APPENDIX P2.E

First Nation On-Reserve Community Meetings and Summaries

P2.E.1 – Webequie First Nation

- On-Reserve Community Meeting – October 13, 2021
- On-Reserve Community Meeting – October 27, 2021
- On-Reserve Community Meeting – November 10, 2021
- On-Reserve Community Meeting – May 11 – 12, 2023
- On-Reserve Community Meeting – June 7, 2023
- On-Reserve Community Meeting – August 29, 2023
- On-Reserve Community Meeting – September 25, 2023
- On-Reserve Community Meeting – January 12, 2024
- On-Reserve Community Meeting – May 13 – 14, 2024
- On-Reserve Community Meeting – August 20 – 22, 2024
- On-Reserve Community Meeting – December 18, 2024
- On-Reserve Community Meeting – May 20, 2025
- On-Reserve Community Meeting – May 21 – 23, 2025

P2.E.2 – Constance Lake First Nation

- On-Reserve Community Meeting – June 22, 2023
- On-Reserve Community Meeting – September 12, 2024
- On-Reserve Community Meeting – January 28, 2025

P2.E.3 – Marten Falls First Nation

- On-Reserve Community Meeting – August 24, 2023

P2.E.4 – Nibinamik First Nation

- On-Reserve Community Meeting – January 16, 2024

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WEBEQUIE FIRST NATION

APPENDIX P2.E.1

Webequie First Nation

- On-Reserve Community Meeting – October 13, 2021

WEBEQUIE SUPPLY ROAD
Webequie First Nation – Community Meeting

Socio-Economic and Human Health Study Plans
October 13, 2021 – 12:00-2:00 pm

OVERVIEW

The WSR Project team, consisting of Don Parkinson of SNC-Lavalin and Michael Fox of ICE, visited Webequie First Nation for a community meeting on October 13, 2021 from 12-2 pm.

The purpose of the community meeting was to discuss the socio-economic and human health study plans. These are required as part of the federal impact assessment process and detail the technical approach taken for the respective studies that comprise the basis for the impact assessment.

Don Parkinson delivered a presentation that began with a project update, explaining that the Proposed Environmental Assessment Terms of Reference had been approved and the project's next steps. Next, each of the study plans was discussed, explaining their purpose and providing details of some of the activities associated with each study plan. Finally, upcoming community visits were described and community members were encouraged to participate further in the project by visiting the project website and looking for upcoming events via social media.

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SOCIO-ECONOMIC AND HUMAN HEALTH WORK PLANS

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03 HUMAN HEALTH WORK PLAN FOR THE EA

An explanation of what we plan to do as part of the human health EA work

04 COMING UP

Our next visits and what we will be talking about

Where we are now

- The Webequie Supply Road Environmental Assessment (EA) Terms of Reference (ToR) was approved by MECP this past Friday

- This means that the work plan for the EA has been approved and we can now focus on completing the EA report since we now know what is expected of us

- Over the next few weeks, we will be visiting the community to explain each of the work plans that are required to be prepared as part of the federal impact assessment process

The Socio-Economic Work Plan

What is socio-economics?

Socio-economics gives us information about the jobs, income, and education of a community.

Purpose of the Socio-Economic Impact Assessment (SEIA)

- To understand how (good and bad) and how much community well-being could be affected by the Webequie Supply Road project
- This work is included in the provincial and federal environmental assessment processes

There are 22 Indigenous communities to be consulted as part of the EA process:

Indigenous Community	Identified by WFN	Identified by MECP	Identified by IAAC
Webequie First Nation	✓	✓*	✓*
Aroland First Nation		✓*	✓*
Attawapiskat First Nation	✓	✓*	✓*
Constance Lake First Nation		✓*	✓
Eabametoong First Nation	✓	✓	✓*
Fort Albany First Nation		✓*	✓*
Ginoogaming First Nation		✓	✓
Kasabonika First Nation	✓	✓*	✓*
Kaschechewan First Nation		✓*	✓
Kitchenuhmaykoosib Inninuwug		✓*	✓
Kingfisher Lake First Nation		✓*	
Long Lake #58 First Nation		✓	✓
Marten Falls First Nation	✓	✓*	✓*
Mishkeegogamang First Nation		✓	
Neskantaga First Nation	✓	✓*	✓*
Nibinamik First Nation	✓	✓*	✓*
North Caribou Lake First Nation		✓	
Wapekeka First Nation		✓	
Wawakapewin First Nation		✓*	
Weenusk (Peawanuck) First Nation	✓	✓*	✓*
Wunnumin Lake First Nation		✓*	
Metis Nation of Ontario – Region 2		✓	

Communities marked with an asterisk (in yellow) are those whose Aboriginal and Treaty rights may be affected by the Project.

Gender Based Analysis Plus (GBA+)

- This is a way to collect and analyze the data from a socio-economic survey
- It is required by the federal Impact Assessment Act
- The purpose is to make sure that groups that were previously not treated equally such as Indigenous people, especially Indigenous women, have a voice and can provide input to the socio-economic survey
- The approach provides a way to understand how potential project effects could impact groups such as Indigenous women more than others

Criteria and Indicators

- Valued components are human and physical aspects of the environment that people consider important and therefore require detailed consideration in the EA

- From the valued components, preliminary socio-economic criteria (what to measure) and indicators (how to measure) were developed

- For example, for the criterion housing, indicators could be: (1) changes in housing supply and demand; (2) changes to the number of people living in a home; and (3) changes to housing quality. This information could be collected by interviews with community housing specialists, community surveys and community housing profiles and assessments

- Other criteria could be education, population, social services, transportation, social cohesion (togetherness), safety, regional and local commercial activity, government finances and employment

How will baseline data be collected?

- Baseline data is collected from two types of sources: primary and secondary
- Secondary sources are not direct or first-hand, but are from sources such as studies, books or articles (i.e. Webequie housing assessment, On-Reserve Land Use Plan)
- Primary sources are direct, first-hand sources, such as interviews or surveys
- Most communities will complete surveys online or at community consultation events
- Four communities (Webequie/Neskantaga/Nibinamik/Eabametoong) that potentially more socially and economically impacted by WSR will be given more attention for baseline data collection

What types of questions will be asked in the surveys?

- Questions will be asked about demographics (age, gender, income, education, employment), as well as housing, social services, safety and community togetherness

What kinds of surveys will be done?

- Focus groups (adult women, elders, male and female youth) will be undertaken in the four communities potentially more socially and economically impacted- these allow people to talk longer and provide more input

- Key informant interviews- these are done with people who have special knowledge of certain areas such as housing, infrastructure, economic development and social services.

Identification of Potential Socio-Economic Effects

- Compare baseline conditions to those expected to result from the construction and operation/maintenance of the Project

- Potential effects are described for each criterion (i.e., housing, education, population, social services, transportation, social cohesion (togetherness), safety, regional and local commercial activity, government finances and employment- effects are identified as direct or indirect

- Identification of effects will be view through a GBA+ lens to identify possible effects on women, elders and youth

The Human Health Work Plan (HHWP)

- The core of the Human Health Work Plan is the *Health Impact Assessment*- this is a series of steps that are intended to provide a structural framework for the assessment. The steps are as follows:

Health Impact Assessment (HIA)

- The goal of conducting these steps is to produce a baseline community health profile of both Webequie and other Indigenous communities potentially affected by the WSR

- Once the profile has been done, then potential impacts on health and well-being can be evaluated

- Health areas to be assessed include:

    - Mental health
    - Social well-being
    - Physical well-being
    - Spiritual well-being
    - Public safety
    - Health care services

How will information be gathered?

- Community documents
- Public documents
- Government reports
- Scientific literature
- Assessments from similar projects
- Consultation activities and social research methods
  - Household surveys, key informant interviews, focus groups
  - Indigenous Knowledge and Land Use studies

What are some of the potential effects of the WSR on human health that will be assessed?

- Air quality (vehicle emissions, GHG emissions, dust)
- Noise (from construction, increased vehicle and equipment usage)
- Drinking water (contamination, quality and quantity of available water)
- Soil Quality
- Harvesting and consumption of foods (metals and metalloid contamination in food being consumed, quantity and quality of foods)

How will the effects be assessed?

The assessment will consider the potential interactions between the project components and the criteria (human health), indicators, and valued components identified within the project study area. Valued components will be identified based on what Indigenous communities and groups, the general public and stakeholders find valuable to them in the assessment process, such as climate change, human health, vegetation, etc. A potential effect is considered to occur when the expected future criteria conditions resulting from the Project differ from the baseline criteria conditions identified by the Project Team using the indicators.

Engagement and Consultation

The Project Team will be providing information using communication materials such as:

- Fact sheets
- Project website
- Public notices
- Notification letters

There will be opportunities for public participation and Indigenous engagement and consultation. The Project Team will engage with Indigenous communities to obtain Indigenous Knowledge, determine potential effects on Treaty Rights, and receive input and feedback on the Human Health, Socio-economic and other EA workplans.

Coming Up

Upcoming WSR community meetings and topics:

Acoustic / visual / climate change & air quality / cumulative effects work plans- ***October 27***

Geology, Terrain, Soils / Vegetation / Groundwater & Surface Water / Aquatic Habitat work plans- ***November 10***

Caribou and Wolverine / Wildlife & Wildlife Habitat / Species at Risks / Breeding Birds work plans- ***November 24***

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Webequie First Nation

- On-Reserve Community Meeting – October 27, 2021

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WEBEQUIE SUPPLY ROAD
Webequie First Nation – Community Meeting

Acoustic Environment, Visual Environment, Climate Change/Air Quality and Cumulative Effects Study Plans
October 27, 2021 – 12:00 – 2:00 pm

OVERVIEW

The WSR Project team, consisting of Don Parkinson of SNC-Lavalin and Michael Fox of ICE, visited Webequie First Nation for a community meeting on October 27, 2021 from 12-2 pm.

The purpose of the community meeting was to discuss a number of federal impact assessment study plans, including acoustic environment, visual environment, climate change/air quality and cumulative effects. These are required as part of the federal impact assessment process and detail the technical approach taken for the respective studies that comprise the basis for the impact assessment.

Don Parkinson delivered a presentation that began with a project update, explaining that the Proposed Environmental Assessment Terms of Reference had been approved and the project's next steps. Next, each of the study plans was discussed, explaining their purpose and providing details of some the activities associated with each study plan. Finally, upcoming community visits were described and community members were encouraged to participate further in the project by visiting the project website and looking for upcoming events via social media.

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ACOUSTIC, VISUAL, CLIMATE CHANGE/AIR QUALITY AND CUMULATIVE EFFECTS WORK PLANS

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03 VISUAL ENVIRONMENT WORK PLAN FOR THE EA
An explanation of what we plan to do as part of the visual environment EA work

04 CLIMATE CHANGE AND AIR QUALITY WORK PLAN FOR THE EA
An explanation of what we plan to do as part of the climate change and air quality EA work

05 CUMULATIVE EFFECTS WORK PLAN FOR THE EA
An explanation of what we plan to do as part of the cumulative effects EA work

06 COMING UP
Our next visits and what we will be talking about

Where we are now

- The Webequie Supply Road Environmental Assessment (EA) Terms of Reference (ToR) was approved by MECP this past Friday

- This means that the work plan for the EA has been approved and we can now focus on completing the EA report since we now know what is expected of us

- Over the next few weeks, we will be visiting the community to explain each of the work plans that are required to be prepared as part of the federal impact assessment process

The Acoustic Environment Work Plan

What is acoustics?

- A science that deals with the production, control, transmission, reception, and effects of sound

Description of the work

- To understand the potential effects of the project on the current acoustic (noise) environment, such as impacts on traditional activities such as hunting, trapping or fishing)
- Looks at impacts during different project phases (i.e., construction, operations
- Field team will be installing acoustic recording equipment to determine baseline (current) noise conditions or levels in different locations
- If impacts are identified, practical or realistic ways to control or limit impacts will be identified.

Acoustic recording equipment

The Visual Environment Work Plan

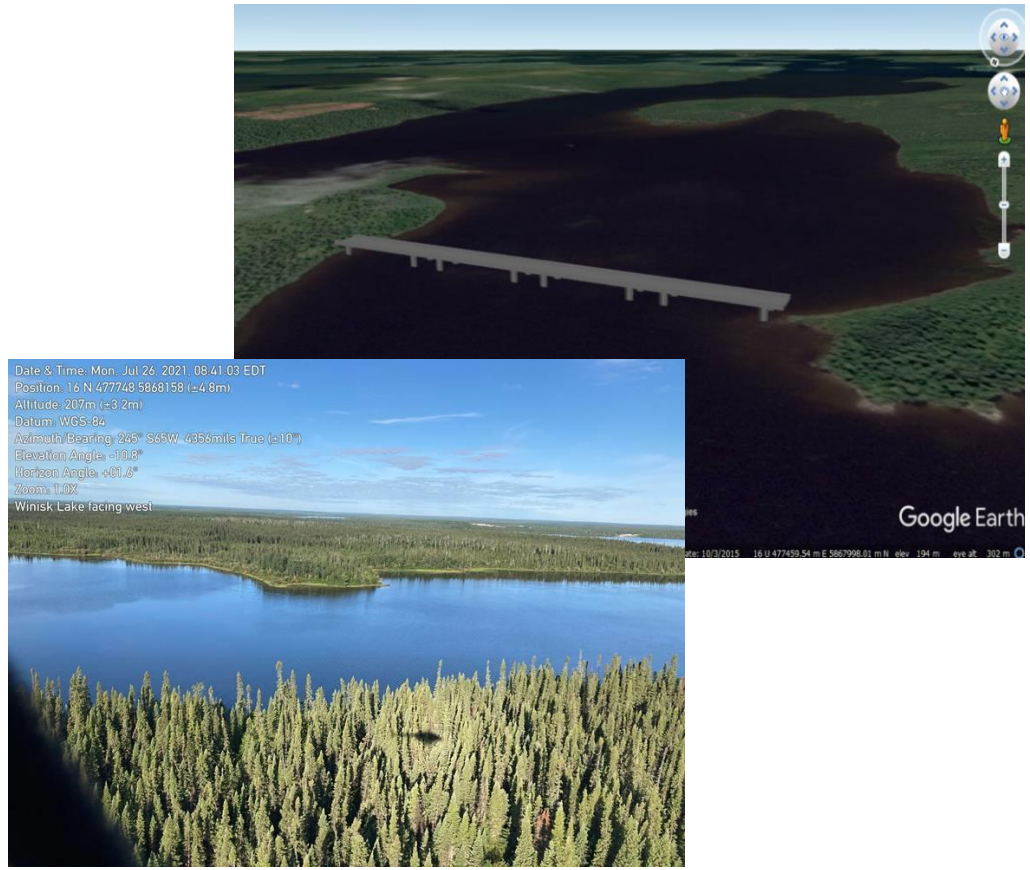
- Examines possible impacts on aspects of the visual environment from the WSR Project. Effects could include impacts on landscape views from important land or water-based viewing locations.

- Example- major water crossings where bridges would be used, locations
  of pits or quarries

- Looks at visual impacts of project on the landscape during all phases of the project, construction and operations

- Uses tools such as LiDAR data (height of the land) to identify what can be seen from different locations that are important to community members

- Information generated identifies areas where adjustments need to be made to routes or water-crossing structures, for example



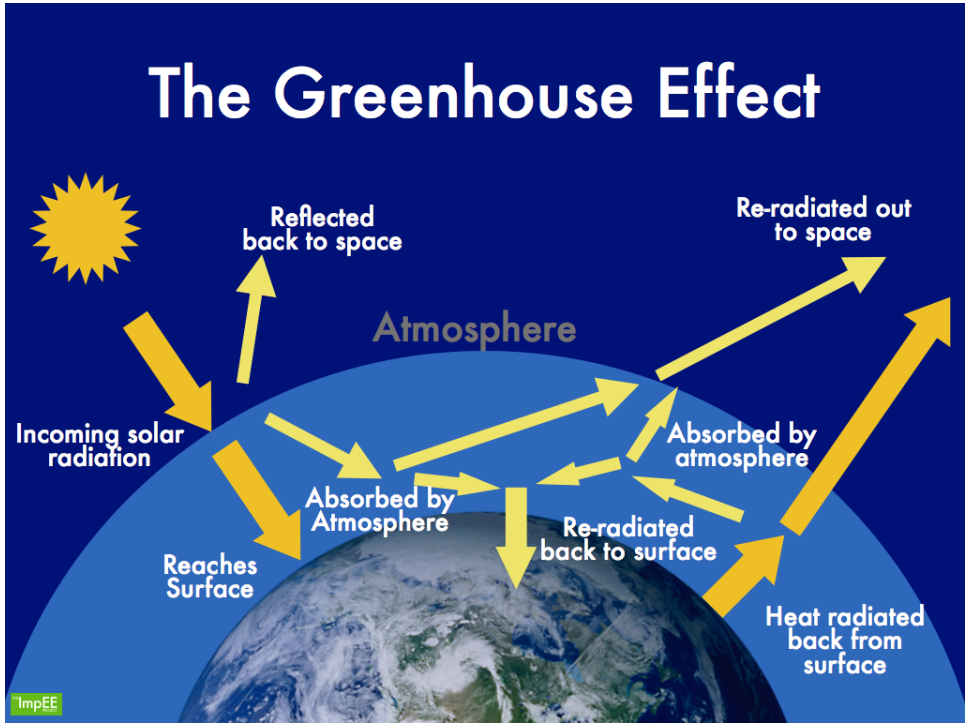
The Climate Change and Air Quality Work Plan

There are three key goals of this work:

(1) Determine the greenhouse gas emissions (GHG) the project is expected to produce.

(2) Determine how sensitive and durable the Project and its environment are to changing climate conditions.

(3) Determine the Project's production of air contaminants and their impact on air quality in the project area.



The Climate Change and Air Quality Work Plan

Sources of air contamination/potential emissions:

- Exhaust from construction equipment and road vehicles during the WSR construction phase
- Exhaust from public vehicles along the road, and the vehicles and equipment involved in maintenance of the road during the operations phase
- Heavy machinery used for vegetation clearing, material handling, road construction
- Aggregate extraction and processing during construction
- Blasting activities (dust and explosives) during construction
- Diesel generators (power source) at the construction camps and maintenance yards.

The Climate Change and Air Quality Work Plan

Climate Change considerations for road design:

- Height of road
- Height of bridges
- Size of culvert pipes
- Use of larger stone to protect from high flows

Timeframe for evaluating potential effects:

- Short-term
- Long-term
- Construction phase
- Operations phase

The Cumulative Effects Work Plan

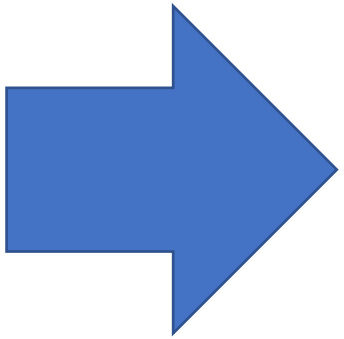
Step 1: Scoping

Step 2: Analysis

Step 3: Mitigation

Step 4: Significance

Step 5: Follow-up



- Does the project affect something that is important to community members (valued component or VC)? If yes, then decide the area to investigate and the timeframe
- Within the area and/or the timeframe, are there other projects (past, present or future) that will affect the VC ?
- If there are VCs that will be affected, these become part of the analysis phase of the process
- The next step is to figure out how the project will affect the valued component
- Next identify how to eliminate or control the effect and how significant it is
- Monitor the area to see if the impact is being controlled

Examples of Cumulative Effects

Fish & Fish Habitat: destruction of habitat of the same fish population from multiple physical activities.

Aquatic Species: shoreline destruction from multiple physical activities resulting in the removal of several patches of a marine plant.

Socio-Economic Conditions: environmental effects from multiple physical activities resulting in the decline of a bivalve population on which an Indigenous group depends as a source of income.

Physical and Cultural Heritage: damage caused to sites associated with the creation of legends, ceremonial functions, personal vision quests etc. as a result of multiple physical activities.

Current Use of Lands and Resources: effects on use of traditional fishing grounds owing to decreased fish population which results from multiple physical activities.

Archaeology: disturbance of an archaeologically significant site due to construction activities associated with multiple physical activities.

Engagement and Consultation

The Project Team will be providing information using communication materials such as:

- Fact sheets
- Project website
- Public notices
- Notification letters

There will be opportunities for public participation and Indigenous engagement and consultation. The Project Team will engage with Indigenous communities to obtain Indigenous Knowledge, determine potential effects on Treaty Rights, and receive input and feedback on the Human Health, Socio-economic and other EA workplans.

Coming Up

Upcoming WSR community meetings and topics:

Geology, Terrain, Soils / Vegetation / Groundwater & Surface Water / Aquatic Habitat work plans-
November 10

Caribou and Wolverine / Wildlife & Wildlife Habitat / Species at Risks / Breeding Birds work plans-
November 24

APPENDIX P2.E.1

Webequie First Nation

- On-Reserve Community Meeting – November 10, 2021

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WEBEQUIE FIRST NATION

WEBEQUIE SUPPLY ROAD
INDIGENOUS COMMUNITY MEETING

Environmental Assessment, Protocols/Consultation Process
November 10, 2021

OVERVIEW

Melanie LaForest of Indigenous Community Engagement (ICE) and Don Parkinson and Angela Brooks of SNC-Lavalin (SNC) held a meeting with Webequie First Nation (WFN) community members on November 10, 2021 at the Webequie First Nation Community Centre. Approximately 25 to 30 Webequie First Nation community members attended the community meeting. The purpose of this meeting was to share information on the Webequie Supply Road (WSR) Project Environmental Assessment (EA) process and give a presentation on WSR Project: Geology, Terrain, Soils, Vegetation, Groundwater & Surface Water, and Aquatic Habitat work plans along with a question and answer period. A WFN community member provided a translation of the information in Ojibway in real-time. The Project Team followed COVID-19 protocols.

Questions and feedback from the community were related to: (1) land use and road construction; (2) incorporating traditional knowledge; (3) climate change; and (4) baseline studies.

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GEOLOGY/TERRAIN/SOILS, AQUATIC HABITAT, GROUNDWATER SURFACE STUDY PLANS

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03 AQUATIC HABITAT STUDY/WORK PLAN FOR THE EA
An explanation of what we plan to do as part of the aquatic habitat EA work

04 GROUNDWATER STUDY/WORK PLAN FOR THE EA
An explanation of what we plan to do as part of the groundwater EA work

05 SURFACE WATER STUDY/WORK PLAN FOR THE EA
An explanation of what we plan to do as part of the surface water EA work

06 COMING UP
Our next visits and what we will be talking about

Where we are now

- The Webequie Supply Road Environmental Assessment (EA) Terms of Reference (ToR) was approved by MECP this past Friday

- This means that the work plan for the EA has been approved and we can now focus on completing the EA report since we now know what is expected of us

- Over the next few weeks, we will be visiting the community to explain each of the work plans that are required to be prepared as part of the federal impact assessment process

Study Areas

- Geographic boundaries of the areas potentially affected by the project
- Change depending on the valued component (the things that are important to community members)

There are three study areas:

Project Footprint: The area directly disturbed (includes road, access roads, pits, quarries, storage yards, access roads)

Local Study Area: Extends about 1 km from the supply road and 500 m from temporary or permanents infrastructure related to the road

Regional Study Area: Includes environmental effects from road on the broader environment such as downstream water quality, caribou, changes to socioeconomic conditions

The Geology/Terrain/Soils Study/Work Plan

What is does it involve?

