is in the summary. Some First Nations feel not listened to or understand their needs.

2.2.4 Panel Discussion: Aboriginal Treaty Rights and/or Interests

The ATRI Panel focused on Aboriginal and/or Treaty Rights and Interests and how they are considered in each of the EA/IAs for the three road projects. Project Teams and community representatives shared their perspectives, highlighting the importance of these rights and how they influence collaboration and decision-making in the EA/IA processes.

Moderator:
Steve Lindley, Senior Project Advisor
Panel Members:
Mishal Naseer, Indigenous Relations and Socio-Cultural Lead,
Mark Knell, Senior Indigenous Engagement and Impact Assessment Specialist,
Rowena Moonias, MFCAR Community Representative

Table 2 – 5 provides a detailed analysis of the questions and responses from the panel members, offering insights into their perspectives and the collaborative efforts involved in addressing Aboriginal and/or Treaty Rights and Interests.

Table 2 - 5 Panel Discussion: Aboriginal Treaty Rights and/or Interests

Valhalla Inn, Thunder Bay, Ontario				
Date	**Associated Project**	**Panel Question**	**Panel Responder**	**In-Person Response**
	MFCAR	Intro	MFCAR Community Representative Rowena Moonias	When it comes to development on our lands, we have to be involved. You hear people from Toronto say, "there's nothing up there, we can develop up there". There are good people who have been living here for generations. I feel a heavy weight on my shoulders. The landscape and what we knew will change. it's very crucial that we never lose sight of the knowledge that we have as First Nations People as sometimes ignored by government and industry.
	MFCAR	What is the difference for the Indigenous proponency?	MFCAR Community Representative Rowena Moonias	They made a dam at the beginning of the river, the provincial park they put in, we didn't have any say in these, and these are directly on our territory. Being proponents, that won't happen again, we will have the ultimate say.
	MFCAR	What is the difference for the Indigenous proponency?	MFCAR Community Representative	I've always had an issue with "community led project". I think I look at it differently because yes, we provide the OK to go through our

Valhalla Inn, Thunder Bay, Ontario				
Date	**Associated Project**	**Panel Question**	**Panel Responder**	**In-Person Response**
			Rowena Moonias	lands but in order to proceed in that direction, we have to negotiate funding with the government. What it means to the people, when you're used to and always on guard about what the government is going to do without the knowledge of First Nations people, you are always on guard. When we started our land use planning and the ring of fire, our members said we might as well do what we can because they are going to go ahead without our permission just like they did with parks. There is always that mistrust going forward. Right now, we are doing our land use planning. been at it for 15 years now. Each year something develops, explorations are still going on. There doesn't seem to be any pull back from a development perspective and that is why we did our land use planning at the advice of our members what protections they wanted around the areas where they were born. So, we talk to them, and we try to provide protection as much as we can along the lakes and rivers with the tools that we have at our disposal at the moment. and I am sure more will come in the future. It is better to be part of something and moving forward and putting in our members say. Not just standing on the sidelines. We just get run over. Any movement of any kind provides a positive and negative and it is when we come to those challenges when we have to think about how best to address them.
	MFCAR	What is your perspective on how the ATRI was done on MFCAR? What	MFCAR Community Representative Rowena Moonias	The EA report just came out, so the community has not read it yet, so hard to say if they feel their perspectives are reflected. Hard to say how others think or feel. But we have reflected a lot of fears from

Valhalla Inn, Thunder Bay, Ontario				
Date	**Associated Project**	**Panel Question**	**Panel Responder**	**In-Person Response**
		advice to do you have for NRL?		members but also the positive impacts they are looking forward to. Fears around drugs and alcohol, but we already had that. We are looking forward to access to health care via the road and not relying on planes. They are completely dependent on the weather. The community is supportive of MFCAR for the most part because of these positive impacts.
	MFCAR	As they have been going through the process, is there still a fear in the community that they are not reflected in the process?	MFCAR Community Representative Rowena Moonias	When you go to meetings sometimes in your own community, not all members show up. It has been a challenge. But I think a lot of them, like the lady who stood up here yesterday, she stood up and asking what is going to happen to certain areas. There is a general interest from each clan/family. They are very interested in the aspects that affect their areas. When we had these meetings, the main considerations were around the influx of non-native people in the area and drugs/alcohol, policing of the roads, ownership of the road. People have their own concerns one by one.
	NRL	What inputs are required in order to conduct the impact assessment on ATRI? Specifically, the way the TISG and ToR were provided.	Mishal Naseer	The thing that came to me yesterday as we were presenting the Project Overview is we launched the Indigenous Knowledge program. The goal of that program is to understand what information communities to share in terms of their ATRI and how they want to collaborate. Providing inputs into the setting of the baseline conditions. We showed a diagram in our presentation, and it shows the tools we have to take in existing information communities want to share with the Project. For example, CBLUP, information from previous projects. This kind of existing knowledge base is what we hope

Valhalla Inn, Thunder Bay, Ontario				
Date	**Associated Project**	**Panel Question**	**Panel Responder**	**In-Person Response**
				communities will share with us. In situations we don't have access to this information, we are looking at other publicly available sources (desktop research). These are the inputs in terms of existing knowledge base. For the IK program, another aspect is Project-specific information, in Project study areas. Information communities find important and willing to share. When we have the Open Houses, we explain that we have a field monitoring program that involve community members going out into the field with the Project monitoring teams. Some communities have shared mitigation measures they want to see. IK can inform any of the valued components being considered in the project.
	WSR	What inputs are required in order to conduct the impact assessment on ATRI? Specifically, the way the TISG and ToR were provided.	Mark Knell	Mark spoke about the baseline and how information is considered from communities. We try to work through this regulatory process in a way that keeps the assessment real to the communities in terms of what we mean by baseline, effects assessment, mitigation, and other technical terms. Trying to make it as grounded and accessible as possible so that the project team can get input. The idea and understanding of EA/IA are there, but the technical language can keep people from sharing their knowledge.
	NRL	Two-eyed seeing, integrating Indigenous and western info and concepts into things like fish and water. Can you talk about this method of information	Mishal Naseer	When we do outreach with communities, whether they come to the table or provide the information in an aggregate format. We take that information back and we put it on our own internal maps and work through the overlay of this information with the Project information/data. For example, talking about a water crossing and fish spawning areas on

Valhalla Inn, Thunder Bay, Ontario				
Date	**Associated Project**	**Panel Question**	**Panel Responder**	**In-Person Response**
		collection and how impacts and mitigations are then assessed?		a map. Indigenous science and knowledge are driving our process. The WSR, MFCAR and NRL are very innovative projects because they are community led, and the approach is informed by the proponent communities. We look at what an effect would be and how we would mitigate, including how communities' concerns are addressed. We look at how the project can impact a community member land-use activities in the area. In general, the project teams try to look at holistic impacts on community. As part of the EA/IA we e go back and validate information we receive from communities. Communities are very focused on how they are impacted by these projects. For those of us with experience working on multiple projects, we have a sense now that the process has to be holistic, not all rights and interest can be put into a box, as they are part of an ecosystem. Our approach of going back to the community is to help us understand if we are doing it right with regards to baseline information and assessment of impacts.
	WSR	Give us a sense of how you go from the baseline information and move it through the assessment process to address the potential impacts to ATRI	Mark Knell	The project team as part of the EA/IA looks at change and how when you introduce an activity or Project in a community, there are going to be changes that can be positive and negative (also different for different communities or members). What we try and do is look at a clear and accessible way of presenting what that change can look like. We to look at what changes will take place and then what you end up with afterwards. The EA language originated more in a science environment. What we are talking

Valhalla Inn, Thunder Bay, Ontario				
Date	**Associated Project**	**Panel Question**	**Panel Responder**	**In-Person Response**
				about in the EA/IA I how communities can be impacted and how communities can have their social services, economic livelihood, health affected by Projects, in their rights as protected under the section 35 rights of the constitution. We take a similar model where we think about the changes but what we need to do is really fit our understanding into how the community views its values, how they are expressed and from there we look at having a flexible approach to how rights can be affected. For the projects that we have been working on, it's important to look at it holistically. Not just how communities will be affected regarding hunting/fishing/trapping, but also about wellbeing of communities and how rights can be expressed when community conditions are not good or lacking in some ways. By looking at it from a holistic perspective we can begin to understand effects on communities and then looking at through a lens of rights that are held by Indigenous communities and how those rights can be affected adversely by these projects. Working through EA/IA process is a way where we draw out the community values and how those can be impacted.
	MFCAR	What is the process on the community side for reviewing the EA and telling the analysts if they achieved the ATRI objectives, we have been discussing this morning?	MFCAR Community Representative Rowena Moonias	The MFCAR Project that we working is a means to really understand where the First Nations are coming from and you have to walk in their shoes. It important that you go to their communities and live with them and talk with them to fully understand as each community is different. They have different visions about how they want to proceed. With the tools that were provided to us, and with all the information we have gathered, we

Valhalla Inn, Thunder Bay, Ontario				
Date	**Associated Project**	**Panel Question**	**Panel Responder**	**In-Person Response**
				want to deliver the EA/IA in a way that the community will understand. I want to reach out to all of our members as I don't feel right that we say we engaged with the community when, so few people show up to the community meetings. We try our best to voice this because I want them to truly understand where we are going and if they are on board with it. The sessions we have in our community meetings, and through newsletters, radio, Facebook etc. we don't always get feedback. You get some but you wish you had more. To really understand the aspirations of the people, it's about being with them. This is how you know what First Nations people all are about. Some of our members married non-native people and I met one of these and non-native people that had a full understanding of what native people were all about because he lived in the community. There is a lot of work to be done, and I don't find it a perfect system as it's got flaws. From what I have seen through the years of working has evolved. My Dad was Chief of MFFN for a while and went to a NAN conference. They asked him a question about how to proceed. He was very blunt and said to this point the old leaders messed up and it is up to the next generations to pick up where we left off and keep moving forward. This is what I see now as younger people are growing up and the leadership in them. They have more understanding, and they see they have their rights. When we talk about Treaty, you need to understand when they were signed by the governments and leaders at the time, and that we were just told to sign.

Valhalla Inn, Thunder Bay, Ontario				
Date	**Associated Project**	**Panel Question**	**Panel Responder**	**In-Person Response**
				The treaty was made by the governments and Ontario is the one that moved it toward what would benefit them and not the First Nations People. Right from the beginning there was mistrust, with governments trying to obtain their own interests and not for our people. It is crucial that we as First Nations people really educate our people now about what is going to come once this road is built. It's not a black and white approach and is a complex issue. I can't say all members understand and are okay with the project. Older people are saying they like the land the way it is, but the younger people want freedom.
	WSR	What happens next? We talk about net effects. There is still some residual concern. When you add all of those up and all the mitigation measures. How do community members know that these mitigations will be followed through?	Mark Knell	Hearing about this in the breakout rooms yesterday where some communities were asking will there be follow up and concern raised that request to review 1000 pages of the EA/IA report and assuming community members will understand these commitments to mitigation that are sprinkled throughout is not realistic. What the Project Team wants to do is understand where communities are at. We have heard a lot from Webequie and other communities about needs and opportunities to be engaged as part of the Project. What we have been working on is taking the outcomes of these assessments where potential negative effect or positive effects are possible, and we are creating a Community Readiness Plan (the Plan). Taking these commitments in the Plan and moving them into a space where you can talk to the community about their concerns and how the project will be planned for at the community level. For example, planning for safety for

Valhalla Inn, Thunder Bay, Ontario				
Date	**Associated Project**	**Panel Question**	**Panel Responder**	**In-Person Response**
				vulnerable groups, training youth for the right jobs etc. We will of talking to communities to get their input into the Plan and have them be owned by the community. The Plan is tied into commitments through the EA/IA. WFN has done a lot of community planning, so aligning the Community Readiness Plan with their existing community plans is important.