- Collecting baseline information on the earth's structure and composition, geochemistry, geo-hazards, the height of the land (topography), soils and sediment (bottom lakes and rivers)

Objectives of the work

- Describe the geology locally and regionally
- Describe geological hazards (i.e., erosion)
- Determine the chemistry of construction materials disturbed such aggregate and rock sources
- Describe the potential for contamination of soils or sediments
- Describe soil layers and depths

The Aquatic Habitat Study/Work Plan

Purpose

- Gather information of aquatic conditions at 26 waterbody crossings

Field Surveys

- Fish habitat assessments to describe the biological and physical characteristic at waterbody crossings
- Fish community sampling
- Benthic invertebrate surveys- looking at what lives in the sediment, as it is a good indicator of aquatic health
- Fish spawning surveys

Information Collected

- Fish species present and abundance
- Spawning patterns
- Species sensitivity to habitat changes
- Benthic invertebrate community

The Groundwater Study/Work Plan

Purpose

- Collect groundwater samples to analyze quality and chemical composition
- Analyze how groundwater levels change in areas of peat/organic materials
- Measure how easily water moves through the soil and rock (hydraulic conductivity)

Activities

- Wells have been installed along the road corridor and within the aggregate area (sources of gravel and road for road construction)

The Surface Water Study/Work Plan

Purpose

- Collect surface water samples from 26 waterbody crossings
- Analyze the quality and composition of water samples- results are compared to federal and provincial water quality guidelines

Activities

- Sampling occurs at different times of year
- Water samples tested for physical (i.e., acidity, turbidity) and chemical (i.e., metals, nutrients, organic compounds, sediment)

Coming Up

Upcoming WSR community meetings and topics:

Caribou and Wolverine / Wildlife & Wildlife Habitat / Species at Risk / Breeding Birds work plans- ***November 24***

APPENDIX P2.E.1

Webequie First Nation

- On-Reserve Community Meeting – May 11 – 12, 2024

WEBEQUIE SUPPLY ROAD
INDIGENOUS COMMUNITY MEETING

Environmental Assessment, Protocols/Consultation Process
May 11 – 12, 2023

OVERVIEW

Jennifer Ashawasegai-Pereira of SNC-Lavalin, Faiza Waheed and Elayne Laroque of Intrinsik, and Leslie Spense of Webequie Supply Road (WSR) Project Team visited Webequie First Nation (WFN) from May 11-12, 2023 to conduct engagement activities for the human health assessment. During the first day, the team provide an overview presentation to interested community members with lunch. Conducted a women's focus group, conducted one-on-one interviews with community members apart of the Community Aboriginal Recreational Activator Program, Choose Life Program, School employees and conducted a youth focus group. On the second day, the Project team provided an overview presentation to interested community members with breakfast. Conducted a men and land users focus group, and a one-on-one interview with an individual from the home community care program.

APPENDIX P2.E.1

Webequie First Nation

- On-Reserve Community Meeting – June 7, 2023
- On-Reserve Community Meeting IKLRU – June 7, 2023

WEBEQUIE SUPPLY ROAD
INDIGENOUS COMMUNITY MEETING

Environmental Assessment, Protocols/Consultation Process
June 7, 2023

OVERVIEW

Don Parkinson and Jennifer Ashawasegai-Pereira of SNC-Lavalin went to Webequie First Nation (WFN) to discuss the Webequie Supply Road (WSR). The community meeting provided a presentation on Consultation Round 2 focusing on the following topics: Summary of Input received from Consultation Round 1, Identification of Evaluation of Alternatives, Preliminary Recommended Preferred Route and Supportive Infrastructure including Rationale for Selection, Preliminary Engineer Design Elements of WSR, and next steps and schedule. The meeting had approximately 12 participants who were given the opportunity to ask questions and provide comments.

WEBEQUIE SUPPLY ROAD
COMMUNITY MEETING
IKLRU Program
Webequie First Nation
June 7, 2023

OVERVIEW

Michael Fox and Heather Swan of Indigenous and Community Engagement (ICE), and Tony McGuire of TheyMedia went to Webequie First Nation (WFN) to discuss Indigenous Knowledge. The purpose of the visit was to gather Anishiniimowin Knowledge from Elders, in order to understand unique knowledge systems, practices, and beliefs developed by Indigenous communities over generations. The meeting had approximately 17 participants. Fred Jacob provided translation services.

WEBEQUIE SUPPLY ROAD

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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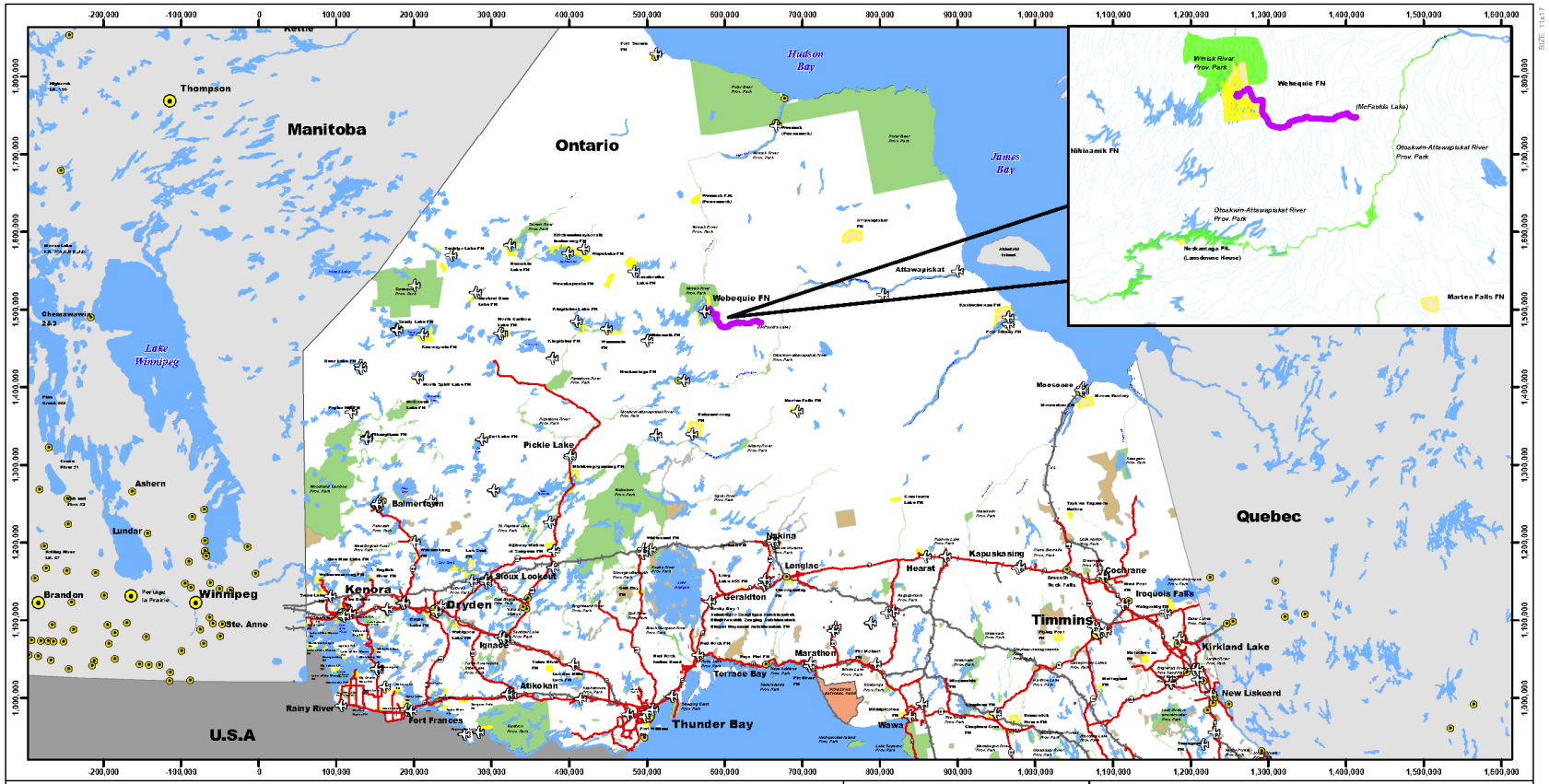
PROJECT LOCATION



WSR WEBEQUIE 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

PROJECT DESCRIPTION

107 km

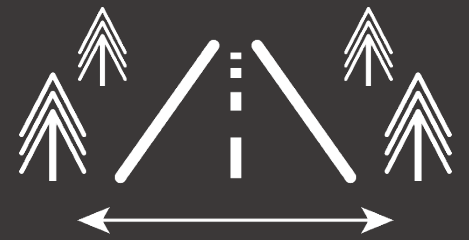
All-season road from Webequie First Nation (WFN) Airport to McFaulds Lake

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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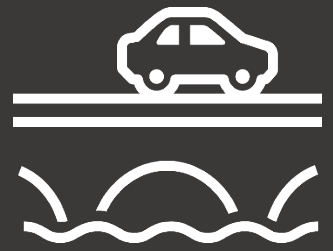
PROJECT DESCRIPTION



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

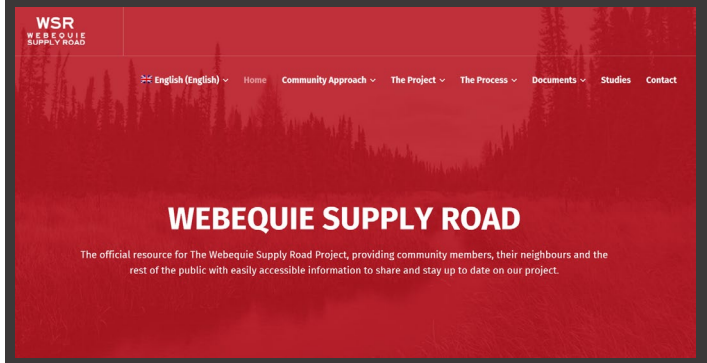
Construction camps (temporary) to accommodate construction crews and operation/maintenance office (permanent) including supportive facilities (wastewater treatment plant, potable water storage)

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/

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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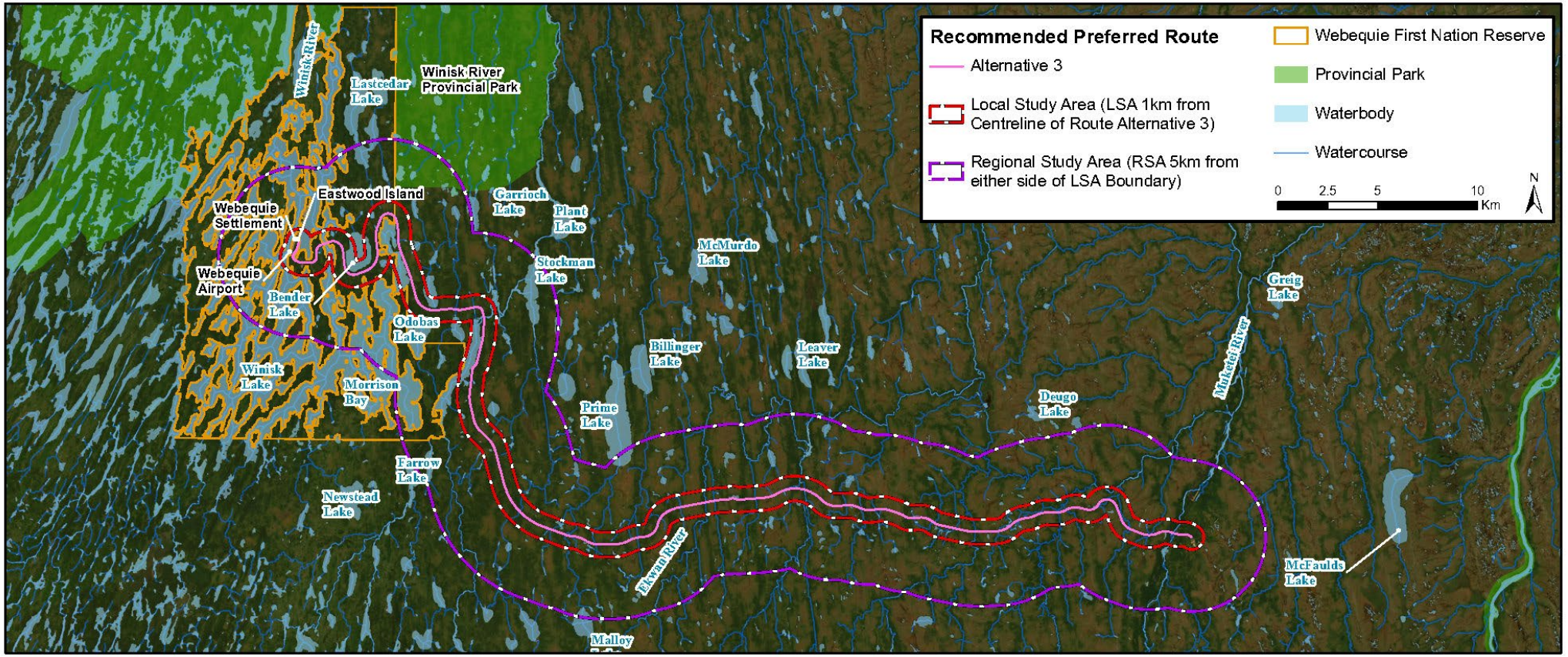
RECOMMENDED PREFERRED ROUTE

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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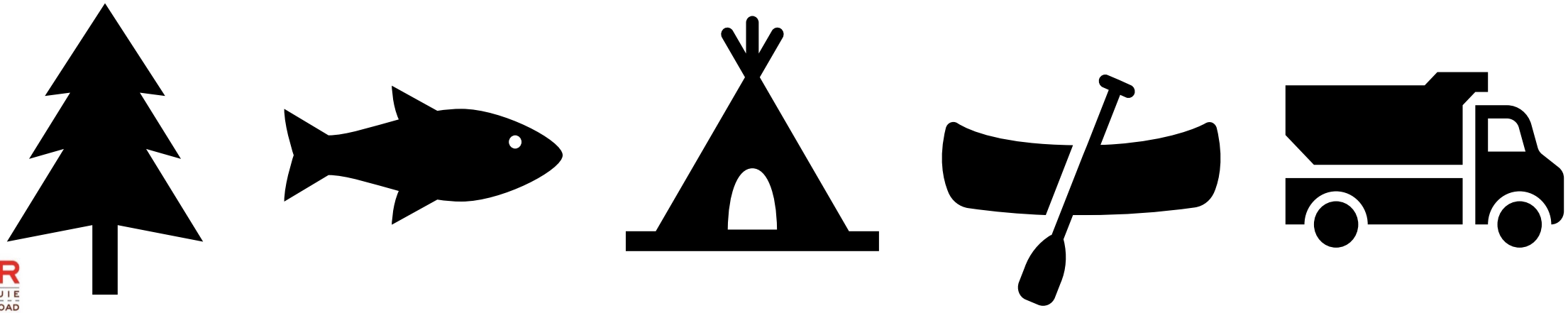
APPROACH FOR EVALUATION OF ALTERNATIVES

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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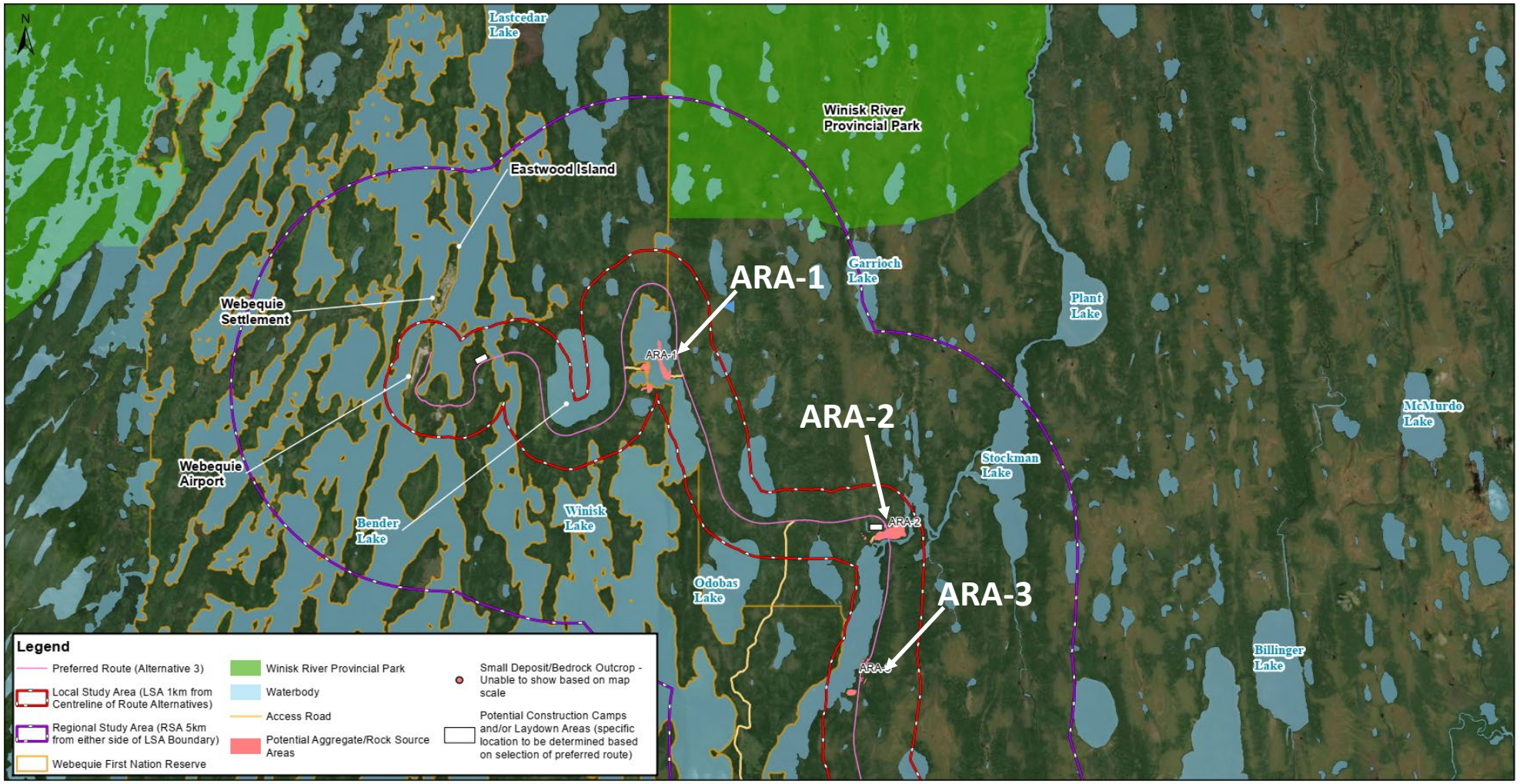
POTENTIAL AGGREGATE SOURCE AREAS (WEST)



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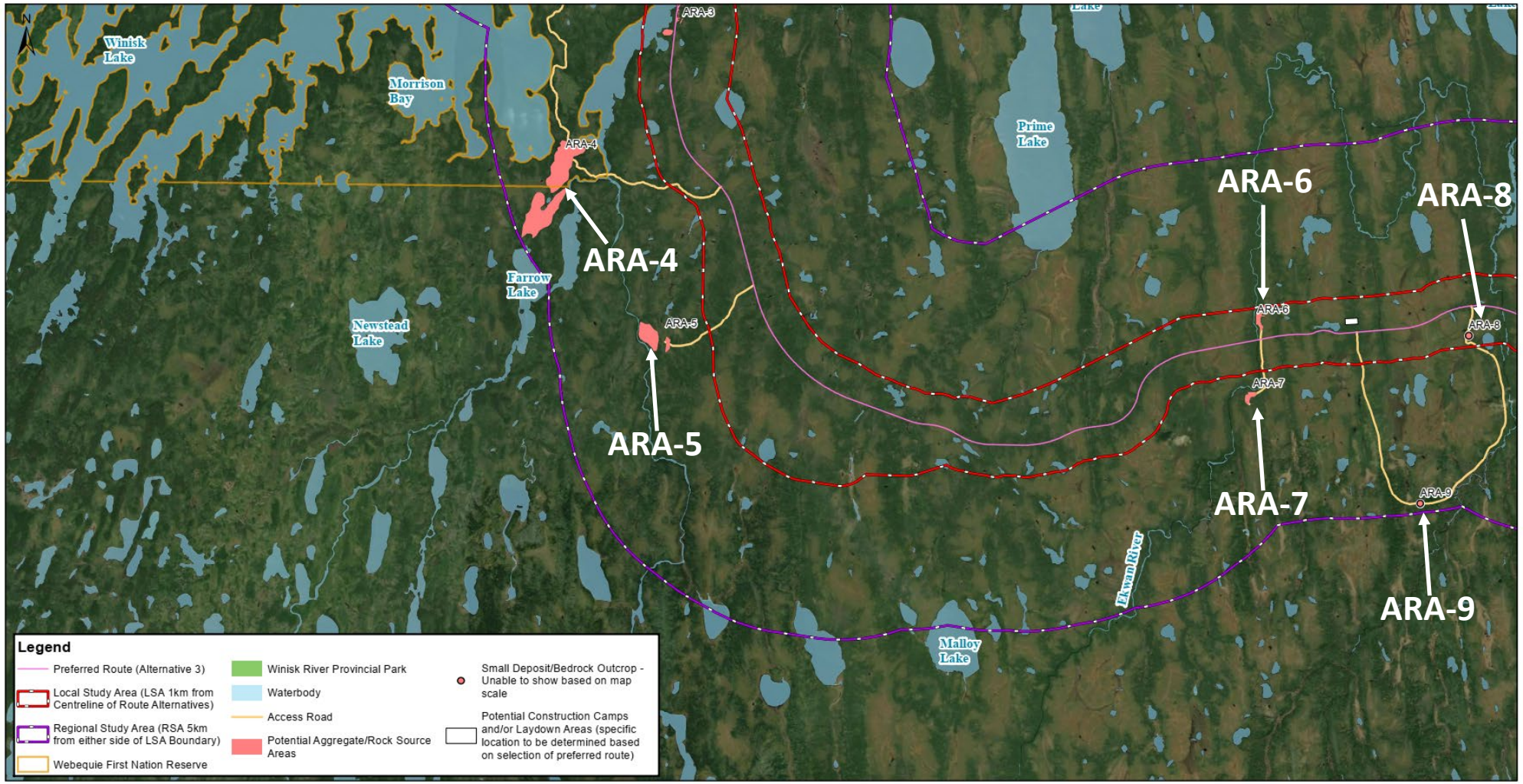
POTENTIAL AGGREGATE SOURCE AREAS (WEST-CENTRAL)



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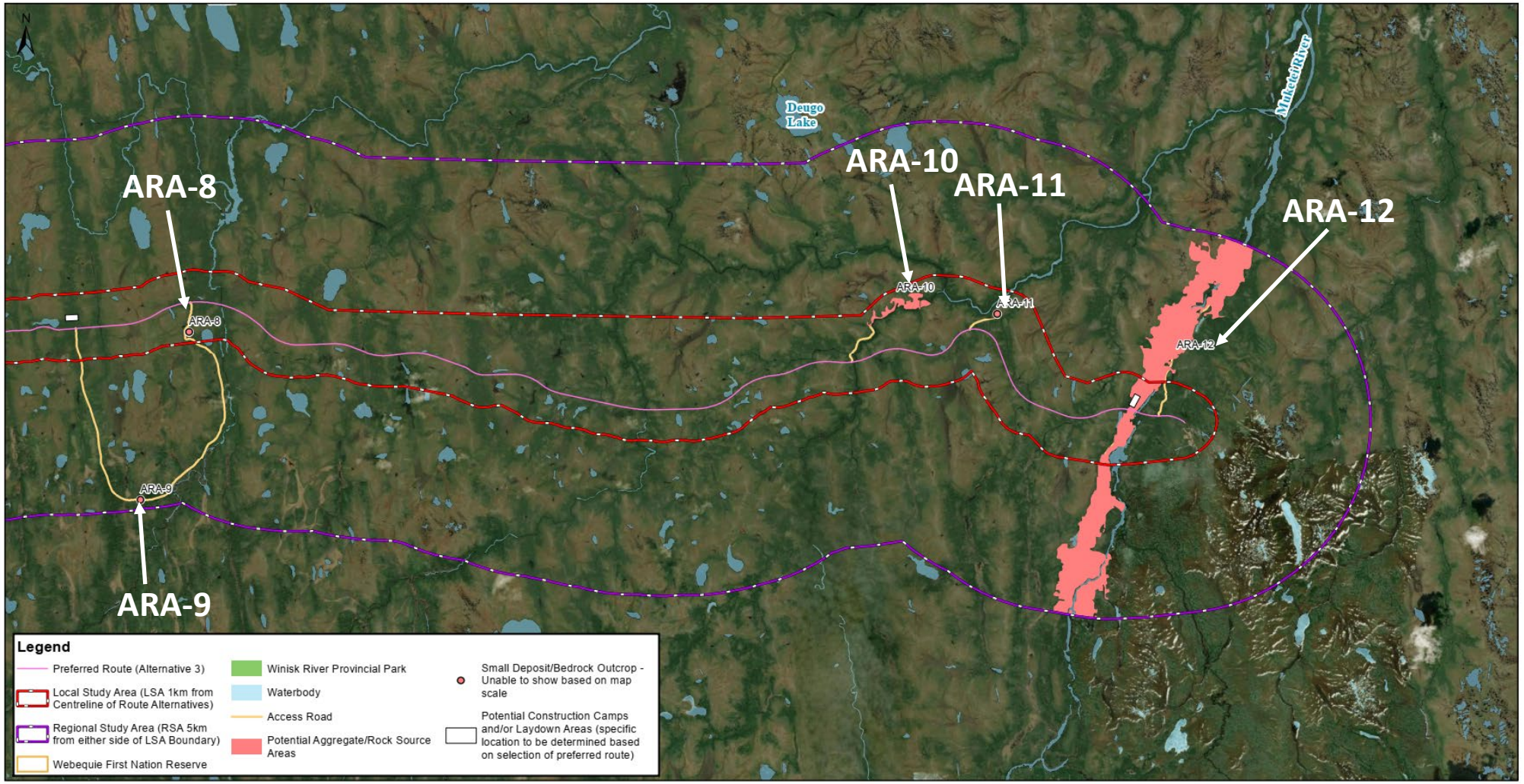
POTENTIAL AGGREGATE SOURCE AREAS (EAST)



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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

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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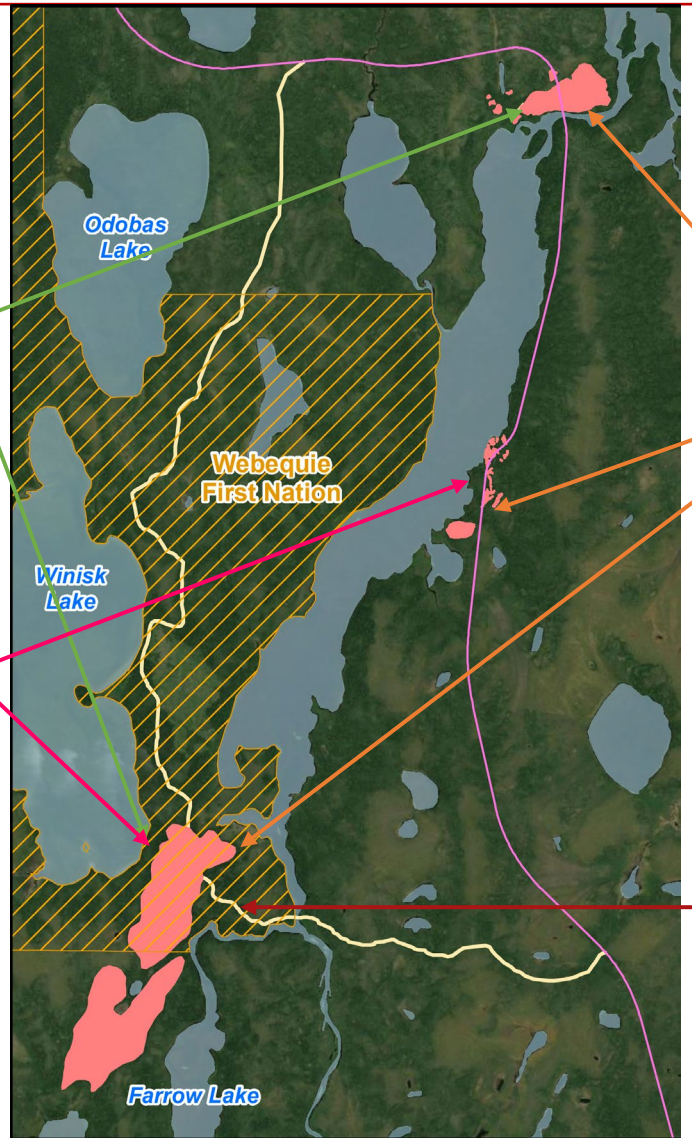
POTENTIAL AGGREGATE SOURCE AREAS (EAST)

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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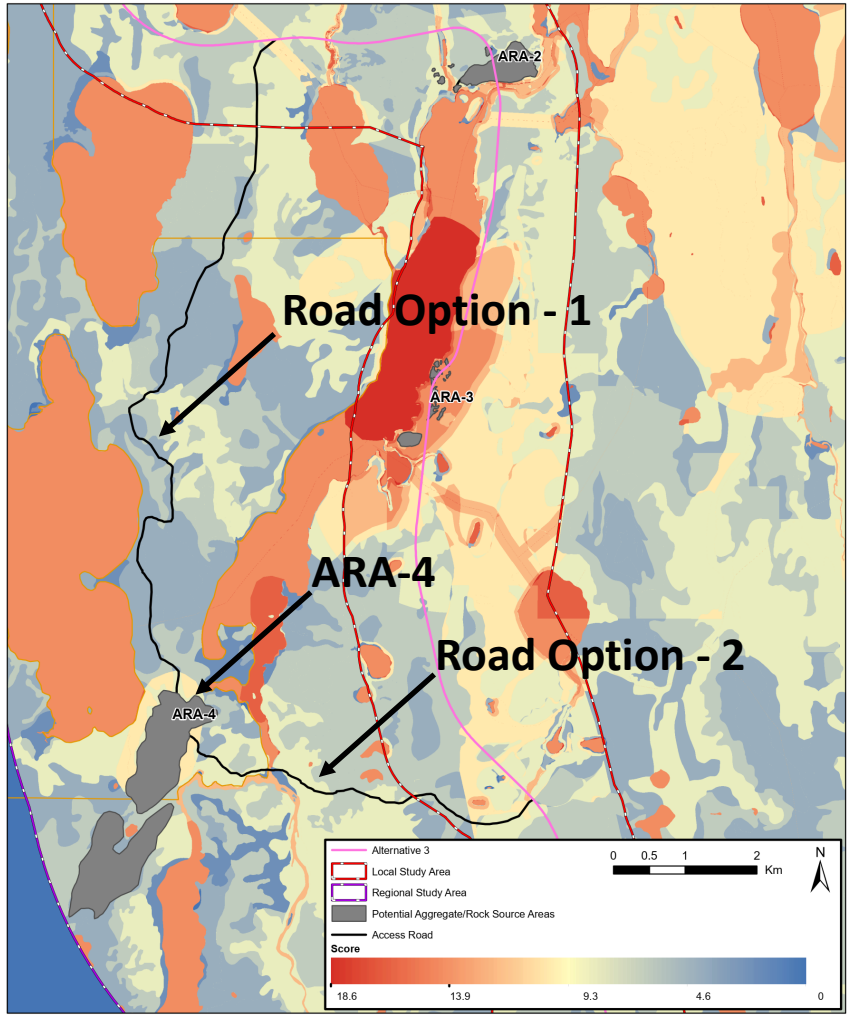
ALTERNATIVE AGGREGATE SOURCE AREAS (RESULTS)

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

ALTERNATIVE ARA-4 AGGREGATE ACCESS ROAD (RESULTS)

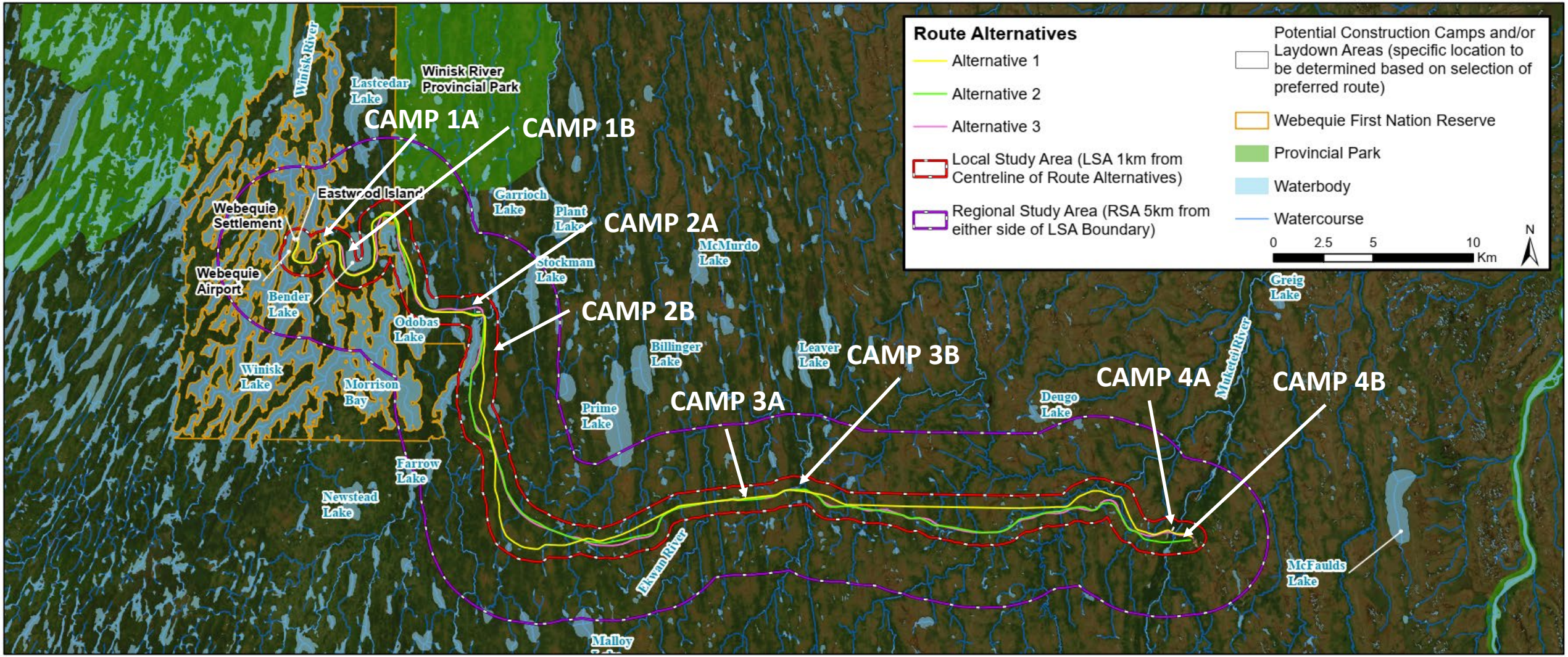
CONSTRUCTION CAMPS

The construction camps may include:

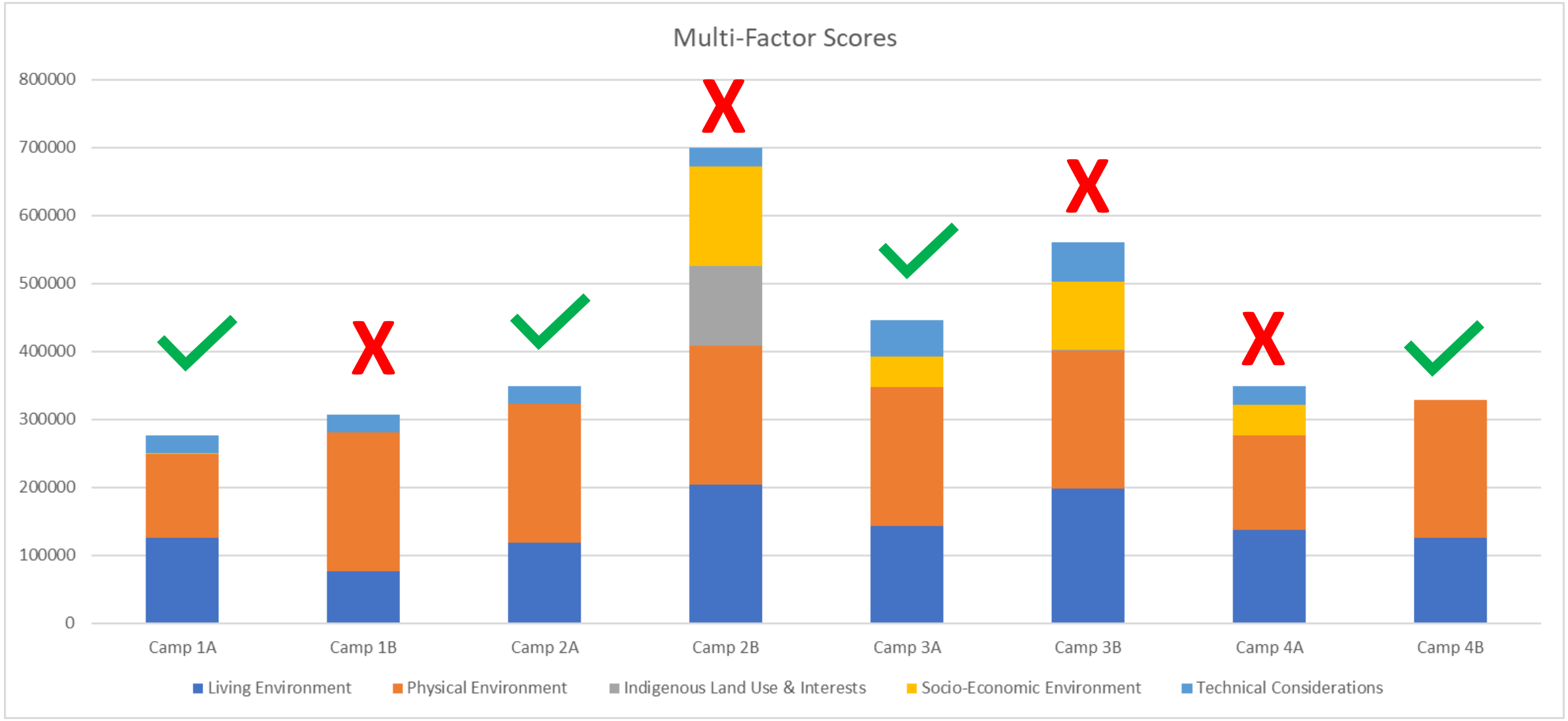
- Accommodations (bunkhouse) for workers
- Construction office(s)
- Kitchen and dining hall
- First aid station
- Communications system
- Wastewater treatment system
- Groundwater water supply well
- Waste handling and storage facility area
- Electricity supply from diesel generators
- Above ground fuel 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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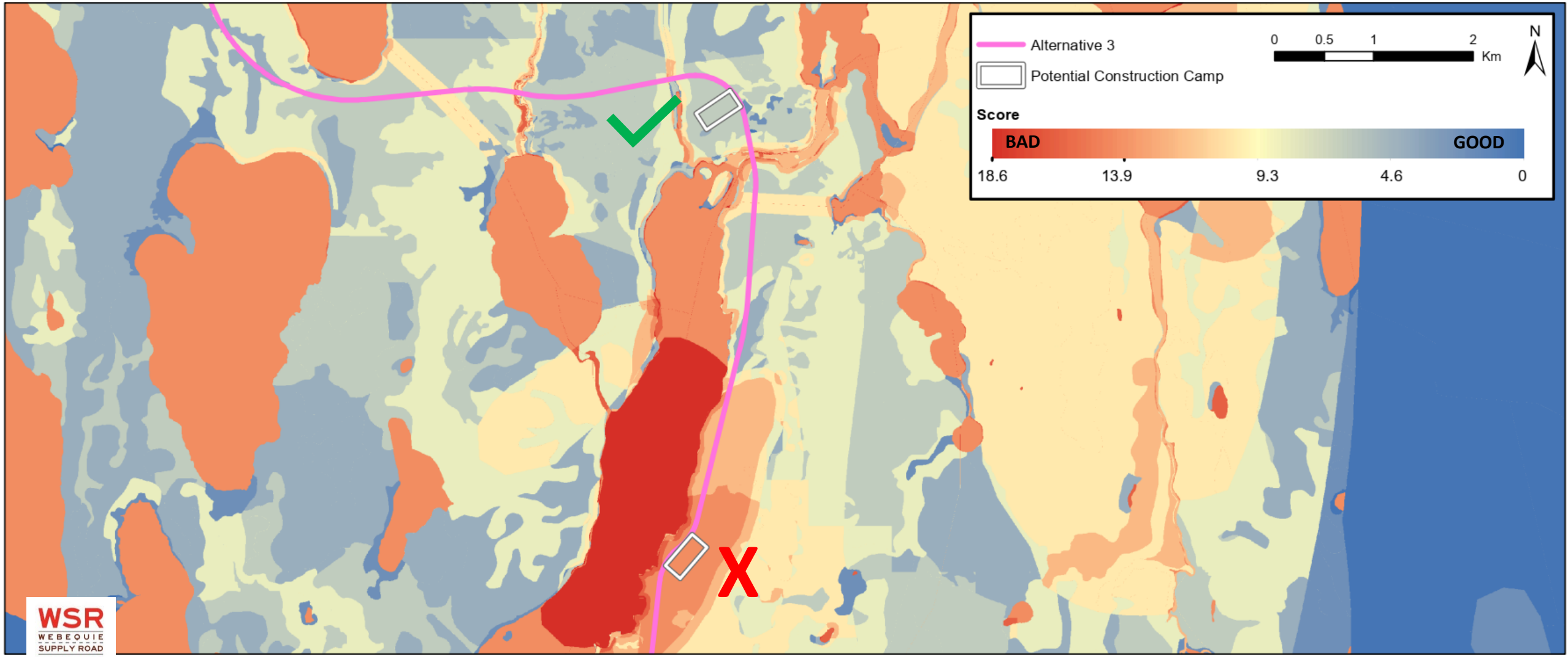
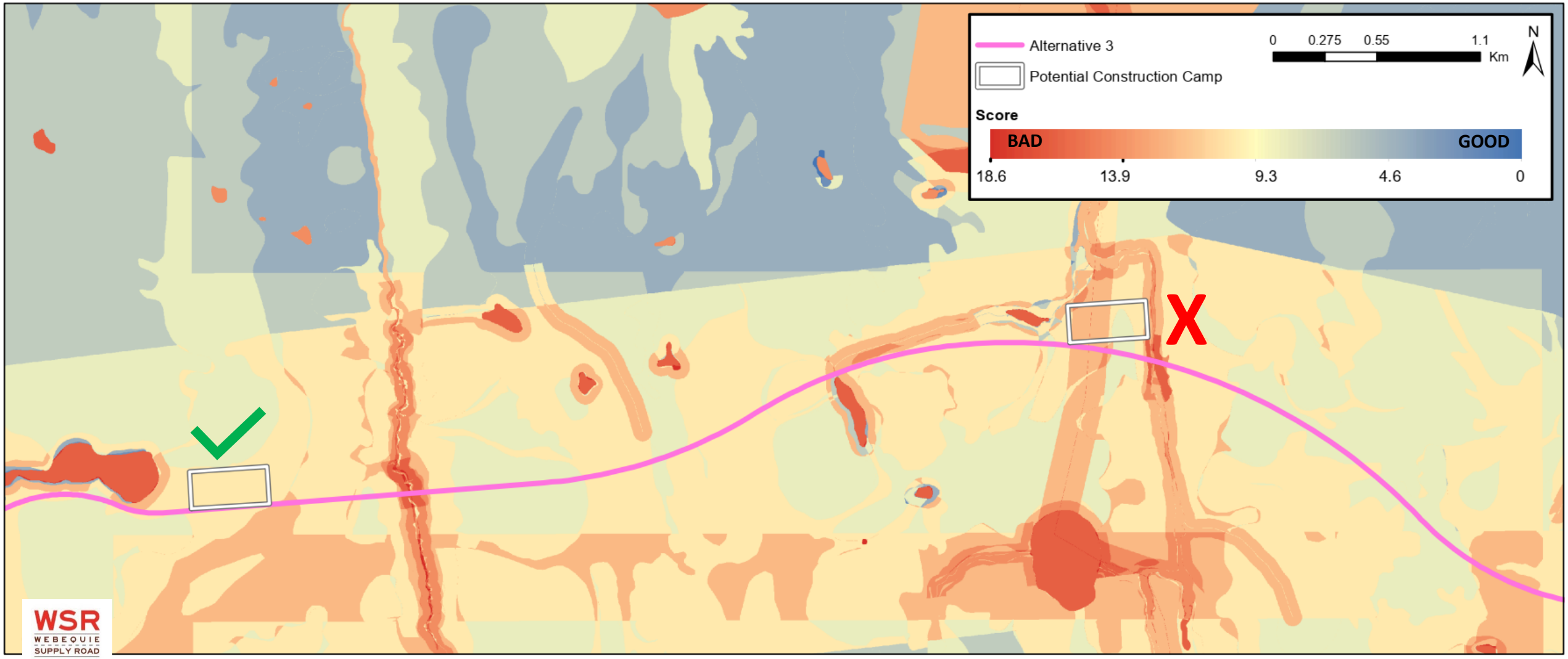
EVALUATION OF POTENTIAL CAMP LOCATIONS (2A AND 2B)