ATRI Panel Discussion Questions/Comments			
Date	**Comment**	**Responder**	**In-Person Response**
February 20, 2025	We are concerned about the engagement process in the provincial EA. I've been involved in my community leadership and governance since 1973. Community engagement and consultation has been happening for various external interests and projects with various departments. But we are dealing with the same people. The biggest number participating maybe 30-40 of 800 people. We are different as Anishinaabe people. We are not the colonial system; we are inherently empowered by the natural laws. Our leaders were our grandmothers. Today we talk about Section 35.1 (1982). He made a big mistake. We said no, took opposition to that but it went ahead. We affirm and recognize ATRI in Canada. We have to look at this, thousands of young people. They want to call us Elders, but they have not given us a certificate yet. Anyway, we have to look at this as the next generation. They would want a good governance, education, socio-economic, political - not external interference. They want their own good livelihood. We knew what we had before. We knew our process of governance. Our relationships with external governments. Wellbeing for everyone - we are one. They are going to need a good economic	Stephen Lindley	Miigwetch

ATRI Panel Discussion Questions/Comments			
Date	**Comment**	**Responder**	**In-Person Response**
	program. Our livelihood is so important. We have to keep that. Canada and the provinces, this is your job, you must protect ATRI. Working on this for over 40-years. It's a hard job. I really appreciate your comments from the panel.		
February 20, 2025	Thank you for the information. I do have some comments and a question. I've been writing some stuff here during the panel. I often see people coming in, governments, agencies, and they do a lot of interviews of Elders and young people. As far as I can remember, I don't know what they are looking for. The treaty that was given to us by the government. But before that we had our own treaty and exercise to practice on our land. To hunt, fish, snowshoes and all that. We survived out on the land. Even before the hunting, we had our own way of catching the fish in the river or creeks, fish traps. I remember seeing that when I was young. That was one of the best ways to catch fish, from the creator to use as Anishinaabe people.	Stephen Lindley	Miigwetch

ATRI Panel Discussion Questions/Comments from Workbooks		
Source	**Community Affiliation**	**Comment**
Workbook	Webequie First Nation	This was an excellent panel and the discussion they had maybe bring in other FN/Groups that can share their experience. Maybe invite 2 or 4 youth from each community.
Workbook	Webequie First Nation	Very interesting discussion on ATRI. I like hearing some feedback on the Aboriginal Treaty Rights discussion on various topics. Need more direct engagement from youth, women, men, Elders – both male and female.
Workbook	Aroland First Nation	1. Need more Native people on the panel. 2. More time for questions. 3. People that can speak on the land for their traditional area.
Workbook	Anonymous	Monies available to do studies of I.K. Wasn't this done by the corps. Projects are Indigenous led. Can FNs join NRL? Not aware of it.
Workbook	Red Sky Metis Independent Nation	The question-and-answer session was great.

2.2.5 Expo Booth Question/Comments

2.2.5.1 WSR Booth Questions/Comments

Table 2 – 6 shows questions/comments received during the WSR Expo Booth in Thunder Bay, Ontario on February 19 & 20, 2025.

Table 2 - 6 WSR Expo Booth Questions/Comments

Valhalla Inn, Thunder Bay, Ontario				
Date	**Associated Community**	**Comment**	**Responder**	**In-Person Response**
February 19, 2025	Aroland First Nation	Noted that ARFN is working with MFCAR right now. Indicated that ARFN is starting to get information from Webequie FN about the WSR Project. Member asked to be included on the correspondence list for WSR updates.	Jennifer Ashawasagai-Perreira	Encouraged member to sign up for the breakout sessions. Provided community representative with presentation from the morning.
February 19, 2025	Aroland First Nation	Member indicated ARFN has had a discussion with MFFN before and is awaiting a partnership, but not Webequie FN. "We (Matawa First Nations) should all be together as one but that didn't occur. We had a good plan in place to go forward as one but that is not what happened." Member said he blames the consultants for informing the leadership wrongfully, but that is his opinion. He thinks that there should have been a vote democratically but that did not happen.	Jennifer Ashawasagai-Perreira	Recommended that member attend the break-out sessions and helped him register. Shared the project update presentation slide deck from the morning and latest newsletters. Recommended that Joe talk to Gordon Wabasse.
February 19, 2025	Webequie First Nation	Chief marked out his cabins on the map (4 cabins on his trapline). Explained that Webequie (WFN) allowed the road in hope to help future generations. Also noted that WFN members feel confined to the reserve. Chief brought up a scenario of a court case	Jennifer Ashawasagai-Perreira	No response necessary, General discussion

Valhalla Inn, Thunder Bay, Ontario				
Date	**Associated Community**	**Comment**	**Responder**	**In-Person Response**
		of a family who has a trapline and was in the court's favor; if this is the case for his cabins and trapline, there should be no problem. He said he is unsure what it is going to take to ensure that the territory is recognized for WFN; WFN just has to assert our rights. He said that WFN has to meet halfway and work with the government and collaborate where they can. Also commented about the winter road and how the season is short this year.		
February 19, 2025	Webequie First Nation	1) Shared concern regarding the aggregates required to build the road from WFN to the Ring of Fire. There is a natural supply within the reserve itself, and that supply may not be able to cover maintenance over the years. 2) Shared that from an aerial view, you can see barrels of fuel oil that was left in some areas from previous projects. 3) Shared that the land shifts. Elders have mentioned that the land appears sunken in as if it had been cut, the land shifts for some reason. This is the type of knowledge that Elders have passed on. 4) Explained that the land needs to be maintained for it to be healthy and the knowledge needs to be passed on. Otherwise, there are overgrowths in animal populations, etc. This is what should be taught to the young people - how to maintain what is there.	Jennifer Ashawasagai-Perreira	"1) Good question that we can ask our Project Team 2/3/4/5) General discussion with Jennifer. "

Valhalla Inn, Thunder Bay, Ontario				
Date	**Associated Community**	**Comment**	**Responder**	**In-Person Response**
		5) Talked about language and the need for revival. He speaks his dad's language because he was an Elder and spoke in the way that he lived it. It is something that needs to be lived to have a full understanding.		
February 20, 2025	Marten Falls First Nation	Said he was from Ogoki. Asked about 2 crossings at the Albany River.	Jennifer Ashawasagai-Perreira	Jennifer told him that the crossings were part of the MFCAR Project and referred him to that booth.
February 20, 2025	Webequie First Nation	Asked if the draft EA was available yet and if he could have it on USB.	Jennifer Ashawasagai-Perreira	Indicated it is not ready yet, but she would follow up with Craig.
February 20, 2025	Red Sky Métis Independent Nation	Comment: Impressed with the planting of natural vegetation alongside the road to ensure the road maintains its integrity (referring to presentation print out that was black and white)	Jennifer Ashawasagai-Perreira	Provided materials available at the table - newsletters, presentations.
February 19, 2025	Nibinamik First Nation	Indicated he wasn't at the event for day one. Asked a question about what the term "Indigenous Engagement" means. Noted that he could try and get a community contact to assist in scheduling a community visit for the WSR, NRL, and MFCAR teams to come into the community and do a presentation for community members. He said it was ideal for all teams to have a meeting all in one day and have an Ojibwe translator present. He said it is important that the community has a chance to hear about what is going on. Commented that the road will improve	Jennifer Ashawasagai-Perreira	Provided materials available at the table - newsletters, presentations, hand out about the draft EA. Told him we are getting ready to release the draft EA and provided the handout on how to provide feedback. Jenn explained that the team does Indigenous engagement through community visits where Don does a project update presentation, they sit with members and talk about the topics,

Valhalla Inn, Thunder Bay, Ontario				
Date	**Associated Community**	**Comment**	**Responder**	**In-Person Response**
		access to education, and it is important to build some economic framework to benefit the youth. Commented that the road will also improve access to mental health resources and mental health in general. Noted a community challenge of a low number of youths in the workforce. Commented that the project has to be looked at as a whole with MFCAR and the NRL. Commented about the winter road season and concern that it is getting shorter each year. The road is important for hauling things into the community each year and the window that it is open gets smaller each year.		look for feedback on what they like and don't like which they take back to the Project Teams. Explained that the team also does radio shows, livestreams, email blasts. Explained that the team tried to go to NIFN in December but the flight on cancelled due to fog, since then the team has been trying to reschedule the trip. Jennifer gave him her card.
February 19, 2025	Animbiigoo-Zaagi'igan Anishinaabek	Comment: WSR is a bit far too north for us	Jennifer Ashawasagai-Perreira	General discussion and provided all the materials - swag, 2 latest newsletters, EA information, presentation from previous day, map, WSR road facts.

WSR Expo Booth Questions/Comments from Workbooks		
Source	**Community Affiliation**	**Comment**
Workbook	Webequie First Nation	Being a Webequie Member and on FN work group, I am aware of this project way better than the other two studies.
Workbook	Webequie First Nation	Good job on the display & presentation in all areas of the road and environmental assessment process. Need more engagement with youth, women, men and Elders within 120-day period.
Workbook	Anonymous	WSR and AFN need to chat. WSR is fairly advanced. Economic opportunity. Engaged with ministry. (Could not read next sentence). Took the comprehensive assessment – 35 communities to consult – some opted out. MFFN Approach WFN for the NRL for our economic benefit. Draft report March – 120, 60 day-Nish. 1 yr for the fed/prov to approve the EA.

2.2.6 General Thoughts on Expo Booths

Table 2 - 7 Expo General Comments from Workbooks

Source	Community Affiliation	Comment
Workbook	Webequie First Nation	Good information and material/handouts. Everyone was informative and knew their roles/projects.
Workbook	Webequie First Nation	Overall is well done.
Workbook	Aroland First Nation	Good information.
Workbook	Red Sky Metis Independent Nation	Love the booths, the people are so informative.

2.2.7 Breakout Sessions

The breakout sessions were situated in separate rooms with different members of the Project Teams where communities could sign up for a breakout session with each of the three projects throughout the afternoon on both days. The primary focus was to ensure the conversations were Indigenous-led and to highlight the community-specific issues and concerns that have been identified throughout consultation and engagement efforts.

It is noteworthy that all breakout session conversations are confidential to each respective community and can be found in the individual project reports (refer to Appendix G of this report).

WSR Breakout sessions – The Project Team members discussed the ATRI process and community-specific assessments for which the team would like to further engage communities, including key findings of the EA/IA and engagement options available to provide feedback from the review of the draft EA/IA.

Table 2 - 8 WSR Breakout Session Workbook Comments

Source	Community Affiliation	Comment
Workbook	Webequie First Nation	Overall good for day 1 &2. Well done.
Workbook	Aroland First Nation, #242	Our First Nation is in the process of having talks with the First Nation. Chief and Council will start.

3.0 Timmins

3.1 Event Overview

The Three Road Projects Gathering and Expo in Timmins on February 25 and 26, 2025 at the Cedar Meadows and Spa was a significant gathering focused on the Three Road Projects.
The two-day event featured sessions designed to provide comprehensive information on three projects, including technical details and future events. Discussions covered Aboriginal and/or Treaty Rights and Interests presenting insights from each project's consultation efforts. The event also aimed to hear from community members, allowing them to share information and ask questions, ensuring their voices were heard and concerns addressed.

3.1.1 Agenda Summary

On Day 1, attendees received high-level project overviews and updates on the current status and future plans for all three projects. The morning included panel discussions on consultation and engagement, followed by Expo booths and breakout sessions in the afternoon. The Consultation and Engagement Panel provided insights into efforts to connect with Indigenous communities and the public and explored the draft EA/IA reports (for the WSR (i.e., EAR/IS) and MFCAR projects (EA/IS). The team discussed the role and purpose of consultation and engagement, emphasizing their connections with Indigenous communities and the public. They shared best practices, addressed barriers, and outlined the next 120 days of community consultation for the WSR and MFCAR projects during the circulation and review of the draft EA/IA reports. The Q&A session provided valuable feedback from community representatives to guide future consultation and engagement activities across all projects. Subject matter experts were available at the Expo throughout both days, offering detailed information on various topics.

On Day 2, the ATRI Panel delved into Aboriginal and/or Treaty Rights and Interests, discussing its significance in the EA/IA process for the three Road Projects. Participants engaged in Expo sessions and breakout sessions to gain deeper insights into the projects and technical elements, and to share their perspectives. The event aimed to ensure Indigenous-led conversations and addressed community-specific issues and concerns identified during the consultation efforts.

3.1.2 Registration & Participants

3.1.2.1 Sign In Process

Participants were welcomed by Project Team members at the entrance of the gathering room. They signed in and received directions on Workbooks, Passports, the afternoon Expo, and housekeeping for the day. A total of 7 individuals signed in for Day 1 of the gathering, and 16 individuals signed in for Day 2.