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



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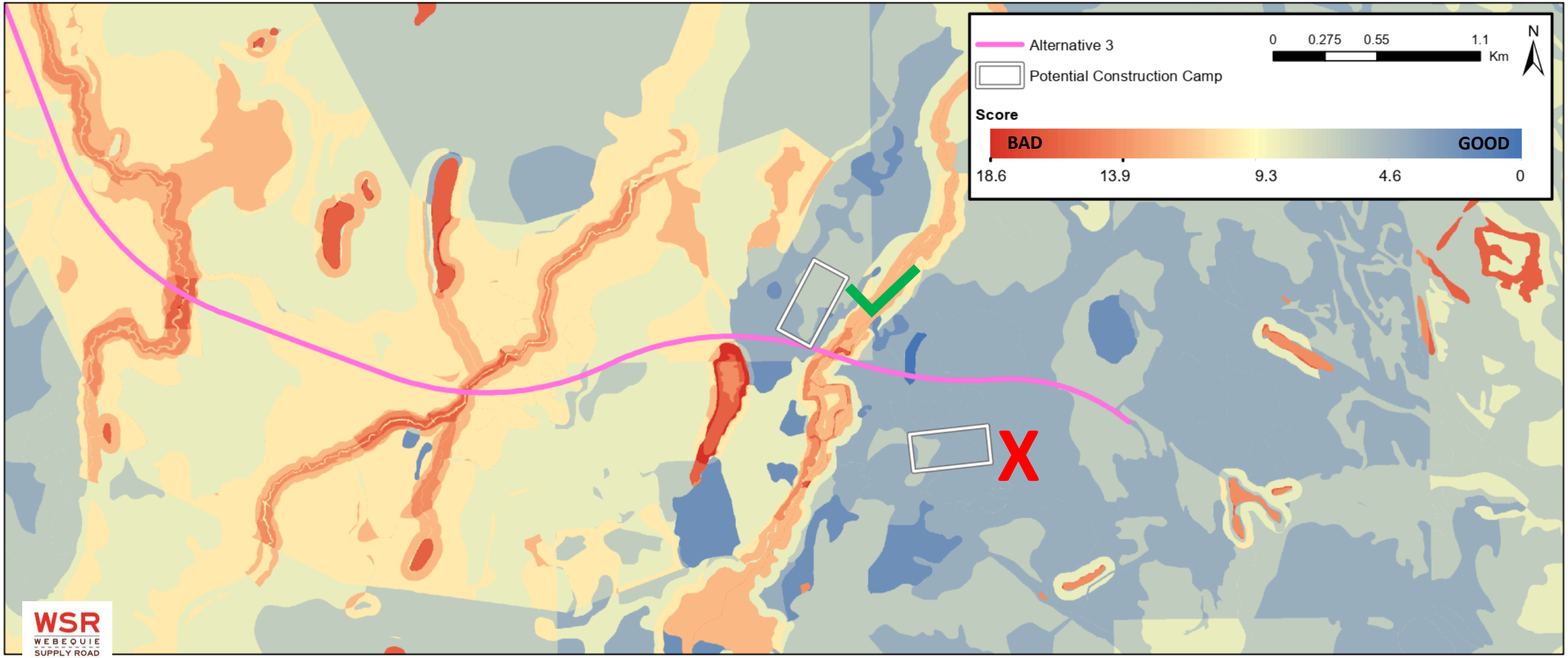
EVALUATION OF POTENTIAL CAMP LOCATIONS (4A AND 4B)



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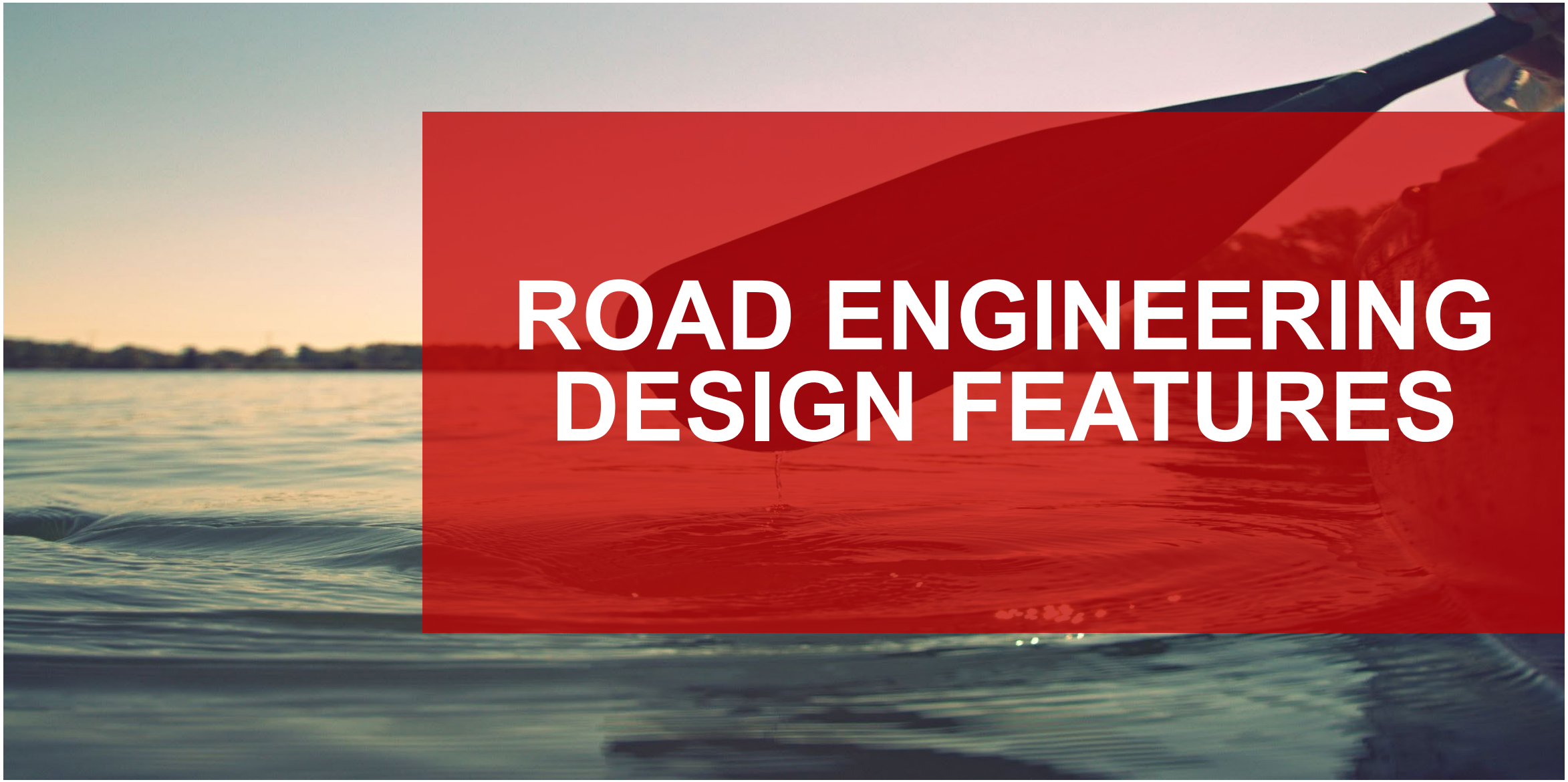

ROAD ENGINEERING DESIGN FEATURES

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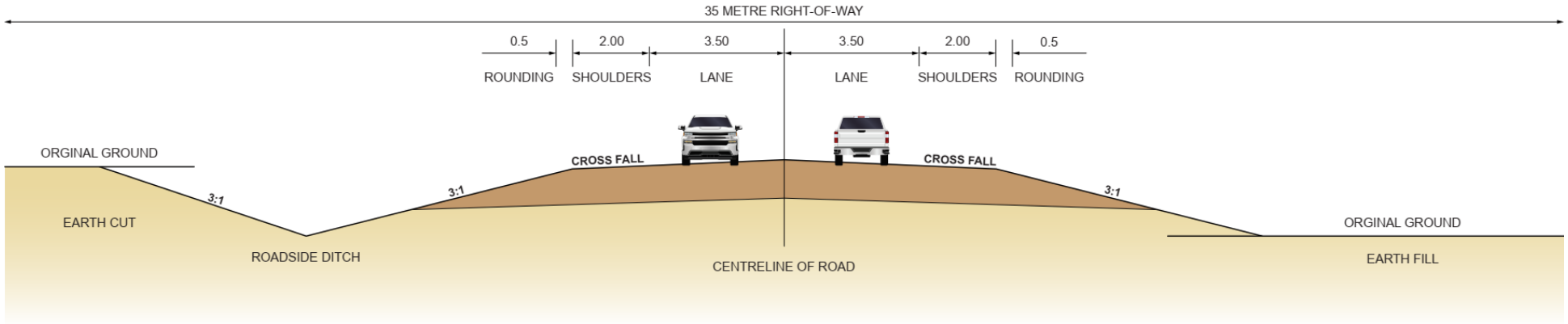
ROAD CROSS-SECTION DESIGN

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

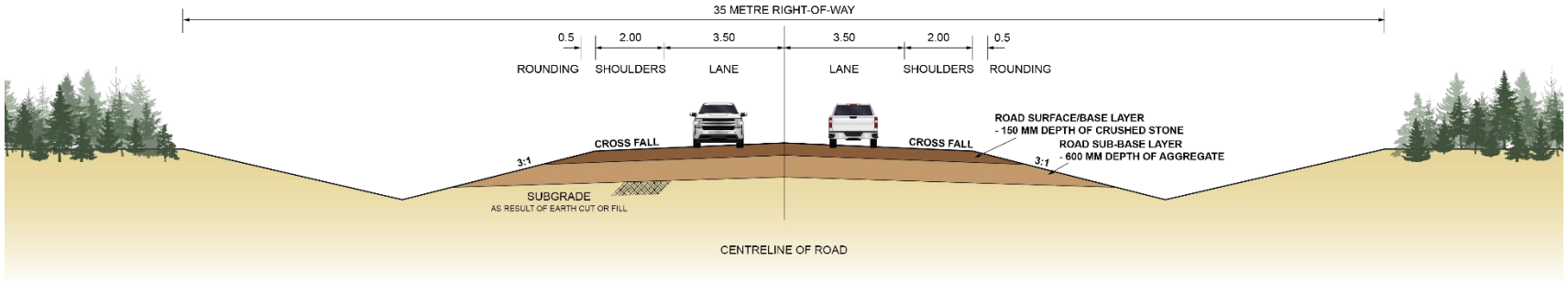
The west half of the road in upland area has “fair to good soil conditions” and east half of the road in lowland area (peatland/muskeg) has “poor to very poor soil conditions” for building a road

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

ROAD FOUNDATION DESIGN

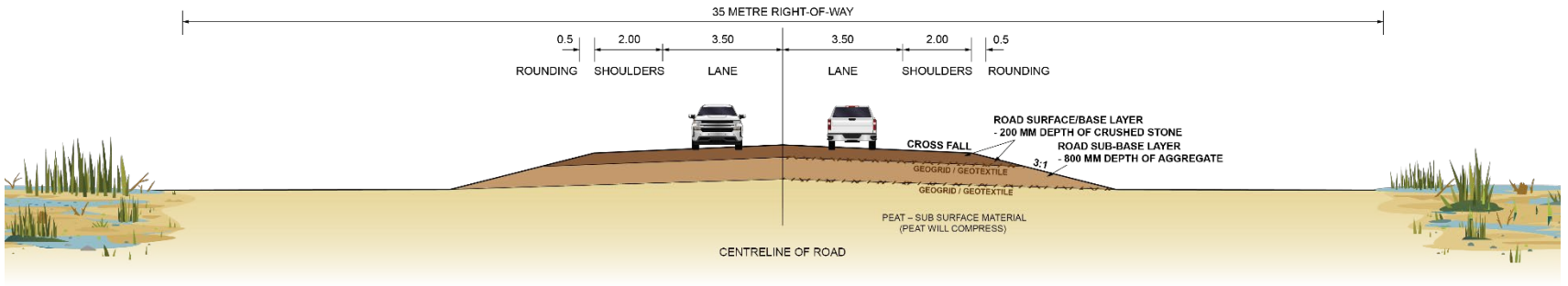
The road will have a surface layer/base layer and sub-base layer with various size of gravel/aggregate for each layer



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

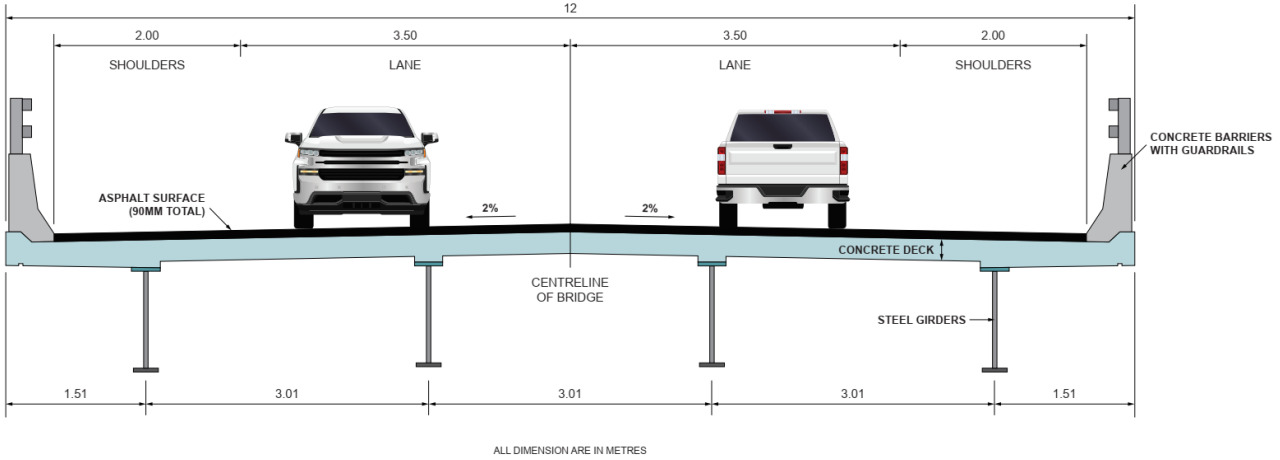
- Constructability and remoteness of location
- Maintenance and life cycle of structure type
- Hydrology/surface water flow
- Physical and biological characteristics at waterbody sites (e.g., soil conditions, width of waterbody, fish/fish habitat sensitivity)
- Navigation of waterways by boats

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

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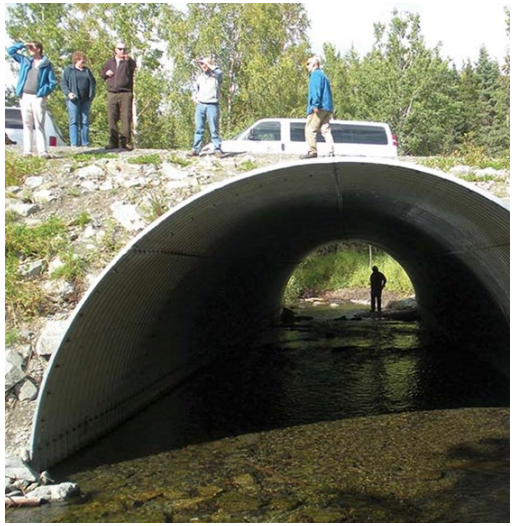
WATERCOURSE CROSSINGS - CULVERTS

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

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WINISK LAKE CROSSING

BEFORE

AFTER

WSR
WEBEQUIE
SUPPLY ROAD

WINISKESIS CHANNEL CROSSING

BEFORE

AFTER

WSR
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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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APPENDIX P2.E.1

Webequie First Nation

- On-Reserve Community Meeting – August 29, 2023

AtkinsRéalis

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WEBEQUIE FIRST NATION

WEBEQUIE SUPPLY ROAD
INDIGENOUS KNOWLEDGE INTERVIEWS

Webequie First Nation
August 29th – 31st, 2023

OVERVIEW

The Webequie Supply Road Project Team conducted Indigenous Knowledge interviews with Elders and Land Users, focusing on governance.

Groups of two or more were interviewed at a time over the course of day and half. In total, 18 people were interviewed. TheyMedia recorded the interviews.

Sample questions included:

1. How do you govern the areas in your Homelands (i.e., protocols around sustainable harvesting)?
2. How was this historically done?
3. I understand that some people have their dodems – or clans – has that been a way of governance for community or families?
4. Information on family structures and relationships between families sought.
5. Before the traplines were established in Ontario, how was business conducted between families?
6. During Treaty time, how did the people talk with each other to decide to sign the Treaty?
7. Before the traplines and before the Treaty – do you know how families in different areas talked with each other and what would have been their business to talk about?
8. How is knowledge passed down? What kind?
9. Having talked with people in the community, culture is being reclaimed – what kind of effect do you think this has had on the governance of the community?
10. Is there any other information you would like to share with us?
11. Are there any sites of great family significance or places were families met?
12. Has climate change affected your way of life?
13. How does the community communicate now when it comes to changes on the land and keeping community safe?

SUMMARY

Before traplines, families were spread across a large area, and not necessarily in a 'community' setting. However, they did visit the area for purposes of trade. Each family had their own areas, and shared territories if game was scarce. When children grew up, they branched out.

Principles of sustainability was and continues to be built into culture and is a part of Natural Law. Understanding of this was passed down through generations. For instance, over-harvesting was frowned upon, and resulted in a deficit which created hardship for all.

There was an awareness that families were a part of a dodem (clan); however, due to the effects of Indian Residential School, some of this was lost and is currently being reclaimed.

Men and women had their respective roles. Men went out and did the hunting and trapping while the women looked after their homes and children.

Currently, people maintain their traplines, which are registered. The system was implemented in the 1940s. Typically, trapline areas are not trespassed upon by others. There used to be a harvesting quota and people relied on this economy; however, the prices for furs dropped and the price of gas has significantly increased.

Fishing and hunting areas, however, have not been treated the same as traplines, and there are no formal agreements between families. The team was told that people have set up and continue to set up gill nets where they know there are good fish populations.

Youth in the community have been very active on land and have expressed interest in the project and sharing information.

ISSUES AND CONCERNS

Climate change

- Winters aren't as cold as they used to be. Ice conditions can be unsafe because there isn't as much blue ice as there used to be. Safety is a concern.

Training

- It was mentioned that although there is a lot of consultations with respect to the road and other areas, training has not yet been set up for those who want to enter a local job force.

Information

- Two community members mentioned that it would be good if there was more information getting into the hands of all community members.

NEXT STEPS

There needs to be a focus on Natural Law. The Impact Assessment process requires some information on Natural Law and Governance for the regulator.

APPENDIX P2.E.1

Webequie First Nation

- On-Reserve Community Meeting – September 25, 2023

WEBEQUIE SUPPLY ROAD
COMMUNITY INFORMATION SESSION
AND DATA COLLECTION EXERCISE

Webequie First Nation
September 25, 2023

COMMUNITY INFORMATION SESSION

The Webequie Supply Road (WSR) Project Team conducted a community open house for members of Webequie First Nation at the community hall. A total of 34 Webequie First Nation community members attended the open house. The WSR Consultation Round 2 Part 2 presentation entitled *Evaluation of Alternative Supporting Infrastructure and Road Design* was delivered by Don Parkinson of AtkinsRealis and a question and answer period followed.

Information packages consisting of the presentation slides were made available to community members as handouts. Questions and comments about the Project were received from the membership and fielded by Don Parkinson. Comments received were consistent with previous engagement exercises and reflected below.

DATA COLLECTION

After the presentation to community members, a Indigenous Knowledge data collection exercise with a group of six community members in the age range of 40-55 was conducted. Maps of the project area were made available, and data was collected in the project study. Comments were made about the increasing trend of women accessing the land for hunting, fishing and other harvesting purposes. Community members expressed that relationships with neighbouring community members such as Nibinamik have been maintained but some concerns were mentioned about potential over-harvesting practices by some members of neighbouring communities.

ISSUES, CONCERNS AND COMMENTS

- Aggregate resources – rehabilitation of closed pits and quarries and the possibility of generating revenue for the community through the supply of aggregate used for road construction and maintenance

- Outside people accessing WFN traditional territory after WSR construction, potentially impacting fish and wildlife populations
- Training opportunities for youth to allow them to participate in WSR construction and associated environmental monitoring activities
- Increased access to drugs and alcohol after road construction
- Climate change
- Community control over WSR road access

NEXT STEPS

- Upcoming Consultation Round 2 Open House/Public Information Centre (PIC) on October 3 and 4 in Thunder Bay and October 12 in Timmins

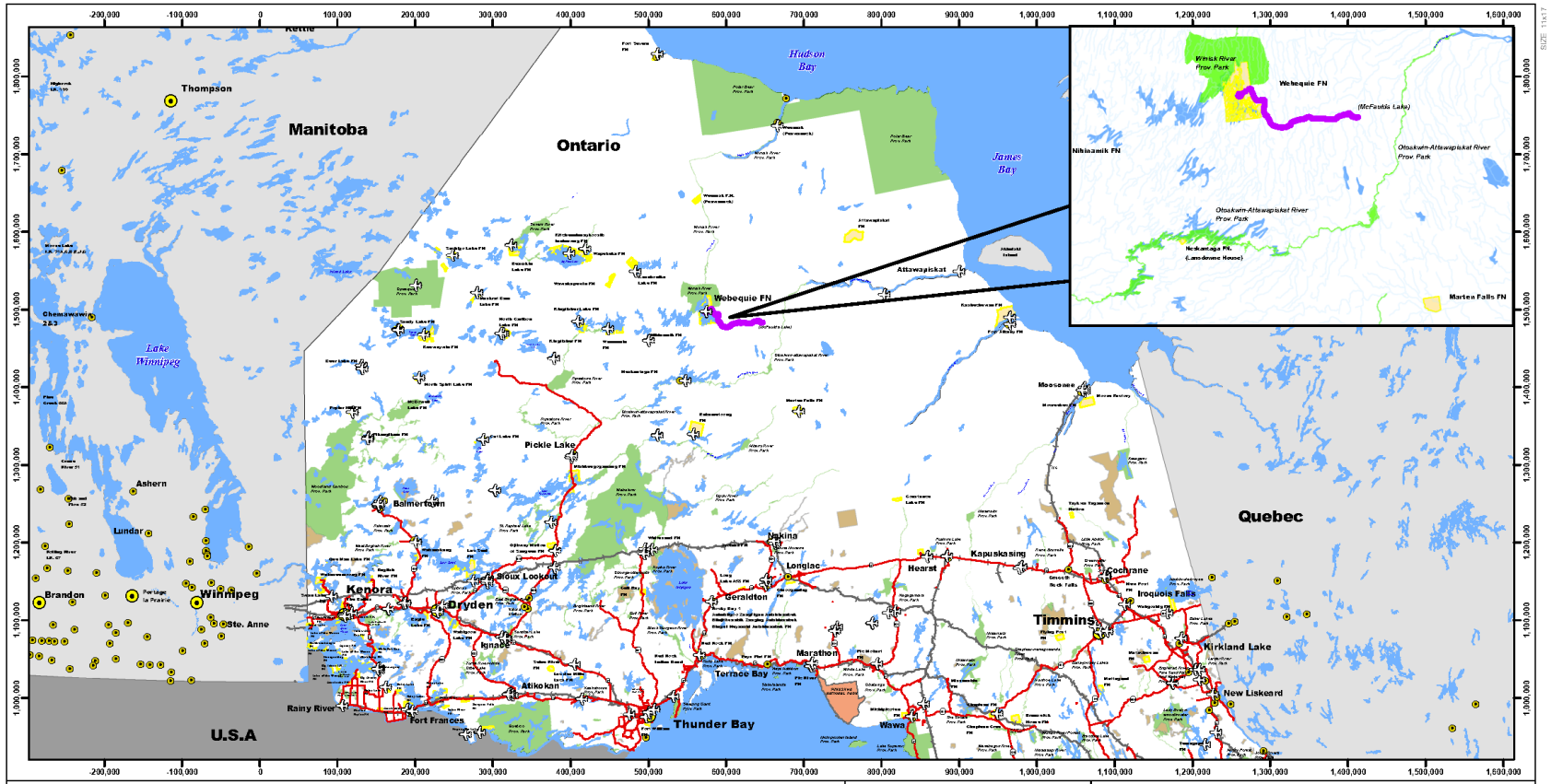
WEBEQUIE SUPPLY ROAD

Consultation Round 2: Part 2 - Alternatives Assessment

Evaluation of Alternative Supporting Infrastructure and Road Design

September 25, 2023

PROJECT LOCATION



WSR WEBEQUIE 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

PROJECT DESCRIPTION

107 km

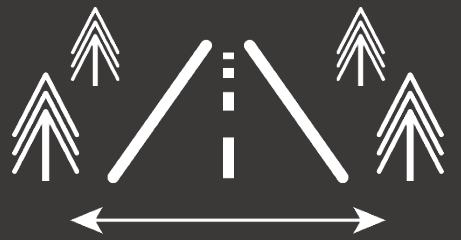
All-season road from Webequie First Nation (WFN) Airport to McFaulds Lake

17 km

Length of road corridor within WFN Reserve Lands

2 km

Preliminary corridor width for consideration of Route Alternatives

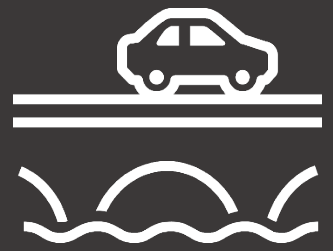


35 m

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

WSR
WEBEQUIE
SUPPLY ROAD

PROJECT DESCRIPTION



3

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

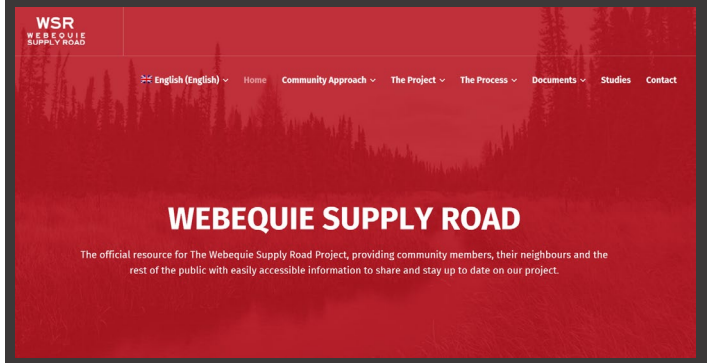
Includes temporary and permanent aggregate pit/rock quarry areas with equipment for processing, as well as access roads to these areas

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

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

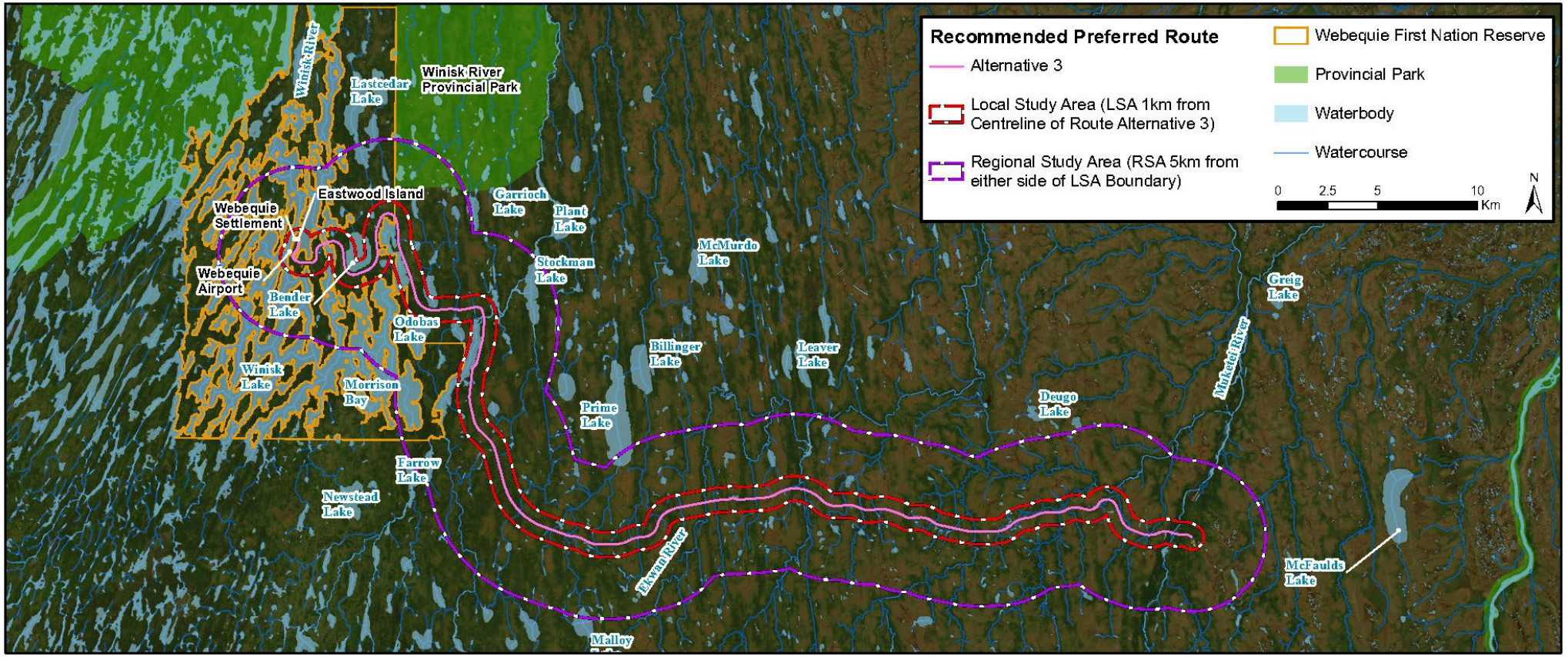
Notices were published and distributed to 22 Indigenous communities as well as all involved parties (municipalities, the Government Review Team, the public, and other stakeholders).

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

RECOMMENDED PREFERRED ROUTE

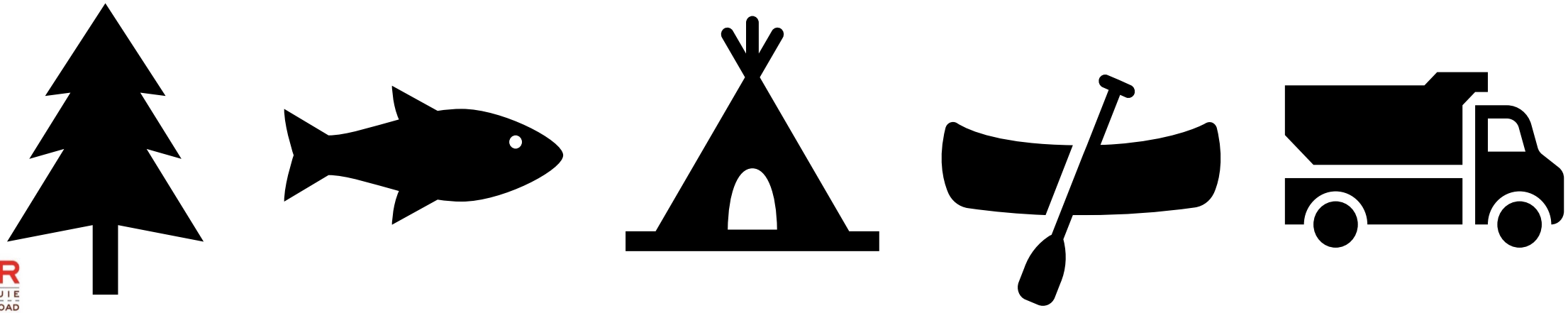
Based on the evaluation of 3 alternatives routes using a multi-factor analysis, Alternative Route 3 is recommended as the preferred alternative for the WSR



WSR
WEBEQUIE SUPPLY ROAD

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



WSR
WEBEQUIE SUPPLY ROAD

ALTERNATIVE AGGREGATE SOURCE AREAS (PITS/QUARRIES)

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

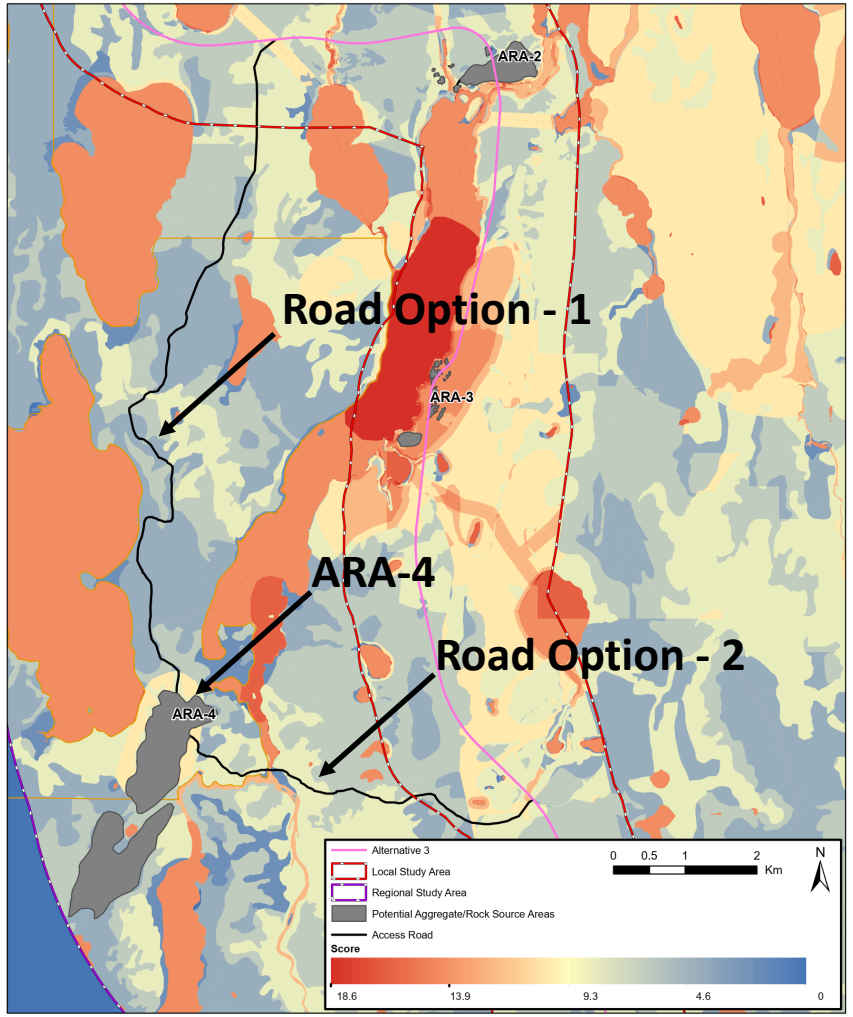
Aggregate and Rock Needs for Construction and Operations/Maintenance

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

WSR
WEBEQUIE SUPPLY ROAD

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



WSR
WEBEQUIE
SUPPLY ROAD

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

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
WEBEQUIE
SUPPLY ROAD

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WEBEQUIE
SUPPLY ROAD

APPENDIX P2.E.1

Webequie First Nation

- On-Reserve Community Meeting – January 12, 2024

AtkinsRéalis

WSR
WEBEQUIE
SUPPLY ROAD

WEBEQUIE FIRST NATION

WEBEQUIE SUPPLY ROAD
COMMUNITY INFORMATION SESSION

Webequie First Nation
January 12, 2024

COMMUNITY INFORMATION SESSION

The Webequie Supply Road (WSR) Project Team conducted a community project update meeting for members of Webequie First Nation at community hall. A total of 35 Webequie First Nation community members including Chief Wabasse and members of the Council attended the community meeting. A WSR project update presentation was delivered by Don Parkinson of AtkinsRealis and a question and answer period followed. Particular emphasis was made on progress to date and upcoming activities as the project moves into the later stages of the environmental/impact assessment and advanced design stages. Questions and comments received are reflected below.

ISSUES, CONCERNS AND COMMENTS

- A number of comments reflected support for the project and identified the importance of maintaining project momentum through the initiation of training opportunities and other preparatory activities as the project moves toward an eventual decision on the environmental assessment and advanced design.

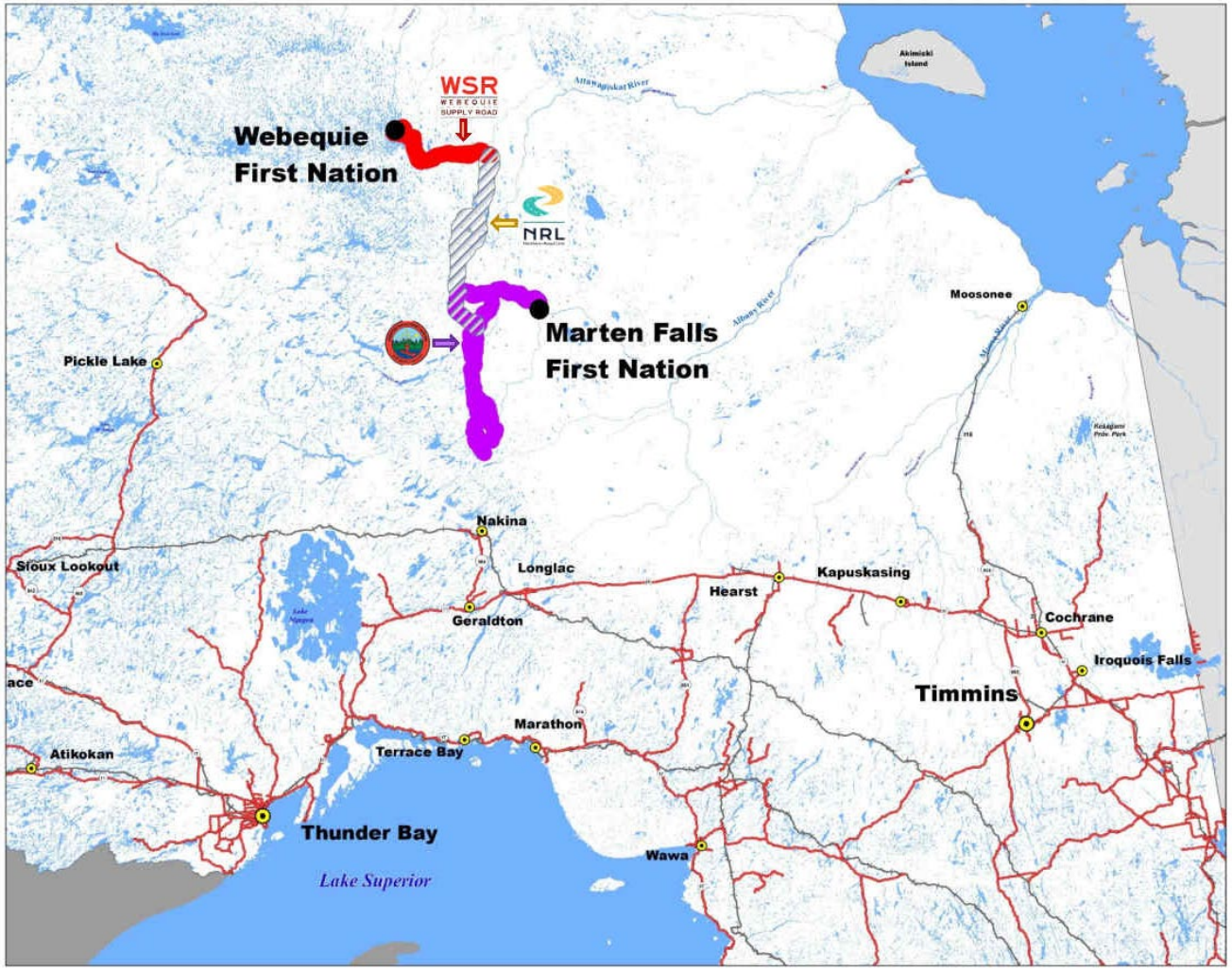
NEXT STEPS

- The WSR Project Team committed to returning in February/March to present the findings of the Draft WSR Health Impact Assessment
- Upcoming presentation to community in spring/summer as part of Consultation Round 3 *Preliminary Effects Assessment, Mitigation and Monitoring*

WEBEQUIE SUPPLY ROAD

Webequie Supply Road Community Meeting
January 12, 2024

OTHER ROAD PROJECTS IN THE AREA



WSR
WEBEQUIE
SUPPLY ROAD

PURPOSE OF THE WEBEQUIE SUPPLY ROAD

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

Provide local employment and economic development opportunities to Webequie.

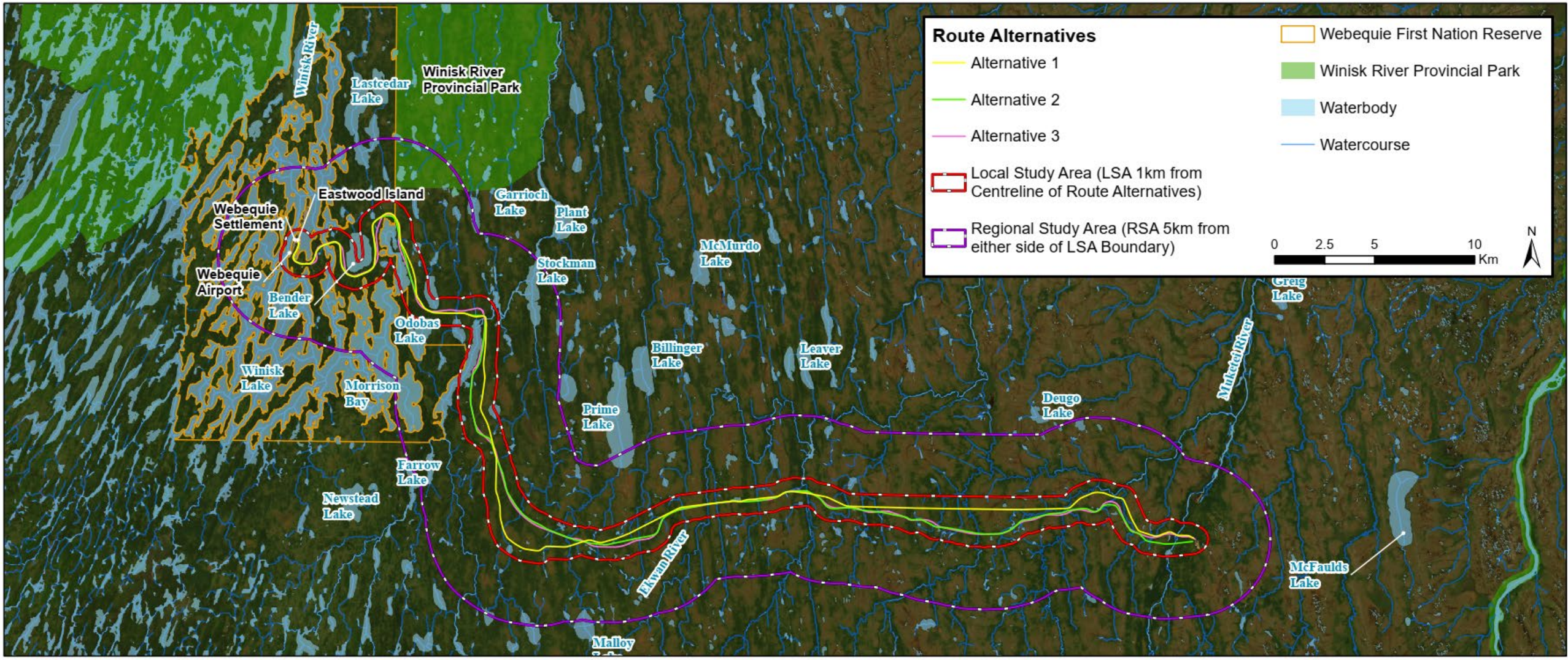
Provide experience/training opportunities for youth to help encourage the pursuit of additional skills through post-secondary education

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

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

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

ALTERNATIVE ROUTES IN THE PREFERRED CORRIDOR



RECOMMENDED PREFERRED ROUTE

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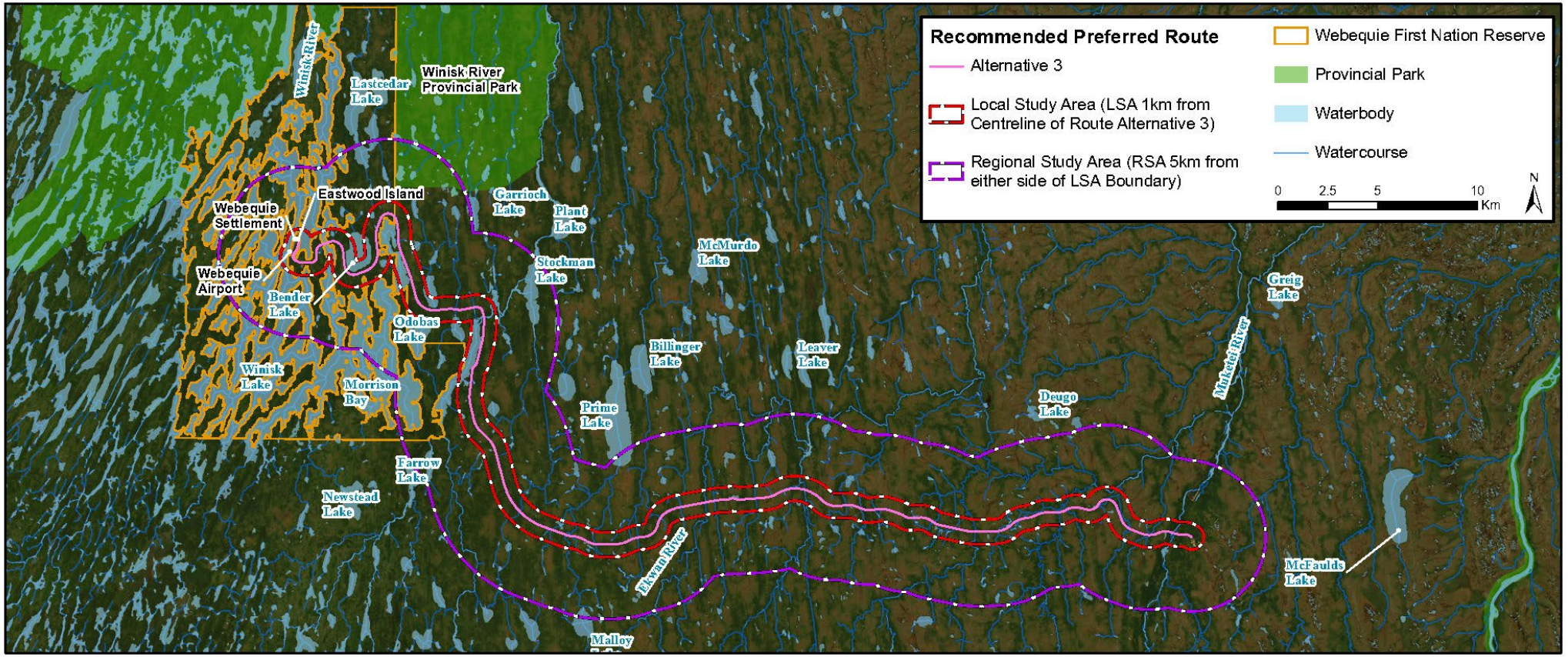