It is noteworthy that the number of individuals who signed in does not reflect the total number of participants in the gathering, as not all attendees opted to sign the sign-in sheets. Sign-in sheets and related information are provided in Appendix B.

3.2 Engagement Results and Feedback Received

A comprehensive overview of the engagement activities and feedback received during the gathering is provided in this section. Detailed accounts of passport participation, project overviews, panel discussions on consultation approaches and Aboriginal Treaty Rights and/or Interests, Expo booth questions and comments, and general thoughts on Expo booths are included.

3.2.1 Passport Participation

Passports were distributed to participants for use throughout both days of the gathering. During the Expo, participants were encouraged to visit each booth, ask questions, and share their thoughts to foster mutual learning and understanding between the Project Teams and participants. Before leaving a booth, a stamp was placed on their passport. Once all booths had been visited and stamps collected, completed passports could be submitted for a chance to win a $500 prize in a draw. There were approximately 5 passports between each event that was submitted for the draw.

3.2.2 Project Overviews

3.2.2.1 WSR Overview

During the project overview presentation, the WSR Project Team provided a summary of the Project, including the preferred corridor, camp and pit/quarry locations, and engagement and consultation activities undertaken to date. The Project Team also outlined the feedback received to date, the current project status, the decision-making process, next steps following EA/IA approval, the draft EA/IA review and the upcoming timeline/schedule.

No questions or comments were received during this presentation.

3.2.3 Panel Discussion: Consultation and Engagement Approaches

A panel discussion took place, moderated by Jennifer Ashawasegai-Periera, and included Michael Fox, the NRL Project Co-lead & WSR Project Lead and Qasim Saddique, MFCAR Project Lead & the NRL Project Co-Lead. The discussion consisted of an insightful session on the role and purpose of consultation in the projects.

The panel discussed the various ways the Project Teams have connected with Indigenous communities and the public. Participants learned about best practices, barriers faced, and what the next 120 days of community consultation will look like for the WSR and MFCAR projects during the circulation of the Draft Environmental Assessment Report/Impact Statement (EA/IA). They also learned about ongoing engagement and consultation opportunities for the NRL Project. Feedback from community representatives during the Question & Answer (Q&A) session provided an opportunity for communities to help guide future consultation efforts across all projects.

Table 3 – 1 showcases questions and responses from the Consultation and Engagement Panel Discussion.

Table 3 - 1 Panel Discussion: Consultation and Engagement Approaches

Cedar Meadows & Spa, Timmins, Ontario				
Date	**Associated Project**	**Panel Question**	**Panel Responder**	**In-Person Response**
February 25 2025	MFCAR	What is the importance of consultation?	Qasim Saddique	Consultation has helped to define the project and develop a level of understanding of what the First Nations want to achieve and a shared understanding with other communities. It has helped Project Team understand the impacts, mitigations for these impacts that is only possible through meaningful consultation and engagement. As an Indigenous proponent and one of the first road projects in the region, it meant consultation is very important with the proponent communities. We are trying to make sense of what the Proponent community wants to achieve. We have started really

Cedar Meadows & Spa, Timmins, Ontario				
Date	**Associated Project**	**Panel Question**	**Panel Responder**	**In-Person Response**
				broadly with what is purpose, intent and vision of the community. It is a new project, but MFFN has been talking about it for decades. These are long and deep conversations at the community level on this topic, and we want to try to understand and appreciate this process. The project is coming to the point where the Draft EA/IS out that assesses the preferred route for the MFCAR. We could not have gotten to this stage without strong consultation and engagement. This was a remarkable process in itself. To elaborate, we did all of our technical analysis from the environmental and social perspective, and engineering perspective. We thought we had all of the Indigenous Knowledge integrated in this, but through consultation, we were able to fine tune it quite a bit. This means a very deep and meaningful conversation about the crossing of the Albany and the impact on the visual environment and enabling members to continue to enjoy their territory. As well with Aroland First Nation, we had deep conversations with them and alignment at the leadership level. Once we were able to do this and explain what Marten Falls had done and what community feedback was received, we spent a lot of time getting feedback from Aroland FN, because it is paramount for them to be aligned with the vision of the project as it goes through their traditional territory. Without this alignment, there is not long-term success for the project.

Cedar Meadows & Spa, Timmins, Ontario				
Date	**Associated Project**	**Panel Question**	**Panel Responder**	**In-Person Response**
February 25 2025	WSR	What is the importance of consultation?	Michael Fox	It has been a journey for Webequie and included consultation with Webequie and the definition of the project they want. Part of that project definition is the reflection of their aspirations and learning from others. The hardest part was 2 years before the membership really understood that they are the proponent. When we did other studies for other roads, even in that process, the biggest challenge was getting their membership to understand it is their road. There was discussion a long time ago about an all- season road. This took years before the membership got that premise. For Indigenous-led project, therefore what principles are we going to follow. We understand the Crown principles, what are the Indigenous principles. Based on the principles of shared land, language and culture what is our list of communities to consult with. Webequie came up with their own list of First Nations to consult based on their relational networks. This started off with 8 First Nations, and the Crown identified 22 First Nations to consult with. Webequie looked at 5 Nations Energy and how they became proponents of projects (e.g., Watay Power). These are all very different models. Some delivered very little for the community. They looked at these examples, the lessons learned. It was not in isolation that Webequie pursued this. Families have ties to other communities in leadership positions and other. The journey is a collective journey with the regulators. The project description

Cedar Meadows & Spa, Timmins, Ontario				
Date	**Associated Project**	**Panel Question**	**Panel Responder**	**In-Person Response**
				and route were shaped by Indigenous Knowledge. The original maps were much more linear, and members said that there were sacred areas in that path and so the road became curvier to take into account these areas and this knowledge. This is the difference when you have an Indigenous-led project.
February 25 2025	MFCAR	What are the consultation tools that are in your toolkit?	Qasim Saddique	Fundamentally the value of relationships between communities is critical to consultation. Without these relationships, we would have struggled significantly to have discussions with neighbouring First Nation communities. One of the biggest tools as an Indigenous Led Project was the relationships between leadership of communities and memberships. The enabler of conversations were relationships. Even with this, there was initially a few years where communities near the project were not sure if this is a real project - if it was going anywhere. There was a sense of wait and see. As time went on, communities started to appreciate the roles of the Indigenous proponents. This is a really remote part of Northern Ontario and there was not a lot of infrastructure (internet, mobile connectivity). Satellite internet came through later on. With this technology, this enabled more conversations to be had. Remote community meetings are another tool - this was remarkable. Many communities took us up on this offer. People would come and ask their questions and give us an opportunity to respond. As things changed, of course we came back

Cedar Meadows & Spa, Timmins, Ontario				
Date	**Associated Project**	**Panel Question**	**Panel Responder**	**In-Person Response**
				to in person meetings. The unique tools that existed for this project, relationships and desire to meet despite challenges in the pandemic and keeping those relationships going.
February 25 2025	WSR	What are the consultation tools that are in your toolkit?	Michael Fox	With new rules, come new tools. The Impact Assessment Act provided new expectations from the federal regulators - more social studies that needed to be done. Including Indigenous Knowledge which requires engagement. When you are touching people's livelihood like that, we knew that we had to meet in person. Before Covid it was happening but it's not the same with a video. You are talking about people's livelihoods and Webequie knows that in person is the preferred method. We did do livestream and video engagement during Covid restrictions and. had community sessions in this way. We proved it could be done. Now we are back to in person, but all the engagement options are there. If a community choose virtual, this is possible. If the preference is in person, then we are there. We will go old school - we will fax a presentation and go over it on the phone with Chief and Council. We will engage in the method the community prefers. It's a process that deepens. We have done door-to-door survey for projects and that takes time. Sometimes a person could do 9 houses in a day, and other times could only do 1. As much as you want a 1-1 answer, it is storytelling and will keep talking.

Cedar Meadows & Spa, Timmins, Ontario				
Date	**Associated Project**	**Panel Question**	**Panel Responder**	**In-Person Response**
February 25 2025	MFCAR	Is there another engagement activity that has seen a lot of engagement?	Qasim Saddique	At the end of the day, in person is always best. It makes it so much more real. Centuries of evolution to see the body language. There is so much substance to being there in person. Whenever we are invited, we are extremely keen to do that. This is where the most meaningful conversations happen - including difficult conversations. This is how projects truly improve. Then there is the other challenge for these being remote projects. Some people also want to consume material in a different bite-sized way, so this momentum has been our friend as well. We have done videos and livestreams. We try to make them visual. This has had a lot of traction in community, and we have seen a lot of uptakes on this. People always bring these videos up. This has helped us get information out. The more people know, the more they want to talk to us so hopefully this feeds the in-person conversations as well.
February 25 2025	WSR	Is there another engagement activity that has seen a lot of engagement?	Michael Fox	In person without a doubt. You will see the different range of opinions come up. The concerns are really premised on a number of things. We try to tease out what these are. Where you get the best engagement is in person. One session where the open forums because open seasons with open fire. It's always the same people. I remember having big sheets of paper. Are you in favour of the process - not the project. The majority said the process worked for them. Showed that the loudest in the room was actually in the minority speaking out against. Analytics in social media are

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Date	**Associated Project**	**Panel Question**	**Panel Responder**	**In-Person Response**
				helpful tool. We had an idea of weaving the community story into social media and drive traffic to the website and this worked. Community storytelling weaved with the technical information, led to a great increase in metrics through social media. We used this innovation, we put more resources towards getting more community stories to drive more traffic to the website.
February 25 2025	MFCAR	What are the barriers to community consultation?	Qasim Saddique	The biggest barrier for us has been where we have not been able to go into the communities. A lack of something - interest, time, this project is not a priority. We understand that. Every Nation has their own priorities. Some communities make time for us and others don't. This is the biggest challenge for us. Over the years we have had a lot of progress. Been to a vast majority of the communities. Some First Nations we have not been to once. This is not lack of interest and intent to be there, but every Nation has their own priorities. In person is also one of the only places where someone has communicated really positive feedback. Other communities understanding the purpose of the roads and indicating they understand what the proponents are doing and why. Trying to get people to say yes or no, it does not really come that way. Have now seen other communities starting to align with the preferred route. In person can give you the final check. Making decisions without this is precarious.

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Date	**Associated Project**	**Panel Question**	**Panel Responder**	**In-Person Response**
February 25 2025	WSR	What are the barriers to community consultation?	Michael Fox	Some communities are very organized and apply best practices like booking the hall, giving you the date and suggesting bringing food, in order to engage with community members. Chief and Council involvement as well is important. Some of the James Bay and inland communities do this. Some other communities identify that they want to hear about all 3 road projects all at once. Trying to mobilize this is difficult across these different projects. We have 5 communities requesting this. Have seen disorganized practices as well. The are best practice too with e regulators. On the provincial level, when they Ministry of Environment Conservation and Parks approved the ToR, they required there be 3 progress reports on consultation at key milestones in the EA/IA process to allow for input of First Nations. This enforces follow up throughout the process and provides structure and discipline to the consultation and follow up. The other best practice is the collaboration with the federal government in trying to understand what they are expecting. MINES offers participation funding with flexibility to provide communities capacity to engage in the consultation processes. There is also a Memorandum of Understanding that divides the responsibilities between the Crown and the proponents that clearly outlines expectations. This is very helpful.