WSR
WEBEQUIE SUPPLY ROAD

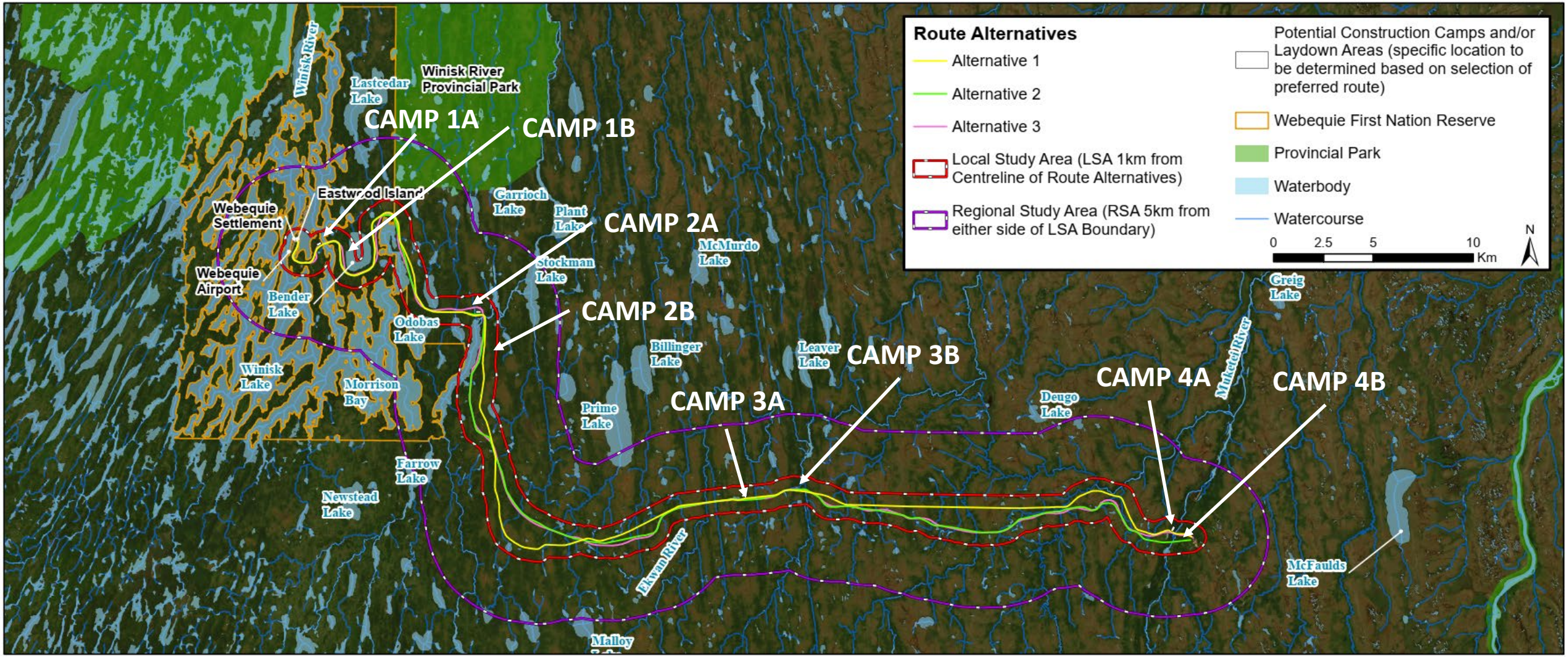
ALTERNATIVES FOR SUPPORTIVE INFRASTRUCTURE

The evaluation of alternative locations for supportive infrastructure includes

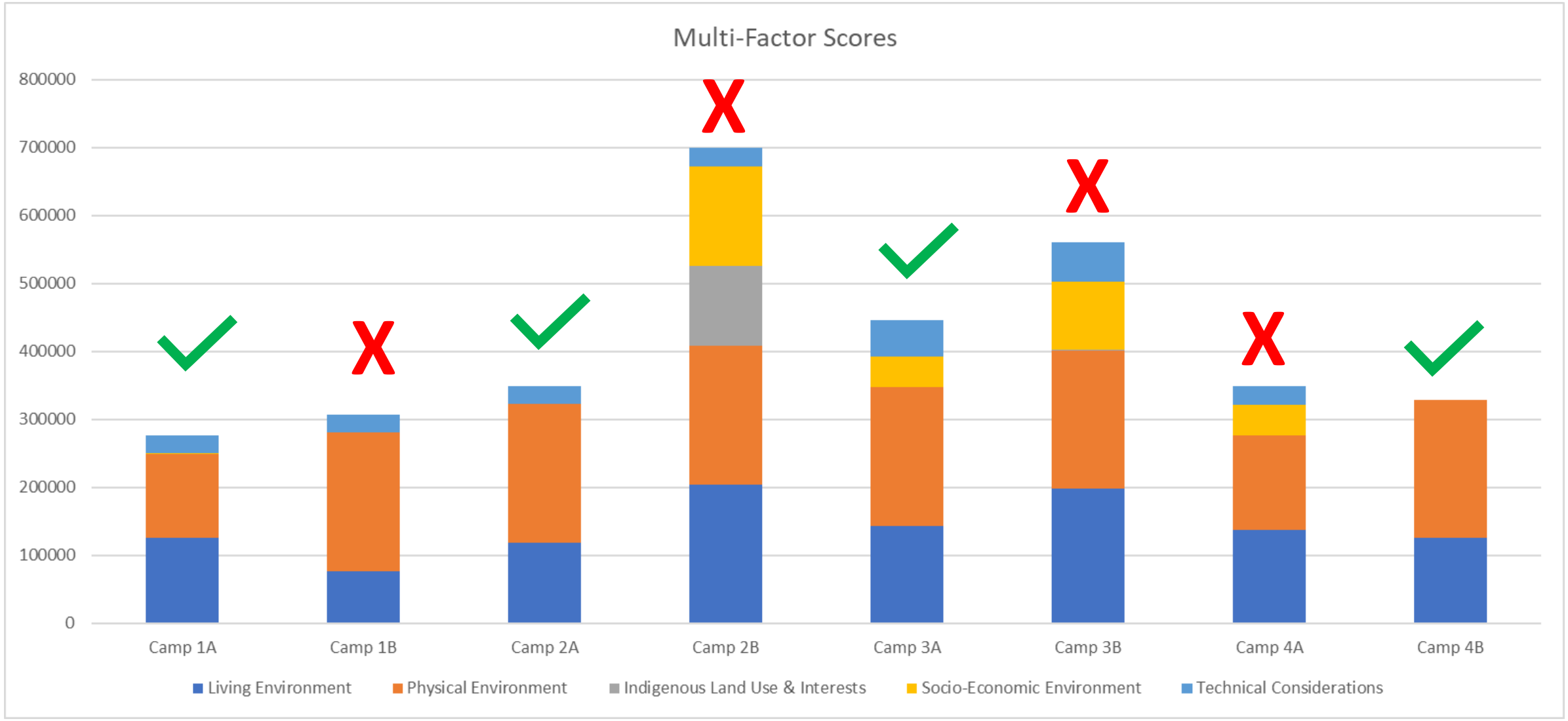
- Aggregate/Rock Source Areas (Pits/Quarries)
- Access Roads
- Construction Camps with Storage/Laydown Areas for Equipment & Materials

WSR
WEBEQUIE
SUPPLY ROAD

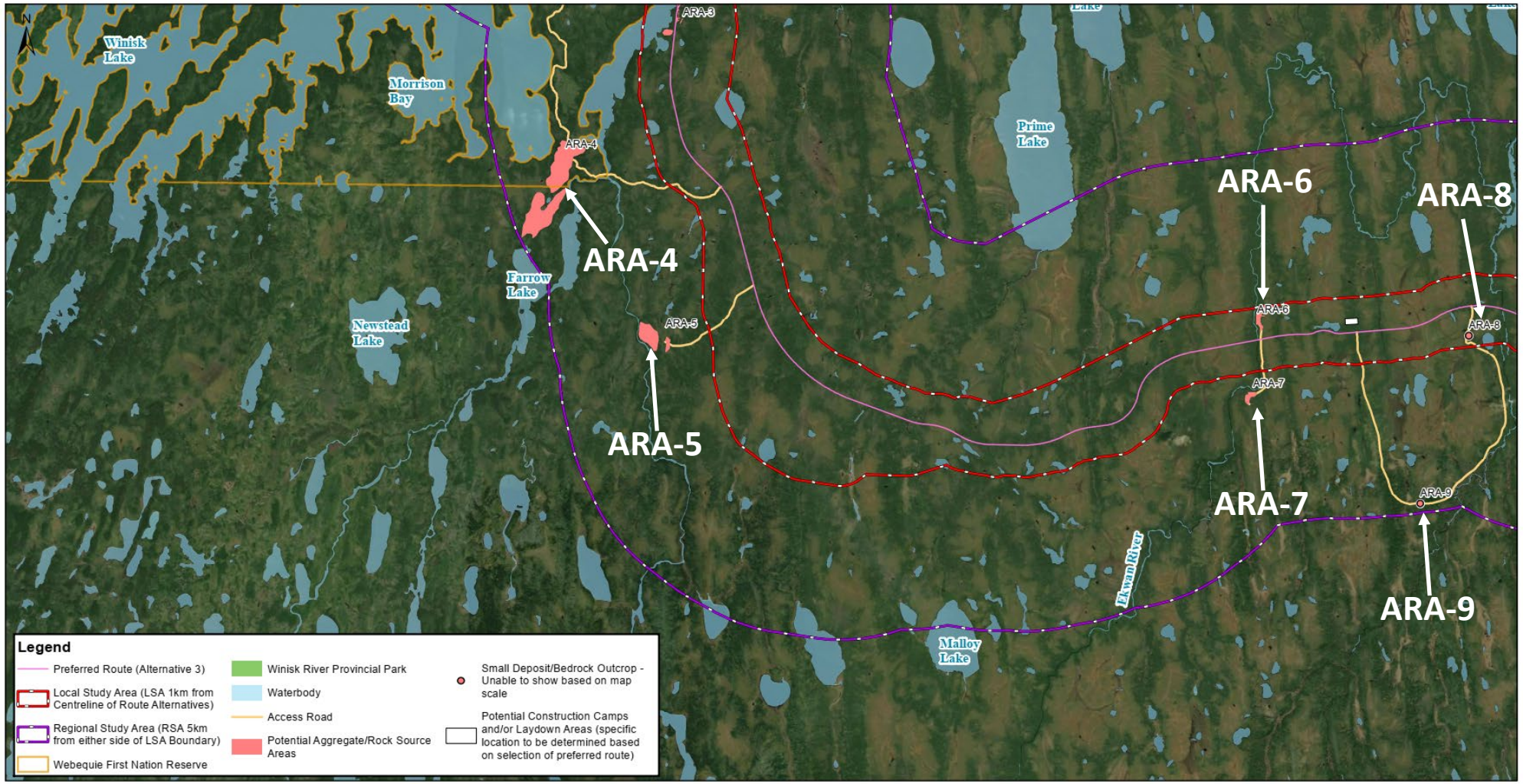
POTENTIAL CONSTRUCTION CAMP LOCATIONS



ALTERNATIVE CAMP AREAS (RESULTS)



POTENTIAL AGGREGATE SOURCE AREAS (WEST-CENTRAL)



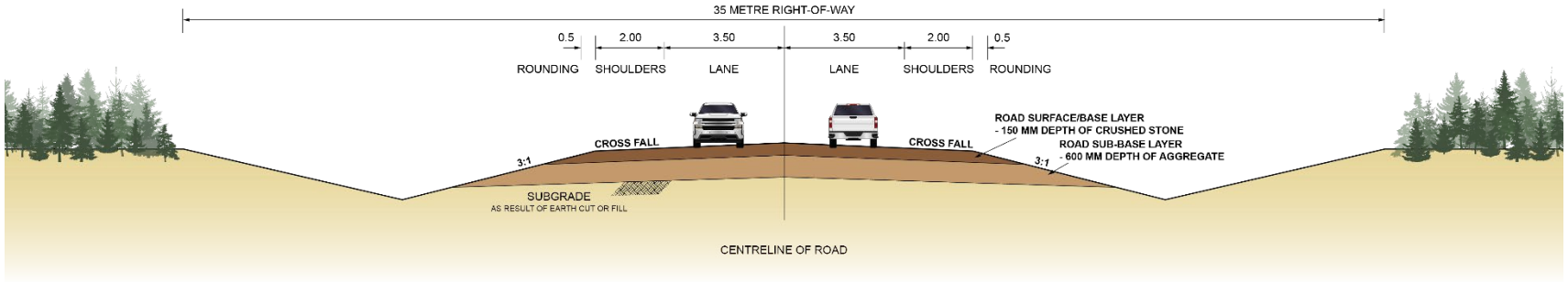
WSR WEBEQUIE SUPPLY ROAD

ALTERNATIVE AGGREGATE SOURCE AREAS (RESULTS)

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

ROAD FOUNDATION DESIGN

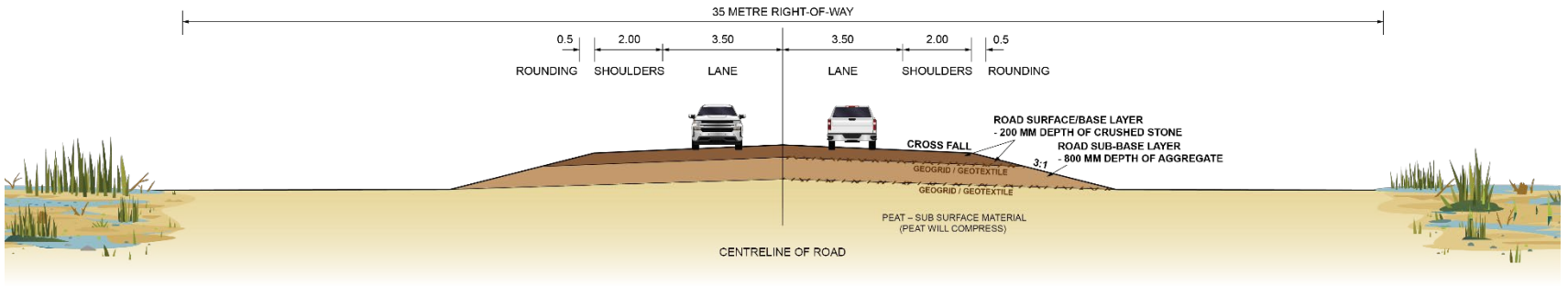
The road will have a surface layer/base layer and sub-base layer with various size of gravel/aggregate for each layer



WEBEQUIE SUPPLY ROAD

UPLAND AREA (NORTH-SOUTH SECTION)

ALL DIMENSION ARE IN METRES



WEBEQUIE SUPPLY ROAD

LOWLAND AREA (EAST-WEST SECTION)

ALL DIMENSION ARE IN METRES

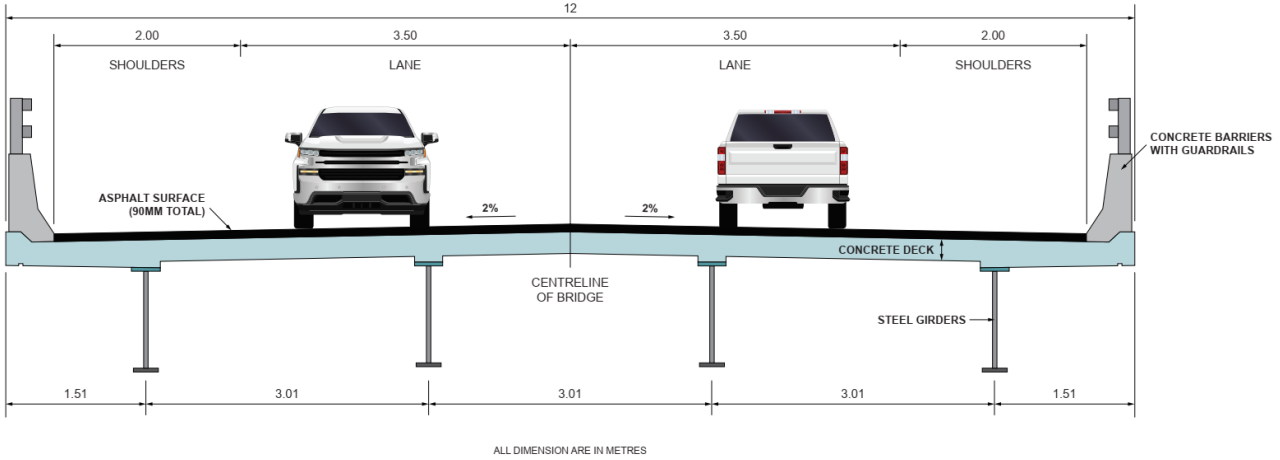
WSR
WEBEQUIE
SUPPLY ROAD

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

APPENDIX P2.E.1

Webequie First Nation

- On-Reserve Community Meeting – May 13 – 14, 2024

WEBEQUIE SUPPLY ROAD
Webequie First Nation Community Project Update and Review and Validation of Socio-Economic and Heath Existing Conditions Preliminary Results

Webequie First Nation, Band Hall
May 13 & 14, 2024

OVERVIEW

On May 13-14, 2024, representatives of the Webequie Supply Road (WSR) Project Team visited Webequie First Nation to provide an update about the Project and to talk to community members and request feedback on the draft socio-economic and health baseline study reports that were circulated to the community leadership. The Project Team also heard from community members about concerns and issues related to potential effects of the WSR Project on the community.

The Project Team hosted community meals and discussions at the Webequie Band Hall over two days, where presentations by technical specialists were followed by Q & A sessions on the following topic areas:

- General update on the WSR Project with presenters Jennifer Ashawasegai-Pereira (AtkinsRéalis) and Samson Jacob (Webequie First Nation);
- Socio-economic existing conditions of Webequie First Nation with presenter Mark Knell (AtkinsRéalis); and
- Community health existing conditions of Webequie First Nation with presenter Faiza Waheed (Intrinsik).

Additionally, breakout focus groups were held with participating community members to discuss in further detail the results with the community, including:

- Women and land users focus group; and
- Men and land users focus group.

Other focus groups were advertised for youth, two-spirit people but there were no attendees that participated. An Elders and individuals with disabilities focus group after the agenda was modified to allow for more open dialogue with all attendees in the community meeting.

Two Elders provided an opening prayer and pipe ceremony. One of the Elders reinforced spirituality by talking about the significance of the pipe and what it stands for. Loyalty, kindness and strength – the woven braid of the sweetgrass is together strength (the three braids individually for loyalty, kindness, honesty).

About 20 people attended the sessions each day to hear updates and participate in focus groups.

The Project Team is grateful for the ongoing participation of community members for providing essential input and direction to informing the environmental assessment/impact assessment process for the WSR Project.

ISSUES AND CONCERNS

Issues, concerns and comments raised by Community members, as well as discussion, responses and outcomes, are summarized below:

Project Update

- Engagement materials
    - You need to improve communications for project updates by providing more pictures, and other ways people will understand because many in community are visual learners.
    - Need more focused community specific studies, more visuals for presentations, better approach to these community meetings, open-house style where people can walk around and look at project posters (ex. Bringing in biologist to link traditional IK and western science – habitats).
    - Study areas, specific concerns, where a crossing occurs what are the impacts? Indigenous knowledge – streams, crossings, cumulative impacts in these areas are a major concern to community members.
    - Is community membership driving these studies? Better community engagement.
    - For future presentations, bigger lunch, bring KFC, don't recycle information.
    - Consultation should be there's a budget for lunch, travel, translators, Elders. We need to do more, we need to do better.
    - Broadcast each meeting so everyone can listen in, older people the cold bothers them and they're unlikely to join but could listen in if it was broadcasted.

- Valued components
    - Comment: What does habitat mean?
        - Response: For example, the areas where sturgeon like to live.

- Community decision making
    - Where is the community's involvement in the decision making? Who is going to make that decision? What does it look like? How does the community get involved? A vote?
    - Show capacity and ability as a community to take on that project, generate revenue from said project, can benefit the community.

- EA/IA process
    - Talked about how the EA/IA process for this project would occur at the government level and decision-making – who makes it, the changes from the SCC decision.

- Control mechanism for Control and Access system put in place in agreement with Ontario or Canada for ex. The WSR.

Socio-Economic Existing Conditions

- Baseline methods
  - A community member wondered where the baseline was starting: pre-contact or pre-colonialism.

- Housing, Services and Infrastructure
  - Some of the members expressed their experiences and concerns about housing shortages. Growing families are having a hard time accommodating their living arrangements due to smaller spaces and other factors.
  - Need for critical infrastructure, need a new school.
  - 500 homes that are prepped for the ring of fire development.
  - Health infrastructure needs to desperately improve.
  - Chief and council needs proper funding.
  - Must be implemented before Ring of Fire project commences.
  - Lack of services in the community.
  - Not being recognized or supported by government.
  - Education is deteriorating, we need a college/university in the community at home instead of sending our kids away.
  - All these things need to be put in place prior to development so we aren't catching up after the fact.
  - If it's not working, can put the road off until all these things are in place first.
  - Only two people work for housing, complaining about the noise, causes mental health issues for the community, so there's not enough people currently working for housing. And then there's a lot of noise and the community members were saying that the excessive noise is affecting mental health.
  - They're looking for a new potential place for the dump.
  - There's an issue of lack of space in the community.
  - Mitigation measure to relieve stressors could include looking at a more spread out community and infrastructure, but the feds are squeezing us into a little compressed community only because they are trying to save money as much as possible and that does not address community well-being.

- Cost of Living
  - Residents stated that the cost of living is high; gas prices, and inability to purchase healthy food are an increasing issue. There is also an issue with limited variety. With only a single store there aren't any facets for competitive pricing or options for community essentials.
  - Safety, well-being of our community, don't have wood to heat our homes.
  - The Northern store is too expensive. Need higher incomes. Junk food is cheaper. Some prefer fast food over traditional food.

- Employment
    - Lack of employment was a concern stated several times during the focus group. Some of the residents stated that they would like to see an increase in jobs related to information technology engineering and mechanics.
    - Cannot miss these things or ignore them, funding is needed now.
    - Need new job openings.
    - Promote jobs in the community, not halfway across the country.

- Community Safety
    - Winter road season presents instability in community due to alcohol and drugs. WSR will exacerbate this.
    - What would the mitigation measures be? Treatment centers are needed.
    - There's no crisis centre.
      No permanent doctor; doctor only comes every so often.

- Mitigation measures
    - What are the social problems, and what are the mitigation measures? How is the government going to be committed to? The community will always be left to struggle, historically speaking the government is not true to their word. What's in it for the community?

- Indigenous knowledge and way of life
    - Historically used to harvest ice to build ice huts to preserve food.
    - Use sawdust to preserve the ice and prior to that used moss.
    - Tools and IK and how they survive and sustain themselves here in the Weenusk River area, lots of skilled people who used to do these things. The elders have passed on the knowledge, those things should be written down to preserve way of life and culture.

Health Existing Conditions

- Health survey
    - Community member asked why asthma isn't included in our common health conditions? Based on community health survey where only ~40 people filled out the survey. An elder feels that illnesses in the community are due to design gaps in the infrastructure, poor air quality. He has had these conditions since year 2000 and have not improved.
    - Since 1993, been having arthritis problems and nursing station tells her that's fine and there's nothing to do; although its been years, so either there's something wrong with the diagnosis or is not receiving proper and consistent treatment.
    - Need to do more in terms of gathering data (close to 1200 members, only 40 surveys filled out), maybe use a translator to play a part in that. Try something different to encourage more surveys.
    - Was the survey available in a different language? Did the school administer it?

- Non-traditional Healthcare Systems and access to health services
    - Some of the participants expressed their dissatisfaction with the current health system. Residents noted that they don't have regular access to doctors. It was also stated that the system is just enough to sustain itself, but is not inclusive enough to include traditional methods, research, and medicines.
    - It was noted that a large percentage of Webequie residents (67% of residents) believe the road will increase access to dental care.
    - Shouldn't allow any development in our territory without a full review and a place for our wellbeing where everything has been reconciled, the damages repaired, correct the treaties.
    - Government, policeman, Christians, told them to cut their hair short.
    - If this health study is not going to do anything, then there won't be any mining or development in our backyard, until we live in a better environment for our children.
    - So they need to educate the consultants who they've hired, studies after studies, numerous pages, we have to do more.
    - Whether reconciliation will actually happen or if it's just pen and paper and talk.
    - Don't have proper spaces – nursing stations, school, airport, band office, admin buildings. Been asking the government for expansion like a new admin building, every time a proposal is submitted it goes 'under review', and to figure out finances.
    - Bureaucratic bs still happening today.
    - Community not given an opportunity to bring back their own healing system, traditional medicine, settlers don't allow that. Claims there's no money and yet universities across the country get millions of dollars a year.
    - A lot of work ahead of us.
    - Question asked – how healthcare is accessed differently in Toronto compared to Webequie.
    - Question about validation of the information from the health survey when only 40 people have taken the survey? Should there be a higher target for # of responses?

- Cost of living and availability of healthy food options
    - Elders of the community commented on their experiences struggling to adopt a healthy diet prescribed to them by their doctor due to high cost of living.
    - Participants noted that diabetes is a prominent issue in the community.
    - Type 2 diabetes and high blood pressure are rising this year (.
    - The Northern store is too expensive, need higher incomes, junk food is cheaper. Some prefer fast food over traditional food.
    - When the airport was built, promises were made that better access would be a benefit since everything could be flown in. Concerned that same thing will happen with the road. Series of broken promises from the government after the airstrip was built.

- Declining Population
    - Participants of the focus group noted that they are experiencing a decline in population. Couples are having fewer children than previous generations some of the reasons they noted were due to illnesses and high cost of living.

General Discussion

- Previous airport project and cost of living
    - When the airport was built, promises were made that better access would be a benefit since everything could be flown in. Concerned that same thing will happen with the road. Series of broken promises from the government after the airstrip was built.
    - WSR project program, wants to see someone independent to review the work, to see if its enough or overdoing it.

- Infrastructure
    - More funding needed for well-being like picnic grounds, renovations, housing, docks. If funding isn't received, might as well push off the project for decades.

- Cost of living
    - What are the benefits from the road to the Ring of Fire area (would need the rest of the connection, NRL, to bring prices down, to bring services that are so desperately needed that have been mentioned through the community presentation, otherwise the benefits aren't obvious).

- Environment
    - What are the impacts of the road? There's a lot of peat, not easily replaced, impacts to peat system will have impacts to the ecological environment and water systems.

- Income, employment and well-being
    - Having to rely on the welfare system, each individual has their own set of unique problems.

- Health, diet and cost of living
    - New and emerging illnesses observed over the years.
    - Cannot meet doctors recommendations for their required diets to fight said illnesses because the price of food is so high, only one store (Northern store) with prices increasing monthly, a fixed income that is not sufficient, probably similar for those on welfare.
    - Due to remoteness of community, expenses of the freight.

- Engagement events with health activities
    - Yoga instructor or dietician brought in as part of the meeting sessions, that allows community members to do their exercises during short breaks. Could have a protocol for this.

- Mental health and physical health connections
    - A vicious circle trying to achieve well-being, raised stress levels.

ITEMS FOR FOLLOW-UP

Below are items for follow-up from the sessions.

1. Project Team to develop plain language presentations, with illustrations or images to enhance understanding.
2. Re-work the population trajectory.

NEXT STEPS

Intrinsink and AtkinsRéalis will adjust the noted projections based on comments received during the focus group studies.

AtkinsRéalis will develop plain language presentations and display materials.

APPENDIX P2.E.1

Webequie First Nation

- On-Reserve Community Meeting – August 20 – 22, 2024

WEBEQUIE SUPPLY ROAD
INDIGENOUS KNOWLEDGE VALIDATION INTERVIEWS
& COMMUNITY INFORMATION SESSION

Webequie First Nation
August 20-22, 2024

OVERVIEW

The Webequie Supply Road Project Team including AtkinsRéalis, ICE, Stantec and ASI held IK Validation Interviews and Community Information Sessions in the Webequie First Nation Community Hall on August 20, 21 and 22, 2024. The purpose of this meeting was to share information on the Webequie Supply Road Project, validate the IK data that has already been collected and collect additional GBA+ information.

The sessions were attended by numerous community members, with sign-in sheets for each day. Focus groups consisted of Elders, Women, and Men and individual interviews also took place.

Fred Jacob was the translator for the sessions. TheyMedia recorded, streamed, and provided translation devices for the sessions.

Large, laminated maps were printed and available as tabletop tools for referencing.

Google Earth was also used as a tool to identify locations.

Communication materials were provided at the sessions and left at the Community Hall. Communication material included: 20 hard copies of WSR Newsletter Issue 36 in English and Syllabics along with 20 Hard copies of the WSR IK Validation presentation in English and Syllabics.

There was meant to be a community event to take place on the evening of August 21 for the youth, but it was cancelled by the facilitator due to other events taking place in Treaty 9 during that time. TheyMedia screened “Bridges to the North” Documentary in the community hall and served popcorn and drinks with two youth in attendance.

IK VALIDATION FOCUS GROUPS AND INDIVIDUAL INTERVIEWS

Introduction and Community Meeting Day 1

Elder (Cameron Shewaybick) welcomed the first day with a traditional and religious prayer. Micheal Fox (ICE) introduced the project teams, provided background on the project, explained the intention of the visit, and gave an overview of how the days would go. Colin Buchanan (Stantec) provided a presentation explaining the data on the maps being used for interviews. Hard copies of WSR Newsletter Issue 36 and the WSR IK Validation presentation were available in English and Syllabics for community members. 18 people signed in on Day 1.

Elder Focus Group Day 1

5 participants

Introduction and Community Meeting Day 2

15 people signed in on Day 2. Breakfast was provided. Hard copies of WSR Newsletter Issue 36 and the WSR IK Validation presentation were available in English and Syllabics for community members.

Elder Focus Group Day 2

2-4 participants

Men Focus Group Day 2

7 participants

Women Focus Group Day 2

7 participants

Community Meeting Evening Event Day 2

3 participants [1 Adult and 2 Youth] attended the showing of the 'Bridges to the North' documentary, along with Project Team.

Introduction and Community Meeting Day 3

12 people signed in on Day 3. Breakfast was provided. Hard copies of WSR Newsletter Issue 36 and the WSR IK Validation presentation were available in English and Syllabics for community members.

Women's Focus Group Day 3

6 participants

Individual Interviews

A total of 6 interviews were conducted with individual community members over the 3 days.

COMMUNITY MEETING

Breakfasts and lunches were provided. Hard copies of WSR Newsletter Issue 36 and the WSR IK Validation presentation were available in English and Syllabics for community members with copies left at the community hall.

Large, laminated WSR information posters were left in the community hall for community member perusal.

The translation was provided by Fred Jacob.

ISSUES AND CONCERNS

The following points are issues and concerns raised in the IK Validation Focus Groups and Individual Interviews.

Community Participation and Availability

- It was expressed that there were events happening in other communities in the region, and that many Webequie community members were traveling to attend events in other communities.
- It was suggested that Project Teams return in November as that is when most of the community members will be home in the community.

Traplines

- Participants expressed that certain families use certain trap lines for hunting and harvesting, and that project teams should speak to each family who uses a trapline to gain their site specific, and land use information.

- Families and members who use traplines will have specific information regarding the land that they use; they will know where burial sites, birth sites, and ceremonial sites are.

Environmental Concerns

- Concerns about dust from the road and polluting food sources, medicines and waterways.
- Concerns that activities on Webequie lands could impact water ways and pollute other communities down stream.

Social issues

- Participants expressed concerns that new social issues could arise from the road being built, and that the community is not prepared to handle more social issues.
- It was suggested that the camps for construction workers should always be dry and clean (drug and alcohol free).

Monitoring

- It was suggested that a traditional or cultural monitor be present on the lands with all project teams (i.e. Environmental Data Collection, Construction)
- Concerns about mercury levels in fish, and suggestions made for future monitoring of fish health.

IK Validation and GBA+ Data

Many sites were validated by participants.

New sites were identified, and new land use information was gathered.

New Gender Bases Analysis Plus information was captured.

NEXT STEPS

- Project Team to reach out to 2 spirited members to gather GBA+ information.

APPENDIX P2.E.1

Webequie First Nation

- On-Reserve Community Meeting – December 18, 2024

WEBEQUIE SUPPLY ROAD
Community presentation

Webequie First Nation
December 18, 2024

OVERVIEW

The Webequie Supply Road Project Team attended a community meeting in Webequie First Nation on December 18, 2024 to share a project update regarding the Webequie Supply Road (WSR).

The format of the meeting was a presentation by the Project Team followed by a question and answer period. The presentation consisted of a brief project description, followed by descriptions of the relationship between the environmental assessment (EA)/impact assessment (IA) and the federal regional assessment, consultation feedback received, , the solicitation of feedback on Valued Components (VCs) to guide the EA report and Impact Statement (IS) review consultation process, the EA Report/IS review and decision-making process, and post-EA/IA activities.. Community members then engaged in an exercise to select the top three most important VCs. All community members present participated in the exercise.

Communication materials were provided to community members for their information and reference including: a copy of the presentation, WSR Environmental/Impact Assessment Project update Webequie First Nation December 18, 2024.

A total of 35 people were in attendance, 21 community members signing in.

QUESTIONS FROM COMMUNITY MEMBERS

During the presentation, community members asked questions and clarified a few items (marked “Q”). Responses from the Project Team are noted in *italics* (marked “R”), where provided.

Q: How large will the camps be?

R: *Footprint will not be very large. The area will be big enough to accommodate a few trailers and a storage area. The camps locations will be restored after us; however, one site will be utilized as a permanent facility for maintenance and storage.*

FEEDBACK FROM COMMUNITY MEMBERS

Each community member was provided with three sticky notes with which to vote for the three VCs most important to them. The sticky notes were tallied, with the results as follows:

- The Surface Water (lakes, rivers) – 19
- The Land – Soils and Terrain – 1
- Fish and Fish Habitat (where fish live) – 13
- The Plants and Wetlands – 5
- The Groundwater/Springwater – 5
- The Air – 1
- The People (the Social Environment) 2 (One sticker indicated ‘population’ was important)
- The Economy – 11
- The Lands and Resources – 4
- The Health of Community Members – 7
- The Environment that We See (Visual Environment) – 3
- Aboriginal and Treaty Rights and Interests – 4
- Wildlife and Terrestrial (out of water) Habitat – 8
- Species at Risk – 3
- Accidents and Things that go Wrong – 2
- Climate Change – 7
- Culture – 10
- The Effects of All Projects (Past, Present and Future) Together – 5

ISSUES AND CONCERNS

None at this time.

ITEMS FOR FOLLOW-UP

Build draft executive summary EA/IS chapters around VCs most interested in.
Continue to provide information to community.

NEXT STEPS

Provision of Draft EA/IS document to community, accompanied by a summary version and supported by visits by the technical team to help discuss any potential effects identified.

APPENDIX P2.E.1

Webequie First Nation

- On-Reserve Community Meeting – May 20, 2025

WEBEQUIE SUPPLY ROAD
MEETING IN WEBEQUIE FIRST NATION
COMMUNITY INFORMATION SESSION

Webequie First Nation
May 20, 2025

OVERVIEW

The Webequie Supply Road Project Team hosted a presentation and community celebration on May 20, 2025, at the band hall in Webequie First Nation (WFN). The purpose of this meeting was to share information on the Webequie Supply Road Project and the early release of the draft Environmental Assessment Report / Impact Assessment (EAR/IS).

The informal format of the meeting included a project update by Michael Fox, ICE and the Project Team followed by a discussion about concerns. Michael presented on an overview of the alternative routes, aggregates, construction camps, Provincial & Federal & Regulatory timelines, RFPs, pre-construction activities, and a framework roadmap. TheyMedia was also present to livestream the presentation on the WSR Facebook page.

Gordon Wabasse and Roy Spence provided translation. A hard copy of the available Draft EAR/IS sections and plain language summaries (hard copy and digital via USB) in English, Cree, and Oji-Cree were available at the meeting for community members. The Project team indicated that the plain language summary translations are ongoing and will be available on the Project website as they are completed. In total, approximately 29 community members signed in.

In the evening, the WSR Project team also hosted a community feast with entertainment and door prizes.

ISSUES AND CONCERNS

After the presentation, a community member noted his concern about companies using the road and treating the community lands as a dump. They also noted the issue of overcrowded housing and poor infrastructure. The individual would like to see an office for the Ring of Fire (RoF) in the community, to oversee activities in the region.

Another community member noted that if WFN wants to use the road for access to the RoF, they want to see WFN in charge of their area. They noted their concern with First Nations fighting each other and the need to make an agreement with the government for future

generations. WFN wants the resources. The individual also expressed their want for the project for future generations.

NEXT STEPS

Michael explained the plan for the WSR Project team to go to WFN every month to provide an update on the draft EAR/IS.

APPENDIX P2.E.1

Webequie First Nation

- On-Reserve Community Meeting – May 21 – 23, 2025

AtkinsRéalis

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SUPPLY ROAD

WEBEQUIE FIRST NATION

WEBEQUIE SUPPLY ROAD
ABORIGINAL AND/OR TREATY RIGHTS AND INTERESTS (ATRI) VALIDATION COMMUNITY TRIP

Webequie First Nation
May 21-23, 2025

OVERVIEW

Christopher McKay of Indigenous and Community Engagement (ICE), Elizabeth Boyd and Hannah Saevil of Stantec, and the Webequie Supply Road (WSR) Project Team hosted Aboriginal and Treaty Rights and Interests (ATRI) validation sessions for Webequie First Nation members at the band hall from May 21-23, 2025. The team held sessions with 6 family groups to validate findings from the ATRI report. The information was validated through the report, maps and group discussions. The team spoke with one participant one-on-one. Print copies of maps were provided on the tables for participants to review.

APPENDIX P2.E.2

Constance Lake First Nation

- On-Reserve Community Meeting – June 22, 2023

AtkinsRéalis

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SUPPLY ROAD

WEBEQUIE FIRST NATION

WEBEQUIE SUPPLY ROAD
COMMUNITY MEETING

Constance Lake First Nation
June 22, 2023

OVERVIEW

The Webequie Supply Road Project Team held a meeting with Constance Lake First Nation (CLFN) at the CLFN community centre 20km outside of Hearst Ontario. The purpose of this meeting was to provide an overview on the Webequie Supply Road (WSR) Project and status. The community meeting was scheduled from 12pm-3pm and a luncheon was provided.

Don Parkinson (SNC Lavalin IE3) provided an overview presentation on the WSR as well as the latest project updates

Twenty one (21) community members attended the luncheon and presentation. They were given the opportunity to voice question and/or concerns.

FEEDBACK FROM COMMUNITY

After the presentation, Community Members provided comments and feedback.

General comments were made around community benefit and access to reserve lands.

Comments were made on negative impacts to the social side of community access.

The community understands that it may not be the immediate territory they are grateful for the opportunity to learn

NEXT STEPS

The Project Team advised that we would be willing to come back again to provide the next project update

WEBEQUIE SUPPLY ROAD

Consultation Round 2: Part 2 - Alternatives Assessment

Evaluation of Alternative Supporting Infrastructure and Road Design

Community Meeting- Constance Lake First Nation

June 22, 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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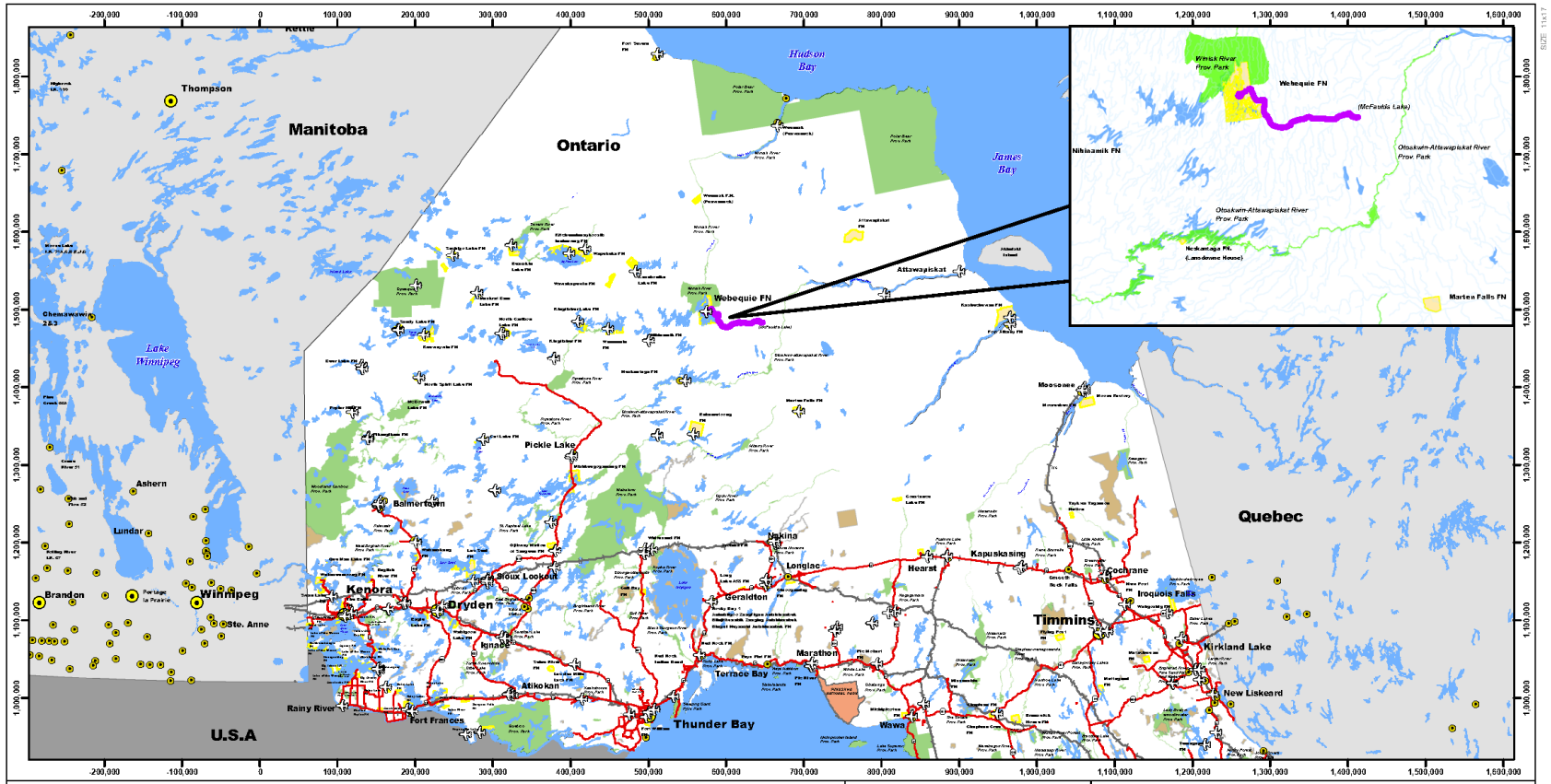
PROJECT LOCATION



WSR WEBEQUIE 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

PROJECT DESCRIPTION

107 km

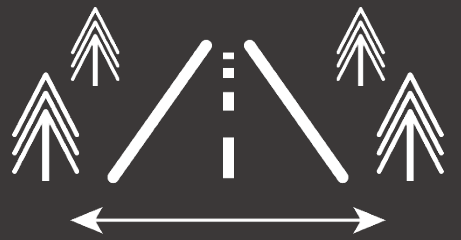
All-season road from Webequie First Nation (WFN) Airport to McFaulds Lake

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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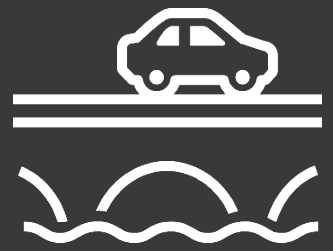
SUPPLY ROAD

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

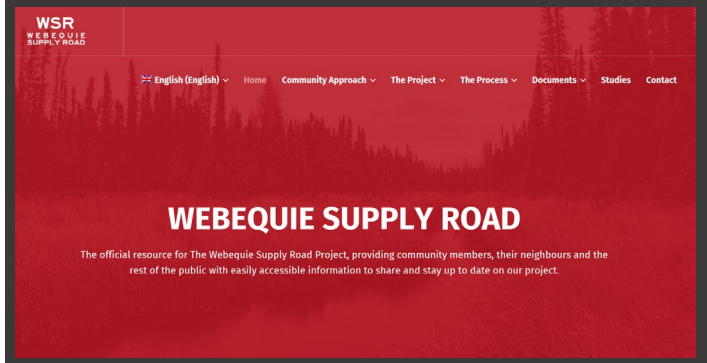
Construction camps (temporary) to accommodate construction crews and operation/maintenance office (permanent) including supportive facilities (wastewater treatment plant, potable water storage)

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/

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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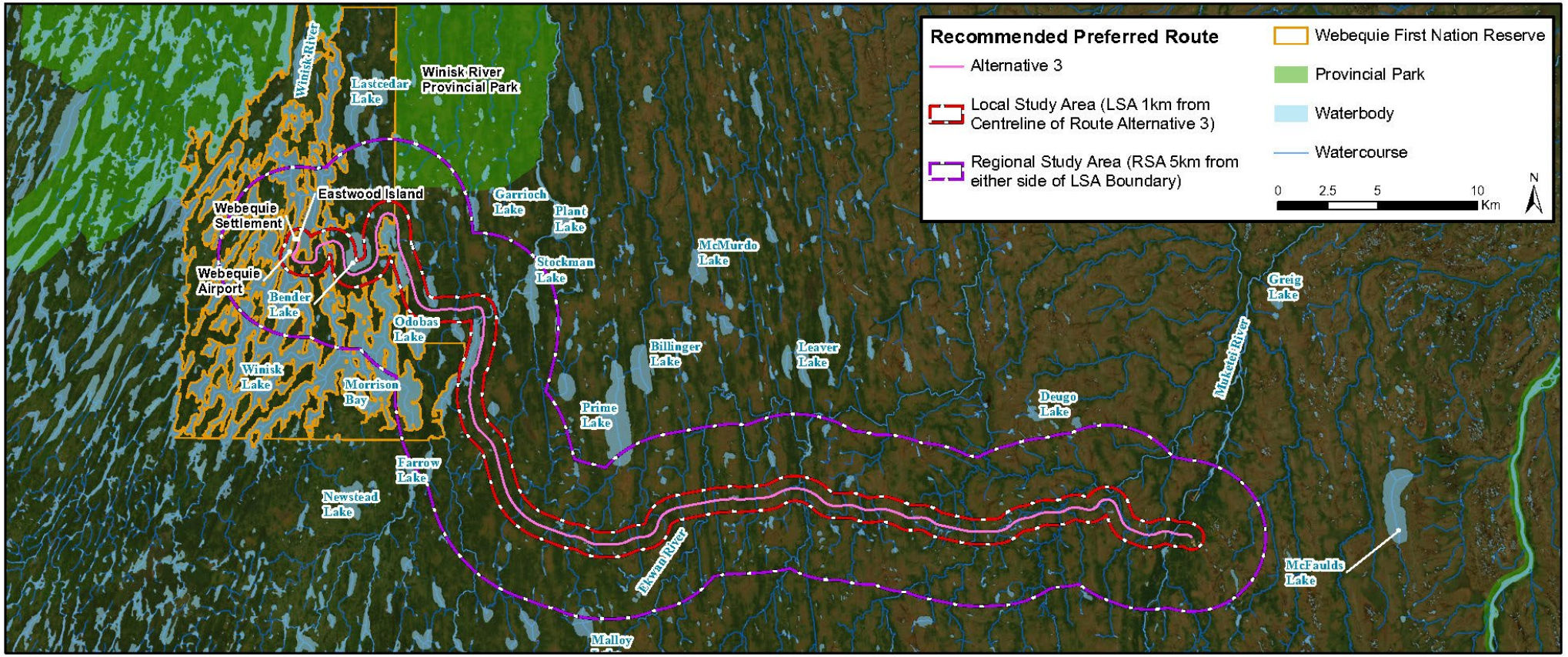
RECOMMENDED PREFERRED ROUTE