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Date	**Associated Project**	**Panel Question**	**Panel Responder**	**In-Person Response**
February 25 2025	MFCAR	The next 120 days of review	Qasim Saddique	The next 120 days are about reviewing the EA/IS report. The way the communities review the report, is entirely up to them. We are ensuring the communities receive the draft in the format they want. The job that the provincial regulator has is funding so that they can undertake this review. For MFCAR there is additional funding available that came from a budget that was for Traditional Knowledge, so we are deploying it again since communities didn't all take us up on that. We have also made the review more accessible by creating these folders with summaries of all of the report. There is a USB stick in it with all drafts. This is the community's process; we are at their disposal. We will talk, we will present - we will be there in person or meet virtually. If you just want to ask questions, you can do that too. We are at their disposal for this time. The first 60 days is just for First Nations. the second 60 days includes the broader public. Big priority is to service any requests from the First Nations being consulted.
February 25 2025	WSR	The next 120 days of review	Michael Fox	At the end of the day, in person is always best. It makes it so much more real. Centuries of evolution to see the body language. There is so much substance to being there in person. Whenever we are invited, we are extremely keen to do that. At the end of the day, we are looking for specificity so that we can address the community's concerns in the final EAR/IS. If we get a list of 45 issues from a community, we will then take these and look at enhanced

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Date	**Associated Project**	**Panel Question**	**Panel Responder**	**In-Person Response**
				mitigation measures to address issues of concern. Will then go back to talk to the community about this. The final EA/IA approval with the Crown can come with terms and conditions to further address effects. The review process also involves engagement with communities to understand how each community does their review process. For WSR, the best way is to sit down with the communities and have the conversations around mitigation measures. The paperwork is not meaningful; it is the conversations with community members to get at the core concerns and innovative mitigation measures to address them.

Consultation and Engagement Panel Discussion Q&A session				
Date	**Commenter Name**	**Comment**	**Responder**	**In-Person Response**
February 26, 2025	Arlysse LW	I've heard a lot of innovation with what the panelists have said, curious if you can see the innovation from Indigenous-Led projects continue to develop and do you feel this level of innovation with these projects that this will change the game for Indigenous-Led infrastructure projects in Canada?	Michael Fox	Yes, it is beyond just a project. Webequie is in discussions with Ontario beyond the typical environmental assessment process. There are discussions on shared decision making on environmental monitoring and processes. This is what they are worried about and have talked ways to involve them. We talked to the central commander in Matawa and Webequie. Will need a broader discussion about their mandates on reserve. As soon as they are off reserve, there are different expectations. Webequie don't have the resources to control roads. This is a layered discussion

Consultation and Engagement Panel Discussion Q&A session				
Date	**Commenter Name**	**Comment**	**Responder**	**In-Person Response**
				around how the mitigations will be put in place. This is where the innovation comes in. This is the hope that innovative ideas come from the discussion's nation to nation.
			Qasim Saddique	I think projects like this are unprecedented. They have changed the landscape. The reality is that projects like this are few and far between. What this has done is created a dream and a vision of Indigenous involvement in a much more meaningful level. Communities that are looking at their own resources and initiatives can now consider themselves as proponents. It has created a dream that is a new-Ish dream. Planted a seed which is starting to grow.
			Michael Fox	I would say the majority of people are more favourable to the projects. It depends on who you are and how you think. If you think this will improve the lives of WFN and MFFN, thinking of the costs in remote communities, and limitations of travel by air, especially for healthcare. If they had a road, community members will have more access to these things. Community members know this. Those that left to come to cities, when they show up, they want to support. Non-Government Organizations show up to oppose the projects. They showed up to a session at a university with students to raise issues. It's hard to measure because they

Consultation and Engagement Panel Discussion Q&A session				
Date	**Commenter Name**	**Comment**	**Responder**	**In-Person Response**
				are on a campaign. It's hard to measure public opinion vs the media. The media is it bleeds it leads. If it is bad news, it will be covered. I cover bright spots on LinkedIn because most Indigenous news is bad news. I'm trying to show bright spots to Indigenous youth with positive Indigenous news. It affects your psyche. There are experts on the issues. Be an expert on the solution - that's what my mom said.
February 26, 2025	Dorothy (MECP)	When you are speaking about engagement with remote and northern communities, what are the biggest differences that you have seen compared to southern communities and the broader public?	Qasim Saddique	The more urban vs remote communities. I find hopes and aspirations are very similar across. When I have been to a community and next steps on a project, people talk in a remarkably articulate and reasonable way. The problems they highlight are reasonable and if you are able to address that, they are amenable to that discussion. By and large this has been my experience in the north and the south. If you go to MFFN, people will talk about the cumulative impacts. This is a common theme with communities in the south, people will talk about all of those issues. But there may be more capacity in the consultation departments in the south.
			Jennifer Ashawasegai-Periera	Indigenous communities look at these in a much more holistic way, they look very closely at the timelines so they can have access to jobs.

3.2.4 Panel Discussion: Aboriginal Treaty Rights and/or Interests

The ATRI Panel focused on Aboriginal and/or Treaty Rights and Interests and how they are considered in each of the Three Road Projects' EA/IA. Project Teams and community representatives shared their perspectives, highlighting the importance of these rights and how they influence collaboration and decision-making in the EA/IA process.

Moderator:
Steve Lindley, Senior Project Advisor
Panel Members:
Mishal Naseer, Indigenous Relations and Socio-Cultural Lead,
Mark Knell, Senior Indigenous Engagement and Impact Assessment Specialist,
Rowena Moonias, MFCAR Community Representative

Table 3 – 2 provides details of the questions and responses for the panel members, offering insights into their perspectives and the collaborative efforts involved in addressing Aboriginal and Treaty Rights and Interests.

Table 3 - 2 Panel Discussion: Aboriginal Treaty Rights and/or Interests

Cedar Meadows & Spa, Timmins, Ontario				
Date	**Associated Project**	**Panel Question**	**Panel Responder**	**In-Person Response**
February 26, 2025	MFCAR	From your perspective, what does it feel like being the proponent of an Indigenous led Project	MFCAR Community Representative Rowena Moonias	Feels different than other projects. We have more control, more of a say in the final product/version. This is a game changer because we don't have to go along with what they give us. We have a way better chance to protect our treaty rights and interests this way.
February 26, 2025	MFCAR	From your perspective of other community members, do you think they understand what it means to be the proponent?	MFCAR Community Representative Rowena Moonias	A lot of people still don't realize what it means but they are starting to realize with the more meetings we have, more public information centres, more and more people are getting

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Date	**Associated Project**	**Panel Question**	**Panel Responder**	**In-Person Response**
				involved. Where it's going to go, how it's going to be built.
February 26, 2025	NRL	Can you give us a sense of the technical aspect of ATRI assessment? What is the process of getting these inputs from the community?	Mishal Naseer	There are multiple ways we do this. Our main valued components are Indigenous use of lands and resources. This can be site specific, resource specific information. The other VC is cultural continuity and well being. This is more about the experience on the land, intergenerational transfer of knowledge. We are hoping through our Indigenous Knowledge program they can share with us information related to these VCs. We want to work with them to utilize this information. Whether through previous project work or internal initiatives, there could be an existing database of information that communities could share with us. We are also providing the capacity for additional information to be shared. Where this collaboration is still being worked through, we are also looking for desktop information that is publicly available. There are community members that are participating in surveys as well. We are happy to receive information from communities and happy to validate how they want that information used.
February 26, 2025	NRL	In order to do an ATRI assessment, you need to know what the ATRI are.	Mishal Naseer	There was a lot of feedback loops, it was an iterative exercise where

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Date	**Associated Project**	**Panel Question**	**Panel Responder**	**In-Person Response**
		How did you identify what ATRI you were looking at?		communities were engaged, we were communicating with them to understand the ATRI they had.
February 26, 2025	WSR	When you received this information, what do you do with it and when you do the ATRI assessment is it n mass or is it community by community?	Mark Knell	We are trying to plug into the community especially WFN and MFFN who are the proponents. We have had a lot of input from the communities as the proponents. We have taken a lot of direction and trying to reflect how the communities' values are going to be reflected, how to do it respectfully, how to do it for all 22 communities. There is a lot that goes into relationship building and engagement for communities to provide additional knowledge or participate in studies. There needs to be a flexible approach to the assessment because each community is unique and has a unique history and has cultural and land use differences. There is a lot of variation between communities. There is variation in terms of the level of information that we get. The proponent communities and some communities that have hired consultants to submit studies have provided a lot. There are also communities that might have reviewed project information and provided feedback but not additional information. There are some communities who

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Date	**Associated Project**	**Panel Question**	**Panel Responder**	**In-Person Response**
				have not engaged, either through choice or no reason. We have had to develop strategies to develop a meaningful assessment when we do not have a lot of information from certain communities. We have tried to look at communities where we have heard a lot from and trying to reflect this in the documentation. We are not assuming that if we have not heard from a community that there are no issues, we are doing the background research to understand the rights and interests potentially impacted. Without going into too much detail, we are trying to be as adaptive and transparent as possible so that once we receive the information, it doesn't just go into a vacuum.
February 26, 2025	NRL	What do you do with the technical information and net effects from the other disciplines, and what is a net effect for ATRI?	Mishal Naseer	We are running through the assessment and set the baseline conditions. We have done the effects assessment and planned the mitigations. Some communities have a lot of experience in mitigations that they have shared with us. Now we are left with net effects. This is the real meat of the ATRI work. This is where we are looking at the impact on rights. Each project is at a different stage right now. Net effects on fish for example, we will be looking at where the net effect will happen, if there

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Date	**Associated Project**	**Panel Question**	**Panel Responder**	**In-Person Response**
				has been community information shared located to the sites and if there is a potential impact on the rights to fish. Is it about the access to the land or fishing in a specific spot. There is still a feedback loop even with WSR, information can still be incorporated and also to show the work of the impact assessment and validate this assessment with communities.
February 26, 2025	WSR	What are you looking for in the feedback loop of the 120-review period?	Mark Knell	We will be working with the consultation team and looking to follow up with community contacts about how the community would like to review the large EA/IA reports. There are various options available. There is capacity support for communities to hire consultants or lawyers to review with communities directly. There might also be community workshops that the project teams could organize. In person meetings could happen in community, Thunder Bay, Timmins etc. It is definitely intended to be a process where we are sharing our understanding and if there is further feedback then we would go back and update the report. With the new Impact Assessment Act, community members can get involved in writing certain sections. Can add input from communities. Communities can interact

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Date	**Associated Project**	**Panel Question**	**Panel Responder**	**In-Person Response**
				directly with the Crown on a two-way basis as well.
February 26, 2025	MFCAR	What are the biggest challenges and benefits to representing your community as the coordinator?	MFCAR Community Representative Rowena Moonias	The most challenging is trying to get the most voices heard as possible. Many members do not want to come out. Reaching out to people to get more people out. But the most rewarding is when they do come out and get their voice heard and when it is reflected in the work, changes made because of the information shared, it is nice to see that people are being heard. We need that. We historically haven't been heard. Projects coming in doing whatever they wanted like the Albany Provincial Park or the Treaty. it's a lot different now and it is nice to see that this option that the government has taken has enabled this.
February 26, 2025	MFCAR	Would you say the engagement approach has been old school or new school?	MFCAR Community Representative Rowena Moonias	More new school approach to engagement. We have more than 3 meetings. In the past two years and we have had so many meetings and opportunities.
February 26, 2025	MFCAR	What happens after the Project Team leaves after meeting with the community and leave the community? Do you see an uptick in people engaging with you the coordinator?	MFCAR Community Representative Rowena Moonias	The conversation continues for the most part, always having people coming to ask me questions. Or wanting me to relay their concerns to the team. It's an ongoing conversation. We have bi-weekly meetings where I pass these on.
February 26, 2025	MFCAR	Do community members talk specifically about their concerns on ATRI	MFCAR Community Representative	Yes, this is one of the most specific concerns, being on the water, how it's going to

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Date	**Associated Project**	**Panel Question**	**Panel Responder**	**In-Person Response**
			Rowena Moonias	affect the water and the land. Mostly regarding traplines though.
February 26, 2025	WSR	What do you do with the technical information and net effects from the other disciplines, and what is a net effect for ATRI? How do you ensure that the mitigation measures will be implemented? To reassure the people participating in this process the confidence?	Mark Knell	There are mitigation measures to try to eliminate or minimize the effects. Often with the social side in terms of the economics of the projects, there might be job creation, income, training and other positive infrastructure improvements. There are also enhancements that are provided as part of the project if there is an effect. Some of the effects might be eliminated at the end but you might have significant effects as well. We want to group together the mitigation and enhancement measures so that we take it a step further and get out of the EA/IA talk and more practical discussions with communities and look at what communities need, what do they want to achieve as part of the project. There might be a series of plans that come out of the project as a standard practice for example the environmental management plan. There is going to be a consideration of what training and certifications, and other licensing needs that community members might need to get jobs. So that communities are in a position to benefit from the construction and

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Date	**Associated Project**	**Panel Question**	**Panel Responder**	**In-Person Response**
				operational benefits of the roads. In terms of the social negative effects, we have heard a lot about safety, vulnerable groups, potential influx of external people, that could take away from community cohesion and connection to the land. We want to think through this, setting an outline of plans and then want to go to the communities and say for those participating, have this be a part of your ongoing community planning. Part of a living document going into the future.
February 26, 2025	NRL	What do you anticipate being the community role given the fact the proponents are First Nations? Will there be differences with other projects?	Mishal Naseer	Speculating, we have heard a lot from communities, had conversations, community meetings, so we know and have done multiple events, my sense is that communities want to manage these roads themselves in some way. Whether it means policing of some kind or organizing how it's maintained, there is a lot of potential for how those commitments come into play. There is a lot of potential for community to be involved. There are also conversations on hold until we get to those stages as well. All of the conversations ongoing include how the community will participate both at large and individuals. Especially for MFCAR, they are very clear that this is a way to

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Date	**Associated Project**	**Panel Question**	**Panel Responder**	**In-Person Response**
				connect the community to the highway network. Communities that are isolated, this would open up a lot of possibilities. There is a lot of hope in terms of what happens next. There is a lot coming and the tone has been mostly hopeful and looking forward to what comes next. This includes what participation communities have.
February 26, 2025	MFCAR	What is the community's view that how the EA/IA commitments will be implemented	MFCAR Community Representative Rowena Moonias	The community has their main concerns around this. We don't want a disruption to our way of life in any way on the land. We need the road to go to town, accessing healthcare is the main reason. To make life easier on reserve. Nobody wants our wants our way of life changed. We will definitely be on top of mitigation measures.
February 26, 2025	WSR	Wrap Up	Mark Knell	One thing that I was thinking for MFCAR, from the perspective of Webequie First Nation, the community has done a lot of work to reflect the work they have done previously. We need to move that understanding into the EA/IA process. They have given us a lot of understanding about the values that are important to the community, what the concerns are and also potential opportunities from the road. How they want to measure impacts in terms

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Date	**Associated Project**	**Panel Question**	**Panel Responder**	**In-Person Response**
				of the significance of impacts. So that it can be understood by the community. To fit within the community model has been an important part of this. We are applying what we have done with WFN to a regional level; to understand communities we have not heard as much from. It has been an interesting experience with WFN and MFFN working on their own projects and combining their knowledge in the third project. This shared understanding is an opportunity to have a better project.
February 26, 2025	NRL	Wrap Up	Mishal Naseer	All three projects are following a similar process, the guidelines from the federal and provincial governments, all three projects are innovative in their approach in how they are consulting with communities. All three are guided by WFN three tier approach and MFFN guiding principles. As someone is working directly on NRL and watching the other two projects, we are watching and adapting. We are trying to speak to communities at their table, listen, learn and write what they are saying. To give the importance and consideration to the information being provided to us. My approach has been to be able to observe to listen and hear from the

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				communities directly. That is why I am happy to be here and to learn from community members so that we can write what they are saying and speak their truth into our process where we can.
February 26, 2025	MFCAR	Wrap Up	MFCAR Community Representative Rowena Moonias	When you asked earlier about the challenges are, the main one is how many people thought the roads were backed by the mines. Trying to explain to everyone that we were not, and the projects are not backed by the mines.

Questions and Comments received during Q&A for ATRI Panel Discussion				
Date	**Commenter Name**	**Comment**	**Responder**	**In-Person Response**
February 26, 2025	Muskegowuk Council	I know we have inherent rights to hunting and harvesting but what do you do about the taking out clause in the Treaty? If we break it, we break our own Treaty. How do we protect this? Through conservation? How can we mitigate this even though the NAN and Chiefs of Ontario, it doesn't mean much with this taking out clause.	Steve Lindley	Our job on these three projects is to mitigate impacts to Treaty rights from a road as well as doing cumulative effects analysis. The mining is the elephant in the room. I think IAAC will have this in their Regional Assessment. We are doing everything we possibly can to ensure potential impacts to ATRI are identified and then work with communities to mitigate these impacts. There will be conversations that will happen after the EA/IAs are completed. There will be a feedback loop with communities and there may be residual effects remaining that require accommodation. This will be a political process in some ways

Questions and Comments received during Q&A for ATRI Panel Discussion				
Date	**Commenter Name**	**Comment**	**Responder**	**In-Person Response**
				because these projects are being led by First Nations. It's important to understand that engagement with communities does not stop with the submission of EA/IAs. There will be continued engagement through construction and operation. it's an ongoing conversation.
February 26, 2025	Muskegowuk Council	The treaty also states that settlements, land, roads are a real challenge. How can we challenge this clause?	Mishal Naseer	These are discussions that communities are having within themselves. We are hoping that communities would share information that is related and how they feel this is related to the roads. For now, it is a matter of what information you are willing to share so we can collaborate on mitigations. Our understanding is based on what communities share with us.
February 26, 2025	Muskegowuk Council	The treaty also states that settlements, land, roads are a real challenge. How can we challenge this clause?	Mark Knell	What we are looking at in terms of the ATRI assessment, it looks at Section 35 rights and those rights are influenced by court decisions and evolving legal understanding of rights. Taking that into account, the direction we get from the environmental assessment requirements is that we don't make a judgement on asserted rights or established rights, just taking in information from communities about their understanding of rights and what the impacts are

Questions and Comments received during Q&A for ATRI Panel Discussion				
Date	**Commenter Name**	**Comment**	**Responder**	**In-Person Response**
				on those rights. Reflecting what the community is saying to us. This is a good question for communities to think about in terms of how you interpret the clause. We are not lawyers but from the community impact perspective, this is what we are trying to reflect.
February 26, 2025	Muskegowuk Council	When I look at this project I look at it from afar, this affects MFFN and Webequie, but many years ago I read the summary of Voisey's Bay agreement, a tripartite agreement and as I read that summary, the federal government had to make amendments to the environmental act, when we say it is Indigenous led, in this case it was, they voiced their opinion and the government had to acknowledge them. They all sat down and made amends and to the very air that we breathe, it was included in the document. They changed part of the federal impact assessment so that all three would be in agreement. I have always voiced my concerns about the roads. It is going to affect our rivers. Getting back to the agreement, a case such as this where the impacts are going to be major because the road will go over creeks and others, to me when I read that	Rowena Moonias	I see an improved quality of life for my people. Grocery shopping is difficult. Living up north you have to put the groceries in the car then get boxes, pack them up, take them to the airport, pay extra for freight, load them in and off the plane, then take them home. Healthcare - So many horror stories of people in emergency situations and they can't get help right away and need to wait for a plane. I had a cousin who lost her baby because she couldn't get health care. She had a stillborn. The mental toll it takes being isolated. I want to see improved quality of life on reserve. People are struggling with the high cost of living. It will really improve the quality up there.

Questions and Comments received during Q&A for ATRI Panel Discussion				
Date	**Commenter Name**	**Comment**	**Responder**	**In-Person Response**
		agreement, we got to be careful about the words that we use. If it is Indigenous led, we need to see the fruits of this being Indigenous led, where the voice of our people overpowers the bureaucrats. I have learned a lot of lessons from projects from across Canada and projects that needed to be negotiated. They passed the fast-track mining act, so that will cut the timeline of a mine in half from 15 years to 7. If we are going to say Indigenous Led, we need to see it and not just walked through a process. We need to protect our animals. We are stewards of the land and need to protect our animals, our fish, our caribou. I don't see it as being Indigenous Led. I see it as bureaucratic led, you are just leading us through the process. If you look through the Voisey's Bay agreement, you will see the changes the federal government had to make. They had to listen to the Innu and now they are satisfied with the deal that they made at Voisey's Bay. We are going to stand up for our land and our way of life. The bottom line is that if this is Indigenous led, we should see the fruit of it.		

Questions and Comments received during Q&A for ATRI Panel Discussion				
Date	**Commenter Name**	**Comment**	**Responder**	**In-Person Response**
		I was talking to executive director Lawrence Martin, Mushkegowuk wants to help, if you can use our assistance and services, we are available to you for this process. I want to hear from Ms. Moonias. There are challenges within our own communities. What do you see at the end of it all for the people of MFFN?		
February 26, 2025	Muskegowuk Council	MFFN is the proponent. Are you guys going to own the road? Is it a private road? Would they stop treaty 9 members from using that road?	Rowena Moonias	We were wanting that initially, but we will have a say in who owns it. We are not interested in stopping Treaty 9 members. The concerns have been stopping angler hunters and fishers, MNR etc. The problem with managing the roads is that it is very expensive. We will not take over the plowing. A lot of these things have not yet been finalized.
February 26, 2025	Muskegowuk Council	Are you guys going to take into account the RA studies and what are you doing to get Ontario to the RA table? They are participating in this but not in the Regional Assessment.	Steve Lindley	We are working with the federal government and provincial government on these projects. You will need to ask them about their involvement in the Regional Assessment
February 26, 2025	Muskegowuk Council	I am from Flying Post First Nation. My reserve does not have access to all the mining revenues in Timmins and infrastructure. What are you doing to highlight the real risks to MFFN about allowing mining in their territory?	Rowena Moonias	I don't think anybody up there fully trusts if mines come out of these roads, that they will have our best interests at heart. We have seen this with DeBeers and Attawapiskat is still struggling. Greenstone has provided jobs to local First Nations, but they pay like

Questions and Comments received during Q&A for ATRI Panel Discussion				
Date	**Commenter Name**	**Comment**	**Responder**	**In-Person Response**
				$18 per hour so it's not as good as I thought. We talk about this a lot, and we are very aware that we are going to get as much benefit as we can for our people and not end up as another DeBeers-Attawapiskat situation. Mines will take advantage. They want to pay as little as possible. We have been talking about a strategy for 20 years now. It's been a long time. We have a lot of good people working for us. It is a big concern of mine personally. Everyone talks about not getting benefit like a lot of other mining companies.

3.2.5 Breakout Sessions

The breakout sessions were situated in separate rooms with different members of the Project Teams. Communities could sign up for a breakout session with any of the projects as well as government agencies held throughout the afternoon on both days. The primary focus was to ensure the conversations were Indigenous-led and to highlight the community-specific issues and concerns that have been identified throughout consultation efforts.

WSR Breakout sessions – The Project Team members discussed the ATRI process and community-specific assessments for which the team would like to further engage communities, including key findings of the EA/IA and engagement options available to provide feedback from the review of the draft EA/IA.

3.2.6 Expo

During the Expo session attendees had the opportunity to meet subject matter experts, explore project details, and learn about the technical aspects of each project. The Expo was ongoing throughout both days of the Three Road Projects Gathering & Expo, allowing participants to visit the booths at any time in the afternoon. At the WSR Expo booth, attendees explored the draft EAR/IS and engaged with Project Team members who provided extensive information on topics such as cumulative effects assessment, socio-economic impacts, and ATRI. Below you will find the Questions and comments that were received in person during this time.

3.2.6.1 WSR Booth Questions/Comments

Table 3 – 3 shows questions/comments received during the WSR Expo Booth in Timmins on February 25 & 26, 2025.

Table 3 - 3 WSR Expo Booth Questions/Comments

Cedar Meadows & Spa, Timmins, Ontario				
Date	**Associated Community**	**Comment**	**Responder**	**In-Person Response**
February 25, 2025	Weenusk First Nation	Had questions about caribou activity during construction and post construction and if the road will affect migration patterns.	Angela Brookes	Human activity affects caribou, and they will stay away during construction. NRL goes through category 1 winter and nursery habitat. There will be habitat fragmentation. Caribou are sensitive and we're trying to figure out how to deal with the effects.
February 25, 2025	Weenusk First Nation	Has concerns for future generations and would like to see Indigenous Peoples at the table when it comes to environmental assessments, especially on rivers. "You can't clean up a river after it's been polluted."	Jennifer A-P	Comment acknowledged.

4.0 General Notes from Workbooks

Table 4 – 1 below, shows the general notes received from participant workbooks that were handed in at the end of the gathering.

Table 4 - 1 General Workbook Notes

Source	Community Affiliation	Comment
Workbook	Webequie First Nation	I would like to see more FN community attending these sessions, but I know everyone is busy. Maybe invite Youth to attend these sessions or have leadership bring out 1 or 2 youth with them.
Workbook	Webequie First Nation	No comments
Workbook	Aroland First Nation, #242	We're going to need more funding to review the EA report and to hold meetings: ▪ community meetings ▪ leadership meetings ▪ consultants ▪ legal ▪ general Public, info sessions, tourists, business, concerns.

5.0 Event Survey Feedback and Other Feedback

A total of eight event feedback surveys were completed and received for both of the Three Road Projects Gathering & Expo events held in Thunder Bay and Timmins. Although an answer was not provided for each question at the gatherings, Table 5 – 1 provides responses each question/comment received.

Table 5 - 1 Event Survey Feedback Summary

Category	Feedback
Overall Experience	Excellent: 4 respondents Good: 4 respondents
Enjoyed Most	Breakout sessions Discussions with project leads Displays and one-on-one chats Informative content
Relevance of Topics	Somewhat: 4 respondents Very: 4 respondents
Level of Understanding	Somewhat: 4 respondents Very: 4 respondents
Speaker Engagement	Generally positive feedback Specific comments on rights and treaties explained Suggestions for improvement
Improvements for Future Events	Involvement of youth Historical family names Simpler information Audio books of summary executive
Preferred Communication Methods	Email Website/social media Open houses Newsletters Community meetings Workshops Webinars
Interest in Projects	Northern Road Link (NRL): 2 respondents Marten Falls First Nation Community Access Road (MFCAR): 2 respondents

Category	Feedback
	All three projects: 5 respondents
Understanding of Projects	Generally positive Specific comments on regulation, community input, and translation needs
Additional Information Desired	Public input Updates Revenue generation Restriction measures Translated documents
General Comments	Need for more community input Simultaneous translation units Proper name tags Shorter panels with more Q&A

6.0 Key Themes from Feedback

The feedback gathered from the Three Road Projects Gathering and Expo highlights key themes related to community engagement, project transparency, and communication. Attendees expressed a desire for a variety of communication channels, such as websites, newsletters, and social media, to stay informed about the projects in the future. It was also suggested webinars as a useful platform for engagement.

Regarding the proposed projects, many participants expressed interest in all three road projects but also voiced concerns about the regulation and accessibility of the roads, as well as the potential impacts on shared territories. The feedback indicated that the gathering helped to clarify certain aspects of the projects, especially through one-on-one sessions and breakout rooms, but more community input, especially youth, and translated materials were requested for future sessions. There was also a call for better logistical arrangements, such as providing translation headsets at sign-in and ensuring more interactive presentations. In general, attendees appreciated the opportunity to voice their concerns and emphasized the importance of continued dialogue and transparency throughout the project lifecycle.

7.0 Next Steps & Commitments

The next steps and commitments following the Three Road Projects Gathering and Expo should focus on addressing the feedback and ensuring continued engagement with the community. These steps may include:

Improved Communication and Information Sharing

- Develop a clear and accessible communication plan to keep communities and organizations informed through multiple channels (websites, social media, newsletters, email, and webinars).
- Ensure that translated versions of key documents (such as the EA/IA reports) are available simultaneously with the English versions to ensure equal access to information.

Further Community Engagement

- If needed, organize additional open houses, workshops, and focus groups to deepen community involvement and address any outstanding concerns.
- Hold more targeted community meetings, especially in areas where there are shared territories or specific concerns related to road regulation, usage, and safety.

Address Logistical Issues

- Ensure that translation services, including headsets for simultaneous translation, are provided at future events to improve accessibility and accessible with proper signage for usage.
- Improve event logistics by providing proper name tags and optimizing presentation formats to allow for more Q&A and interactive discussions.

Transparency and Follow-up

- Provide continuous updates on the progress of the projects, particularly regarding the development and construction timelines, as well as how feedback is being incorporated into the planning process.
- Offer more details on how the revenue generated from the roads will be allocated for their maintenance and management.

Collaboration with Indigenous Communities and Organizations

- Reach out to other First Nations communities and Indigenous organizations to discuss their potential involvement in the project, especially regarding control and oversight of the roads.
- Address concerns related to overlapping territories and work towards finding mutually beneficial solutions.

Commitment to Future Involvement

- Ensure ongoing dialogue and transparency, with clear timelines for future consultation/ engagement and project developments. This includes maintaining accessible feedback mechanisms to continue gathering community input throughout the project lifecycle.

These steps will demonstrate a commitment to ongoing community engagement, transparency, and addressing concerns while ensuring the projects progress in a responsible and inclusive manner.

Appendix A

Invitation

THREE ROAD PROJECTS GATHERING & EXPO

WEBEQUIE SUPPLY ROAD (WSR) • **MARTEN FALLS COMMUNITY ACCESS ROAD** (MFCAR) • **NORTHERN ROAD LINK** (NRL)

YOU ARE INVITED!

THREE ROAD PROJECTS GATHERING & EXPO

Led by Webequie First Nation and Marten Falls First Nation
Funded by the Province of Ontario, our Treaty Partner

Valhalla Inn
1 Valhalla Rd
Thunder Bay

February 19th & 20th 2025

Continuing to build on the momentum of the last two Aboriginal and/or Treaty Rights and Interests Forums and the June 2024 Three Road Projects Gathering and Expo, **Marten Falls First Nation** and **Webequie First Nation** are excited to host another Three Road Projects Gathering & Expo. The Gathering and Expo will provide participants with an engaging and interactive space for consultation to learn more about the projects, ask questions, and share feedback. The WSR and MFCAR projects will focus on the circulation of the draft Environmental Assessment Report/Impact Statement (EAR/IS). The NRL Project will focus on the consideration and evaluation of alternatives as well as the approach to the cumulative effects assessment and other key aspects of the three projects.

You will be able to participate in one-on-one sessions with the proponent teams and/or Government representatives to ask questions, provide feedback, and engage directly. You can also engage during the Expo Session on specific aspects of the Projects.

Day 1: Three Road Projects Overview, Consultation Panel, Individual Community Breakout sessions & Project Expo

Day 2: ATRI Panel Discussion, Individual Community Breakout sessions & Project Expo

PARTICIPANT FUNDING

The Province of Ontario will fund up to 3 representatives from your community to attend, including travel, accommodation, and meals. All questions about funding or the coordination of funding should be directed to the Province of Ontario at ea.participant.fund@ontario.ca.

Additional community representatives are welcome to attend.

PURPOSE

The purpose of this Gathering is to create a comfortable, respectful, and collaborative space for consultation to continue to build an understanding of the three road projects and their potential impacts by:

- Creating opportunities to engage directly with the Project proponents and consulting teams who will be sharing information about the Projects and discussing the draft EAR/IS circulation and review for WSR and MFCAR, soliciting preliminary feedback and answering any questions participants may have
- Discussing the approach consideration and evaluation of Alternatives for the NRL Project.

WHO SHOULD ATTEND FROM YOUR COMMUNITY

Representatives who are knowledgeable and comfortable speaking and sharing information about the road projects and the potential impacts on your community are encouraged to attend.

RSVP to ea.participant.fund@ontario.ca by Jan 31st, 2025 to reserve your room at Valhalla Inn.
(Later RSVP for Gathering attendance is OK!)

WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL Northern Road Link

Ontario

THREE ROAD PROJECTS GATHERING & EXPO

WEBEQUIE SUPPLY ROAD (WSR) • **MARTEN FALLS COMMUNITY ACCESS ROAD** (MFCAR) • **NORTHERN ROAD LINK** (NRL)

YOU ARE INVITED!

THREE ROAD PROJECTS GATHERING & EXPO

Led by Webequie First Nation and Marten Falls First Nation
Funded by the Province of Ontario, our Treaty Partner

Cedar Meadows & Spa
1000 Norman St
Timmins

February 25th & 26th 2025

Continuing to build on the momentum of the last two Aboriginal and/or Treaty Rights and Interests Forums and the June 2024 Three Road Projects Gathering and Expo, **Marten Falls First Nation** and **Webequie First Nation** are excited to host another Three Road Projects Gathering & Expo. The Gathering and Expo will provide participants with an engaging and interactive space for consultation to learn more about the projects, ask questions, and share feedback. The WSR and MFCAR projects will focus on the circulation of the draft Environmental Assessment Report/Impact Statement (EAR/IS). The NRL Project will focus on the consideration and evaluation of alternatives as well as the approach to the cumulative effects assessment and other key aspects of the three projects.

You will be able to participate in one-on-one sessions with the proponent teams and/or Government representatives to ask questions, provide feedback, and engage directly. You can also engage during the Expo Session on specific aspects of the Projects.

Day 1: Three Road Projects Overview, Consultation Panel, Individual Community Breakout sessions & Project Expo

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Additional community representatives are welcome to attend.

PURPOSE

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- Creating opportunities to engage directly with the Project proponents and consulting teams who will be sharing information about the Projects and discussing the draft EAR/IS circulation and review for WSR and MFCAR, soliciting preliminary feedback and answering any questions participants may have.
- Discussing the approach consideration and evaluation of Alternatives for the NRL Project.

WHO SHOULD ATTEND FROM YOUR COMMUNITY

Representatives who are knowledgeable and comfortable speaking and sharing information about the road projects and the potential impacts on your community are encouraged to attend.

RSVP to ea.participant.fund@ontario.ca by Jan 31st, 2025 to reserve your room at Cedar Meadows & Spa.
(Later RSVP for Gathering attendance is OK!)

WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

Ontario

Appendix B

Sign in Sheets

Participant Sign-In Sheet

Thunder Bay - Day 1

COMMUNITY	☑	NAME OF PARTICIPANT
Animbiigoo-Zaagi'igan Anishinaabek	##	Chief Yvette Metansinine
	##	Kyla Morrisseau
Aroland First Nation	##	Councillor Joe Baxter
	##	Jerry Shabogamik
Bearskin Lake	##	Cree Fox
Constance Lake	##	Phyllis ineese
	##	Wayne Neegan
Fort Albany First Nation	##	Sarah Beamish
Long Lake #58 First Nation	##	Ervin Waboose
	##	Amanda Misnakoshkang
Marten Falls First Nation	##	Bob Baxter
	##	Lawrence Baxter
	##	Russell Acheepieskun
	##	Alanna Downey-Baxter
Matawa Four Rivers	##	Kim Jorgenson
	##	Shannon Costigan
	##	Dan Brenzavich
Neskantaga	##	Clyde Moonias
Red Sky Metis Independent Nation	##	James Bowles
	##	Faith Bowles
Webequie First Nation	##	Roy Spence
	##	Gordan Wabasse
	##	Harry Wabasse
	##	Chief Cornelius Wabasse
	##	Glen Wabasse
	##	Leonard Beaver
Wunnumin Lake First Nation	##	Randy Wabasse
	##	Bellamie Bighead
TOTAL	**28**	

Participant Sign-In Sheet

Thunder Bay - Day 2

COMMUNITY	☑	NAME OF PARTICIPANT
Animbiigoo-Zaagi'igan Anishinaabek	##	Chief Yvette Metansinine
	##	Kyla Morrisseau
	##	Joe Donio
Aroland First Nation	##	Councillor Joe Baxter
	##	Jerry Shabogamik
Constance Lake	##	Phyllis Ineese
	##	Wayne Neegan
	##	Nelson Nakoochee
Fort Albany First Nation	##	Sarah Beamish
Marten Falls First Nation	##	Bob Baxter
	##	Lawrence Baxter
	##	Russell Acheepieskun
	##	Angus Baxter
	##	Rowena Moonias
	##	Sandy Moonias
Matawa Four Rivers	##	Kim Jorgenson
	##	Jennifer Duncan
	##	Shannon Costigan
Nibinamik First Nation	##	Stanley Oskineegish
Neskantaga	##	Clyde Moonias
Red Sky Métis Independent Nation	##	Donelda DeLaRonde
	##	James Bowles
	##	Sylvia Gomez
	##	Faith Bowles
Webequie First Nation	##	Neebin Wabasse
	##	Selena Wabasse
	##	Nicole Shoomin
	##	Roy Spence
	##	Gordon Wabasse
	##	Harry Wabasse
	##	Chief Cornelius Wabasse
	##	Glen Wabasse
	##	Tyler Shewaybick
	##	Leonard Beaver
Wunnumin Lake First Nation	##	Randy Wabasse
	##	Bellamie Bighead
TOTAL	**36**	

Participant Sign-In Sheet

Timmins - Day 1

COMMUNITY	☑	NAME OF PARTICIPANT
Attawapiskat First Nation	##	Dorothee Schreiber
Kashechewan First Nation	##	Edward Sutherland
Mushkegowuk Council	##	Ron Grech
	##	Ivan iserhoff
Weenusk First Nation	##	Councillor Paul Koostachin
	##	Rose Chookomoolin
Marten Falls First Nation	##	Rowena Moonias
TOTAL	**7**	

Participant Sign-In Sheet

Timmins Day 2

COMMUNITY	☑	NAME OF PARTICIPANT
Attawapiskat First Nation	##	Dorothee Schreiber
Kashechewan First Nation	##	Edward Sutherland
Mushkegowuk Council	##	Troy Woodhouse
	##	Ron Grech
	##	Ivan iserhoff
Weenusk First Nation	##	Councillor Paul Koostachin
	##	Rose Chookomoolin
Marten Falls First Nation	##	Rowena Moonias
Fort Albany First Nation	##	Sarah Hookimawillillene
Wakenagun	##	Aimee Lavoie (Timmins)
	##	Karris Nash (Wakenagun)
	##	Alex Quintanilla (Constance Lake)
	##	Summer Turner (Timmins)
	##	Dipinder Singh (Wakenagun)
	##	Darcy Mannila (Timmins)
	##	Mary Boyden (Timmins)
TOTAL	**16**	

THREE ROAD PROJECTS GATHERING & EXPO

Webequie Supply Road (WSR) • Marten Falls First Nation Community Access Road (MFCAR) • Northern Road Link (NRL)

WALK-IN SIGN-IN SHEET

Sign In if you have not pre-registered to the Three Road Projects Gathering & Expo.

Date	Community	Name (First and Last)	Signature
Feb 20, 2025	AtkinsRealis	Samantha Noganosh	SNoganosh
Feb 20 2025	Sustop	Christine ~~Foster~~	
" "	Dillon Consulting	Dani Kluenstler	
Feb 20 2025	They Media	Adrien Marcelle	
20/02/25	THEYMEDIA	ANDERS WAHL	
Feb 20,25	Atkins Realis	Junior Nootchtai	Jeniore Nootchtai
20.02.25	AR	Jennifer Pereira	
20.02.25	AR	Mark Knell	MK
20.02.25	Theymedia	Bowen Conn	
Feb 20/25	ANIMBIIGOO ZAAGI'IGAN ANISHINAABEK	Joe Dowd	
Feb 20/25	MINES	Jason Fredette	Jason Fredette

The personal contact information you provide will not be shared outside of the Projects.

WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL

PROJECT TEAM / CONSULTANTS

THREE ROAD PROJECTS GATHERING & EXPO

Webequie Supply Road (WSR) • Marten Falls First Nation Community Access Road (MFCAR) • Northern Road Link (NRL)

WALK-IN SIGN-IN SHEET

Sign In if you have not pre-registered to the Three Road Projects Gathering & Expo.

Date	Community	Name (First and Last)	Signature
Feb/19/24	AECOM	Tatianna Brierley	
19 Feb 25	MNR - Far North Dist.	Alain Joseph	
19 FEB	DILLON CONSULTING	DAN KUENSTLER	
19/02/25	L. BAXTER	S. T.	
19/Feb/25	~~J. Frechette~~ MINES	J. Frechette	
19/Feb/25	MECP	Peter Brown	
"	MNR	COLIN CROWELL	
"	MNR	NANCY Berglund.	
"	MINES	Victoria Fell	
"	MTO	GARY WEISS	

The personal contact information you provide will not be shared outside of the Projects.

WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL

THREE ROAD PROJECTS GATHERING & EXPO

Webequie Supply Road (WSR) • Marten Falls First Nation Community Access Road (MFCAR) • Northern Road Link (NRL)

CONSULTANT SIGN-IN SHEET

Sign In if you have not pre-registered to the Three Road Projects Gathering & Expo.

Date	Company	Name (First and Last)
Feb 26, 2025	DILLON CONSULTING	MISHAL NASEER.
Feb 26, 2025	Nancy Berglund ← MNR.	
Feb. 26	AtkinsRealis	Angie Brooks
"	"	Dan Parker
"	AUSCRS VAHL	
"	They	Adrien Manpelle
	MKicke Interpreter	MKicke
"	Theymedia	2025
"	AtkinsRealis	MKull
	MFFN J Bruin Associates	Jennifer Bruin
	Ravena Moonias	MFCAR
	Jennifer Pereira	AR
	Samantha Noganosh	Atkins Realis.
Feb 26, 25	AR	Kyla McQuabbus
Feb 26, 25	~~Atkins~~ AtkinsRealis	Junior Nootchtai

THREE ROAD PROJECTS GATHERING & EXPO

Webequie Supply Road (WSR) • Marten Falls First Nation Community Access Road (MFCAR) • Northern Road Link (NRL)

CONSULTANT SIGN-IN SHEET

Sign In if you have not pre-registered to the Three Road Projects Gathering & Expo.

Date	Company	Name (First and Last)
02/25/25	MNR-FND	Karlene Leroux
"	IAAC	SITA CHINNADURAI
"	DILLON	MISHAL N.
"	Dillon	Laura Smyers.
"	WSP	Erin Greenaway.
02/26/25	Dillon	Laura Smyers
" "	AECOM	Ingrid Trimble
"	AECOM	Tatianna Brierley
"	Sustop	Christine Foster
"	Atkins Realis	Ryerson Whitney
	ICE	Michael Fox
"	Dillon	Dan Kuerstler
"	Atkins Realis	Allysse Laferriere-Watkins
Feb 26/25	MINES	Jason Frederick
Feb. 25/2025	AECOM	Gabbie Rataj Czak

WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL

THREE ROAD PROJECTS GATHERING & EXPO

Webequie Supply Road (WSR) • Marten Falls First Nation Community Access Road (MFCAR) • Northern Road Link (NRL)

CONSULTANT SIGN-IN SHEET

Sign In if you have not pre-registered to the Three Road Projects Gathering & Expo.

Date	Company	Name (First and Last)
Feb 26th, 2025	ICE	Chris McKay
Feb 26/25	Atkins Realis	Kate Kusiak
Feb 26/25	MECP	Dorothy Moszynski
"	WSP	Erin Greenaway
"	IAAC	SITA CHINNADURAI
"	IAAC	Caitlin Phillips
"	ICF	Haley Price

WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL

THREE ROAD PROJECTS GATHERING & EXPO

Webequie Supply Road (WSR) • Marten Falls First Nation Community Access Road (MFCAR) • Northern Road Link (NRL)

CONSULTANT SIGN-IN SHEET

Sign In if you have not pre-registered to the Three Road Projects Gathering & Expo.

Date	Company	Name (First and Last)
Feb 25	SLC1	Steve Lindley
"	Dillon	Dan Kuenstler
"	AECOM	Tatianna Brierley
Feb 25	AECOM	Gabbie Ratajczak
" "	ICE	Michael Fox !! :)
Feb 25	AtkinRealis	Junior Nootchtai
" "	AECOM	Ingrid Trimble
"	Suslop	Christine Foster
"	AtKinsRealis	Ryerson Whiting
"	"	Dan Perkins
Feb25	Atkins	
Feb-25	Atkins	Kate Kuil
Feb25	AtkinsRealis	Mark Knull
Feb 25	Atkins Realis.	Samantha Nagnash
Feb 25	AtkinsRealis	Kyla McQuabbie

WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL

THREE ROAD PROJECTS GATHERING & EXPO

Webequie Supply Road (WSR) • Marten Falls First Nation Community Access Road (MFCAR) • Northern Road Link (NRL)

WALK-IN SIGN-IN SHEET

Sign In if you have not pre-registered to the Three Road Projects Gathering & Expo.

Date	Community	Name (First and Last)	Signature
Feb 26.25	MFFN Advisor	JENNIFER BRUIN	
Feb. 20th/2025	MNR.	Nancy Berglund	Nancy Berglund.
" "	DILLON	MISHAL NASEER	
" "	AECOM	Ingrid Trimble	
Feb 20th	Suslop	Qasim Saddique	
Feb 20	MJMCS	PAUL MARTINOOT	
Feb 20	IAAC	Caitlin Phillips	
"	IAAC	SITA CHINNADURAI	C. Sita.
"	MTO	GABY WEISS	
Febro	Fort Albany (lawyer)	Sarah Beamish	
Feb 20th	Themedia	Tony McGuire	2025

The personal contact information you provide will not be shared outside of the Projects.

WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL

THREE ROAD PROJECTS GATHERING & EXPO

Webequie Supply Road (WSR) • Marten Falls First Nation Community Access Road (MFCAR) • Northern Road Link (NRL)

WALK-IN SIGN-IN SHEET

Sign In if you have not pre-registered to the Three Road Projects Gathering & Expo.

Date	Community	Name (First and Last)	Signature
19 Feb 25	MNR - Far North District	Alain Joseph	
20 Feb 25	AtkinsRealis - Henvey Inlet FN	Kyla McQuabbie	
20 Feb 25	MFFN Rowena Moonias	Rowena Moonias	
20 Feb 25	AtkinsRealis	Don Parkinson	
20 Feb 25	AECOM	Tatianna Brierley	
20 Feb 25	AECOM	Niki Angelis	
20 Feb 25	AECOM	Gabbie Ratajczak	
20 Feb 25	ICE	Mekenna Martiner	
20 Feb 25	MECP	Peter Brown	
11	MNR	Colin Crowell	
11	~~Four Rivers~~	~~Shannon Costigan~~	~~[illegible]~~

The personal contact information you provide will not be shared outside of the Projects.

WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL

THREE ROAD PROJECTS GATHERING & EXPO

Webequie Supply Road (WSR) • Marten Falls First Nation Community Access Road (MFCAR) • Northern Road Link (NRL)

CONSULTANT SIGN-IN SHEET

Sign In if you have not pre-registered to the Three Road Projects Gathering & Expo.

Date	Company	Name (First and Last)
Feb. 25/25	AR	Jennifer Pereira
Feb 25/25	They	Adrian Mankelle
25/02/25	THEY	AUGER SWAHL
Feb 25/25	MINES	Jason Fredette
" "	MECP	Dorothy Moszynski
" "	AECOM	KYLE HAMPTON
"	MNR	Nancy Berglund.
"	Treymedia	2025
"	J. Bruin Associates MFFN	Jennifer Bruin
	Interpreter	NKudick
	MFCAR	Rowena Moonias
"	Suslop	Qasim Siddique
"	ICE	Haley Columbus
"	"	Chris McKay
"	IAAC	Caitlin Phillips

WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL

PROJECT TEAM / CONSULTANTS

THREE ROAD PROJECTS GATHERING & EXPO

Webequie Supply Road (WSR) • Marten Falls First Nation Community Access Road (MFCAR) • Northern Road Link (NRL)

WALK-IN SIGN-IN SHEET

Sign In if you have not pre-registered to the Three Road Projects Gathering & Expo.

Date	Community	Name (First and Last)	Signature
Feb 19	IAAC	Caitlin Phillips	CPhillips
Feb. 19	Webequie First Nation	~~Ray~~ Roy Spence	~~RA~~
Feb 19	IAAC	SITA CHINNADURAI	Sitg.
Feb 19	MSWCS	PAUL MACINNIS	
"	WSR Working Group.	Gordon Nadeau	
Feb 19	ICE	Mckenna Martinez	
	DILLON	MISHAL NASEER	
	DILLON	LAURA SWYERS.	
Feb 19	SUSLOP	Christine Foster	
FEB 19	SUSLOP	ARIANE HELSEY	

The personal contact information you provide will not be shared outside of the Projects.

WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL

Appendix C

Project Presentation

Appendix D

Expo Display Boards & Handouts

Appendix E

Workbook, Passport & Feedback Forms

Appendix F

Breakout Session Sign Up & Maps

Thunder Bay - Day 1

Time	MFCAR	WSR	NRL	Ontario/IAAC
1:00 - 2:00	Constance Lake First Nation	Wunnumin Lake First Nation	Red Sky Métis Independent Nation	
2:00 - 3:00	Red Sky Métis Independent Nation	Nibinamik First Nation	Constance Lake First Nation	Wunnumin Lake First Nation
3:00 - 4:00	Nibinamik First Nation	Red Sky Métis Independent Nation	Wunnumin Lake First Nation	Long Lake #58 First Nation

Thunder Bay - Day 2

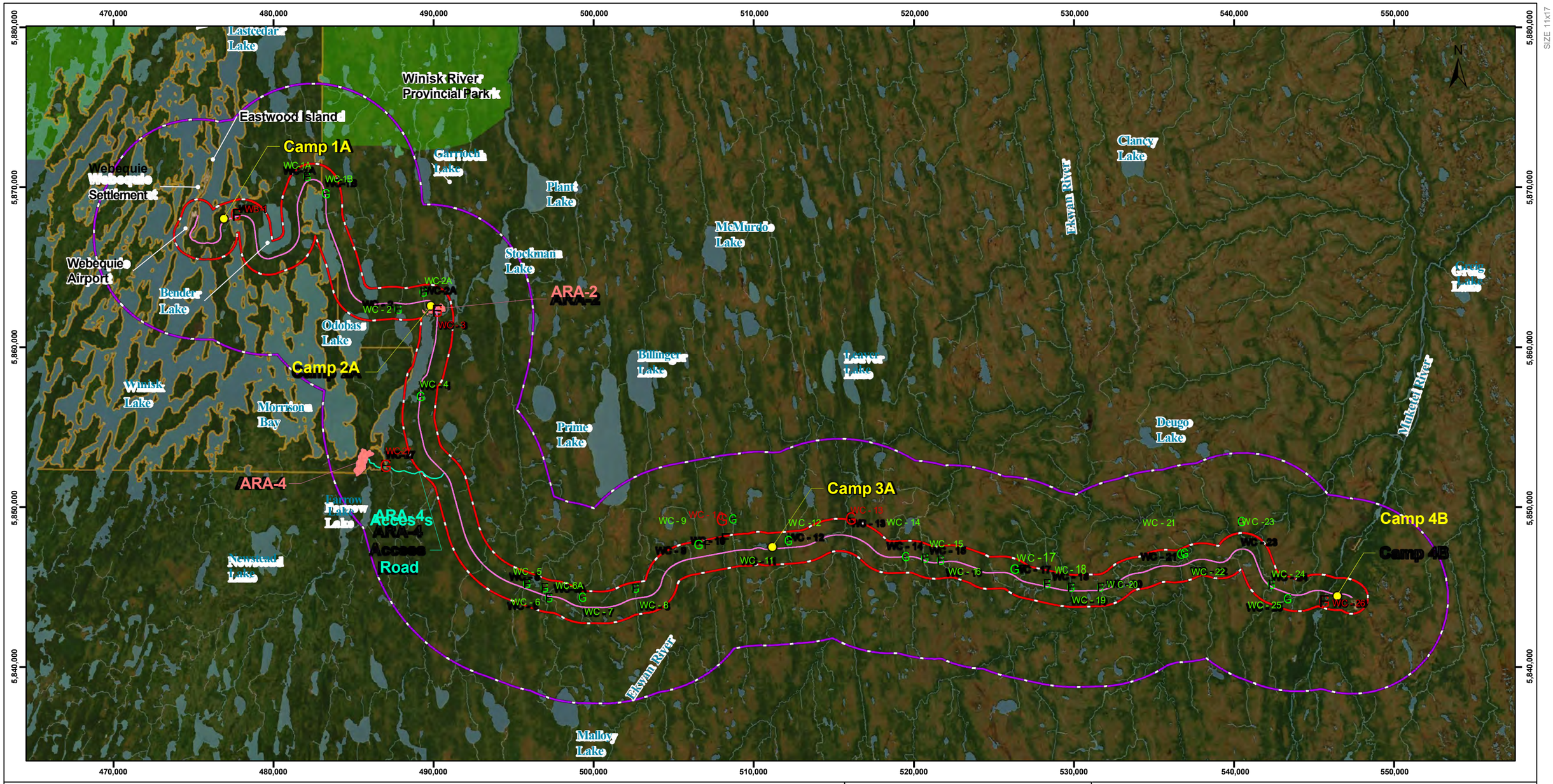
Time	MFCAR	WSR	NRL	Ontario/IAAC
11:00 - 12:00	Animbiigoo-Zaagi'igan Anishinaabek	Long Lake #58 First Nation	Aroland First Nation	Red Sky Métis Independent Nation
1:00 - 2:00	Aroland First Nation	Constance Lake First Nation		Animbiigoo-Zaagi'igan Anishinaabek
2:00 - 3:00	Wunnumin Lake First Nation	Aroland First Nation	Animbiigoo-Zaagi'igan Anishinaabek	Constance Lake First Nation

Timmins - Day 1

Time	MFCAR	WSR	NRL	Ontario/IAAC
1:00 - 2:00	Attawapiskat / Mushkegowuk Council / Kashechwan			
2:00 - 3:00				Mushkegowuk Council / Kashechwan

	Attawapiskat First Nation

Timmins - Day 2				
Time	MFCAR	WSR	NRL	Ontario/IAAC
11:00 - 12:00		Troy Woodhouse (Mushkegowuk Council)	Mushkegowuk Council	Attawapiskat First Nation
1:00 - 2:00				
2:00 - 3:00				



SIZE 11x17

Legend

- Preliminary Recommended Preferred Route
- Local Study Area (LSA 1km from the Preferred Route)
- Regional Study Area (RSA 5km from either side of LSA Boundary)
- Webequie First Nation Reserve
- Winisk River Provincial Park
- Waterbody
- Watercourse
- ARA-4 Access Road
- Recommended Aggregate/Rock Source Areas
- Recommended Construction Camps
  *Camp 2-A is proposed to include permanent Maintenance and Storage Facility (MSF) for operations of the WSR.
- Waterbody crossing by culvert
- Waterbody crossing by bridge

*Locations of maintenance areas and rest areas for the WSR will be determined in the future Detail Design Phase of the Project.

WSR WEBEQUIE SUPPLY ROAD

NOTES

1. Coordinate System: NAD 1983 UTM Zone 16N.
2. Cadastral boundaries are for informational purposes only and should not be considered suitable for legal, engineering, or surveying purposes.
3. Topographic/landcover features obtained from CanVec v12.0 dataset, Natural Resources Canada Earth and Sciences Sector Centre for Topographic Information; and, Land Information Ontario (LIO) Warehouse Open Data (https://geohub.lio.gov.on.ca/), Ontario Ministry of Natural Resources and Forestry (OMNRF) Download Date - 2021-02-04

DISCLAIMER

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0 10 20 Km

Webequie Supply Road (WSR)

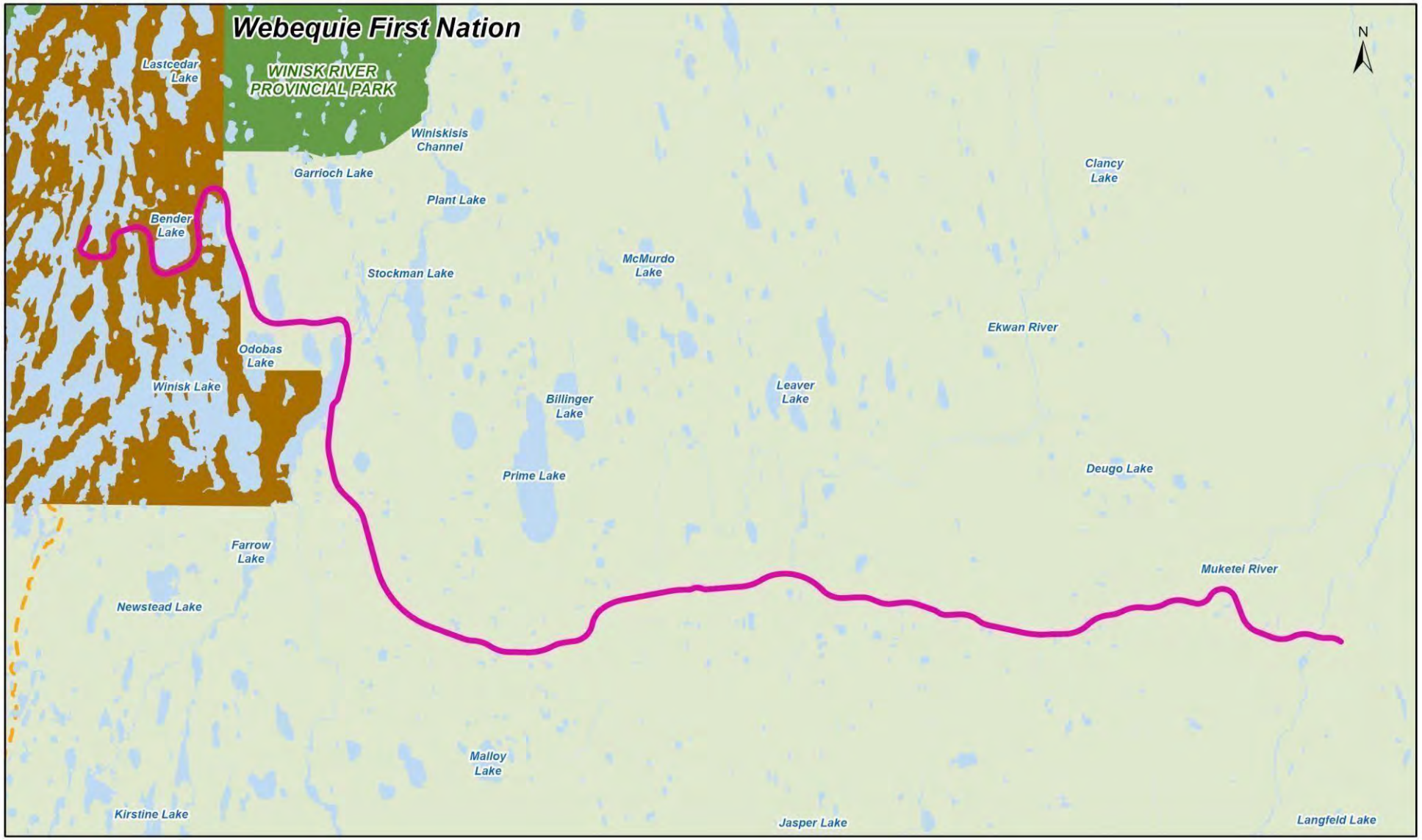
Location of Project Main Components

FigureNumber:		REV:
1.2		PA
Client:	Project Number:	Date:
Webequie First Nation	661910	5/13/2024

DSC	DRN	CHK	APP
	AD	CW	

SIZE 11 X 17 Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

Document Path: \\tor01\PROJECTS\E&W\Projects\661910 - Webequie First Nation Supply Rd\40_Execution\45_GIS_Dwgs\MXD\VIA\661910_WSR_ALT_ProjectStudyArea2.1_0001_0002.mxd



Legend

- Preliminary Recommended Preferred Route
- Winter Road
- First Nation Reserve
- Provincial Park
- Waterbody

DRAFT

WSR WEBEQUIE SUPPLY ROAD

NOTES

1. Coordinate System: NAD 1983 UTM Zone 16N.
2. Cadastral boundaries are for informational purposes only and should not be considered suitable for legal, engineering, or surveying purposes.
3. Topographic/landcover features obtained from CanVec v12.0 dataset, Natural Resources Canada Earth and Sciences Sector Centre for Topographic Information, and, Land Information Ontario (LIO) Warehouse Open Data (https://geohub.lio.gov.on.ca/), Ontario Ministry of Natural Resources and Forestry (OMNRF). Download Date: 2021-02-04

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0 5 10 Km

Webequie Supply Road (WSR)

Preliminary Recommended Preferred Route

Figure Number:		REV:
X		PA
Client:	**Project Number:**	**Date:**
Webequie First Nation	661910	6/5/2024

DSC	DRN	CHK	APP
	TE	AD	

SIZE 8.5 X 11

SIZE 8.5 X 11

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Appendix G

Summary of Community Specific Feedback Received/Comment Response Tables