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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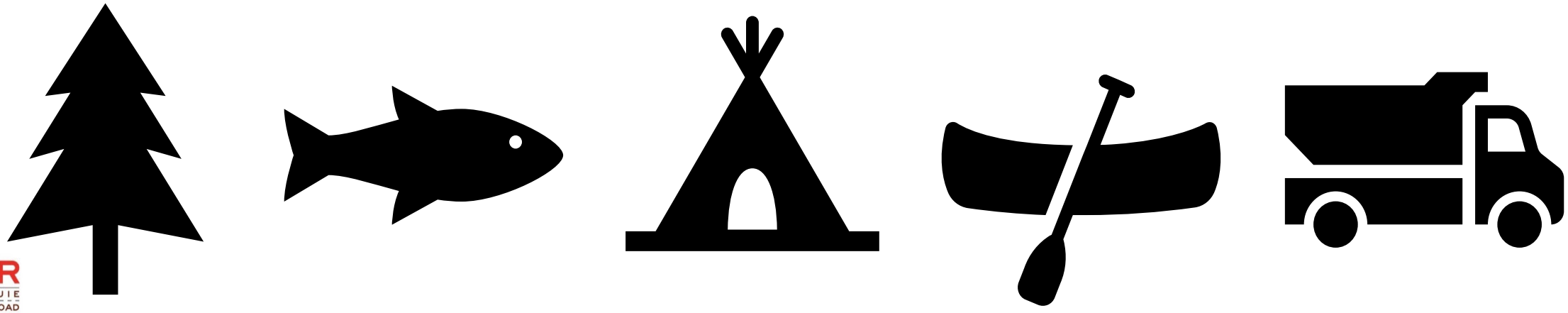
APPROACH FOR EVALUATION OF ALTERNATIVES

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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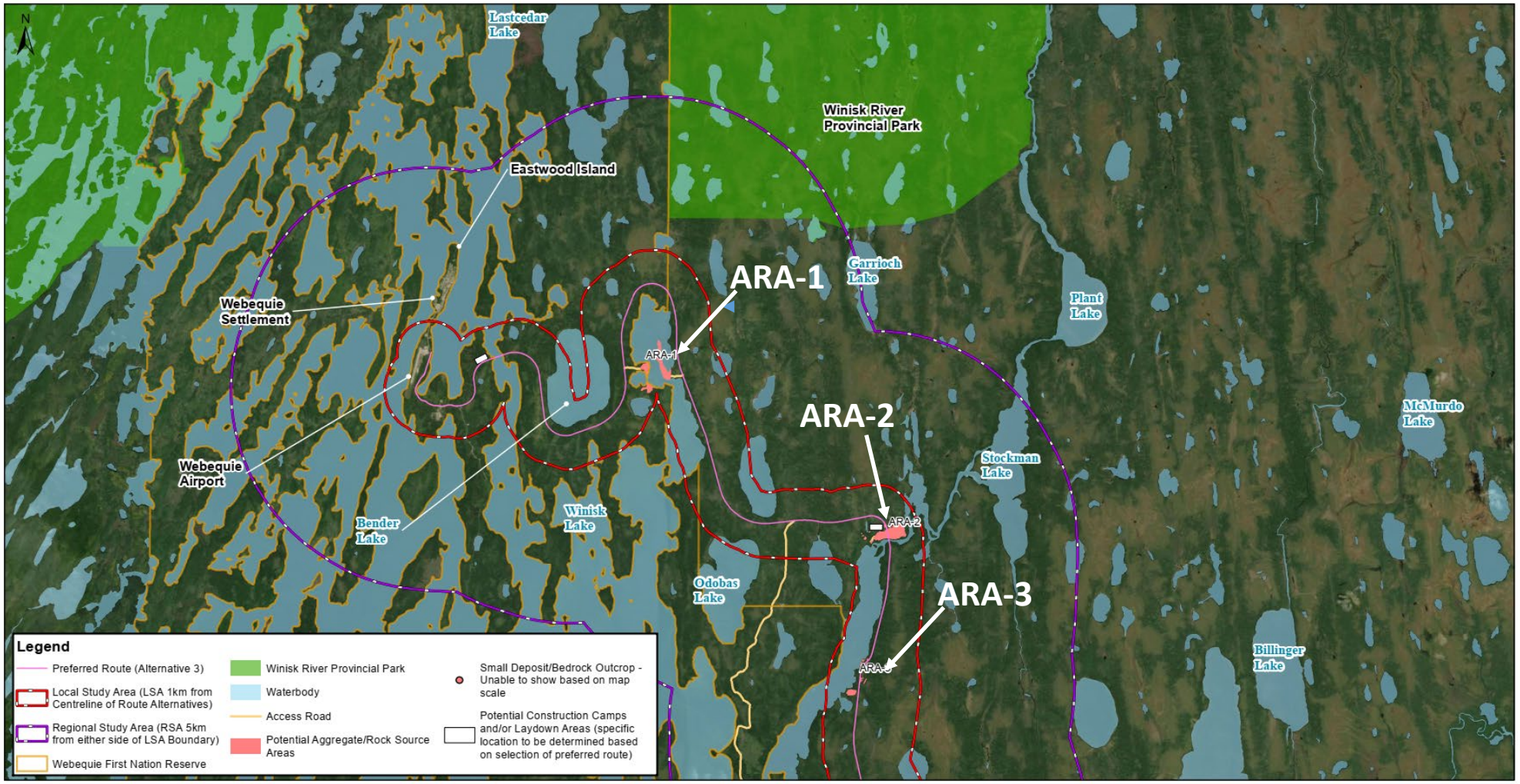
POTENTIAL AGGREGATE SOURCE AREAS (WEST)



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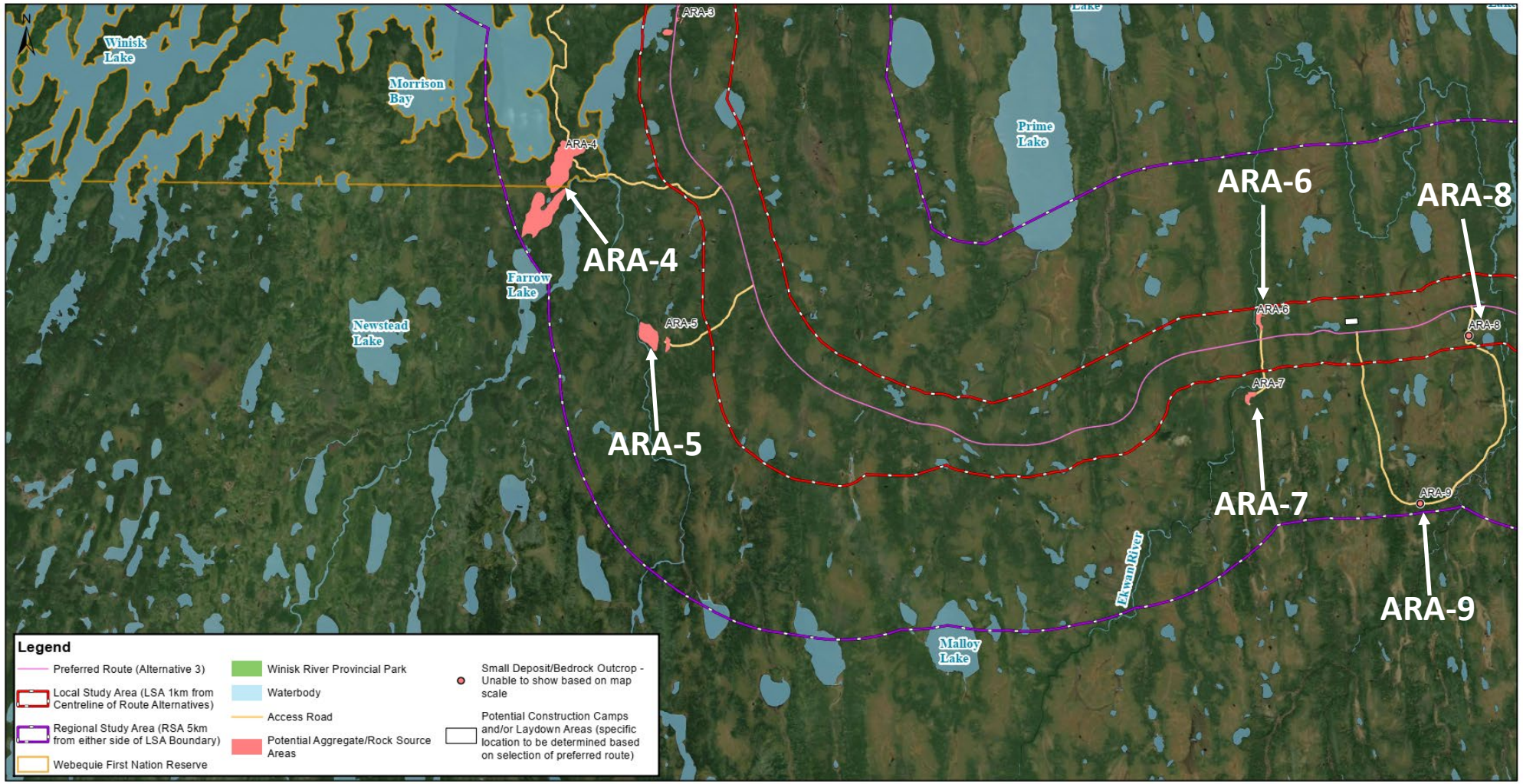
POTENTIAL AGGREGATE SOURCE AREAS (WEST-CENTRAL)



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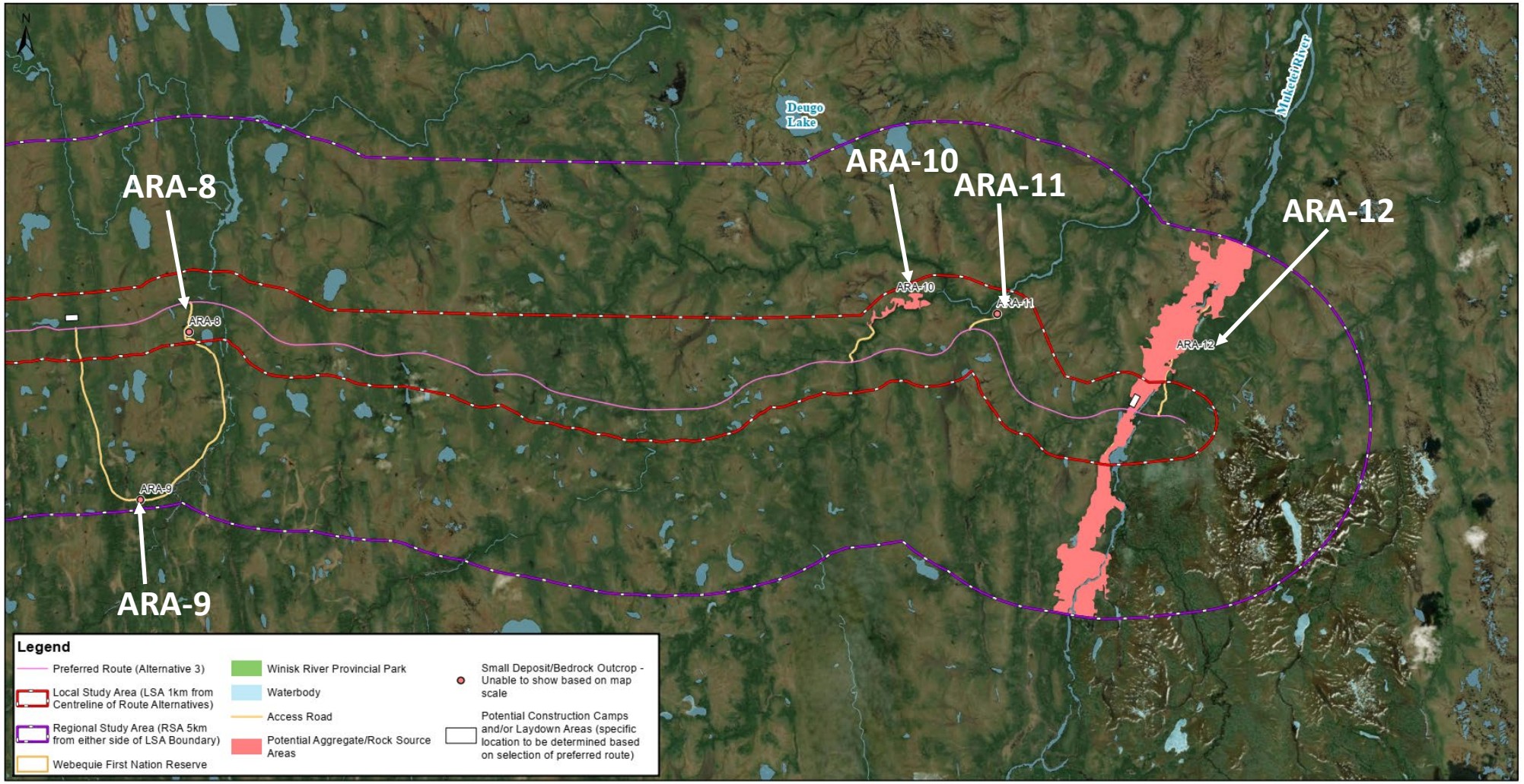
POTENTIAL AGGREGATE SOURCE AREAS (EAST)



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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

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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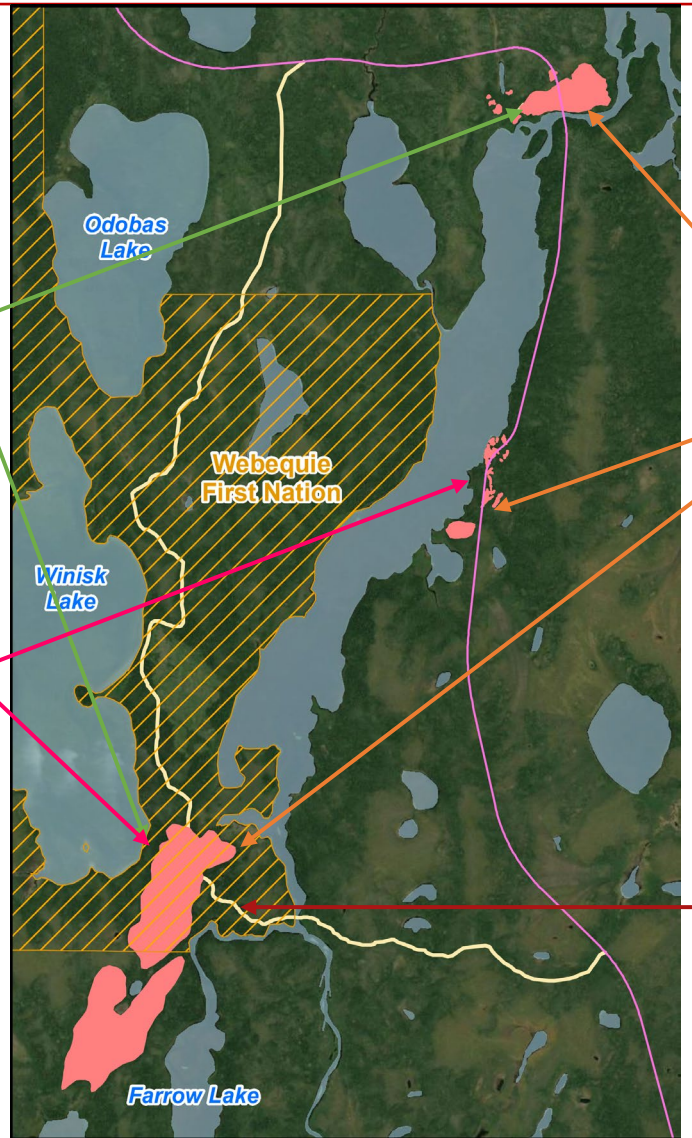
POTENTIAL AGGREGATE SOURCE AREAS (EAST)

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

WSR
WEBEQUIE SUPPLY ROAD

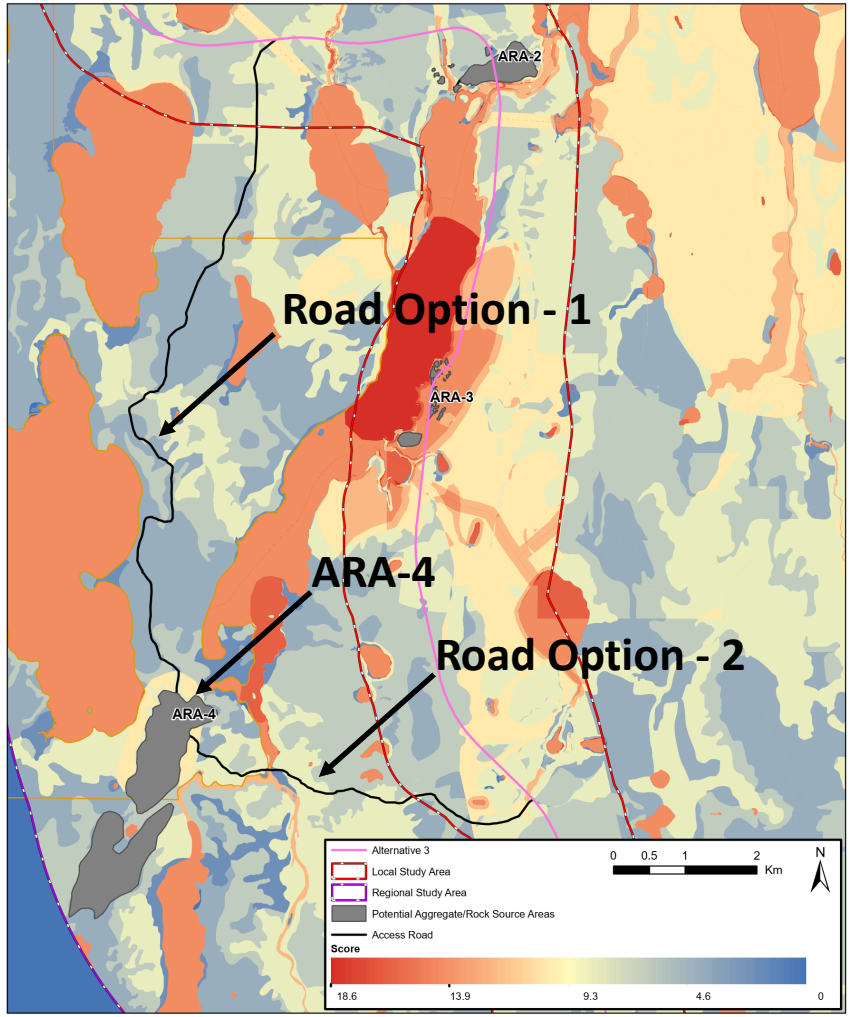
ALTERNATIVE AGGREGATE SOURCE AREAS (RESULTS)

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

ALTERNATIVE ARA-4 AGGREGATE ACCESS ROAD (RESULTS)

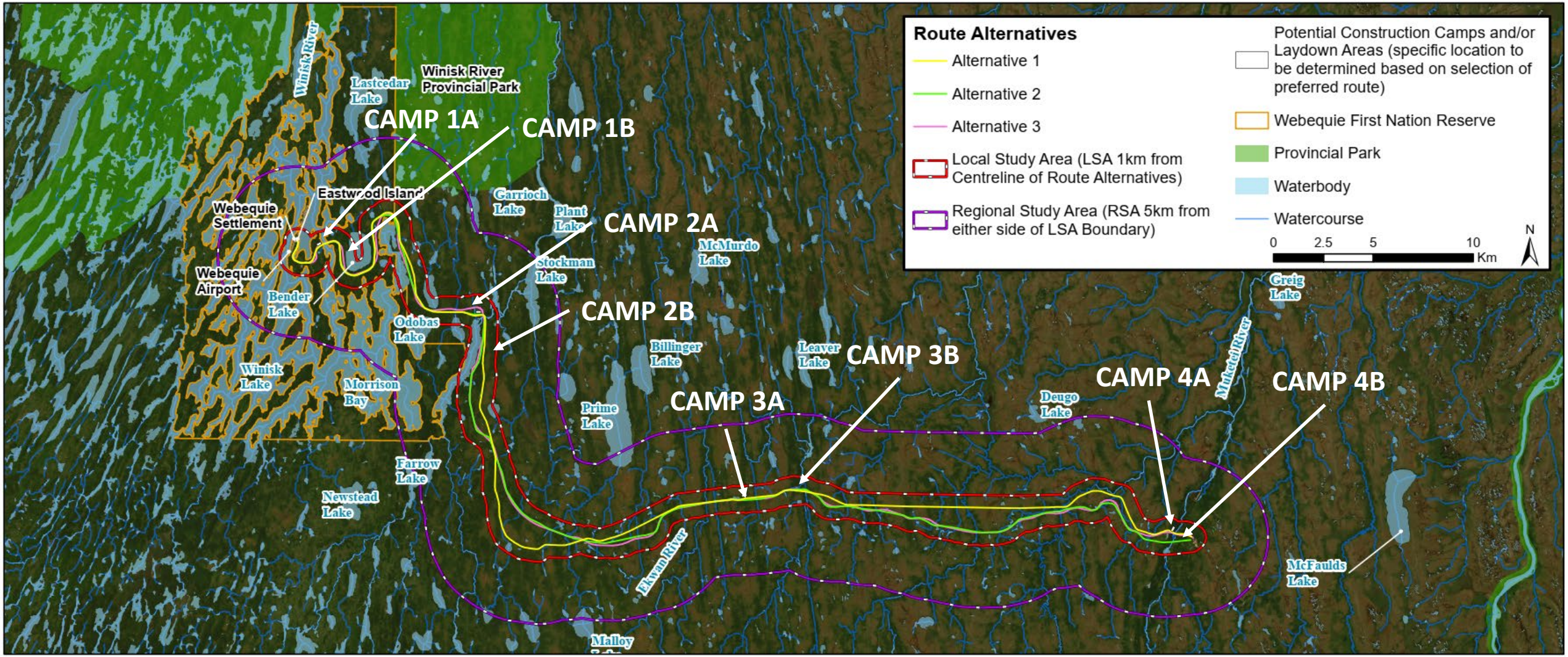
CONSTRUCTION CAMPS

The construction camps may include:

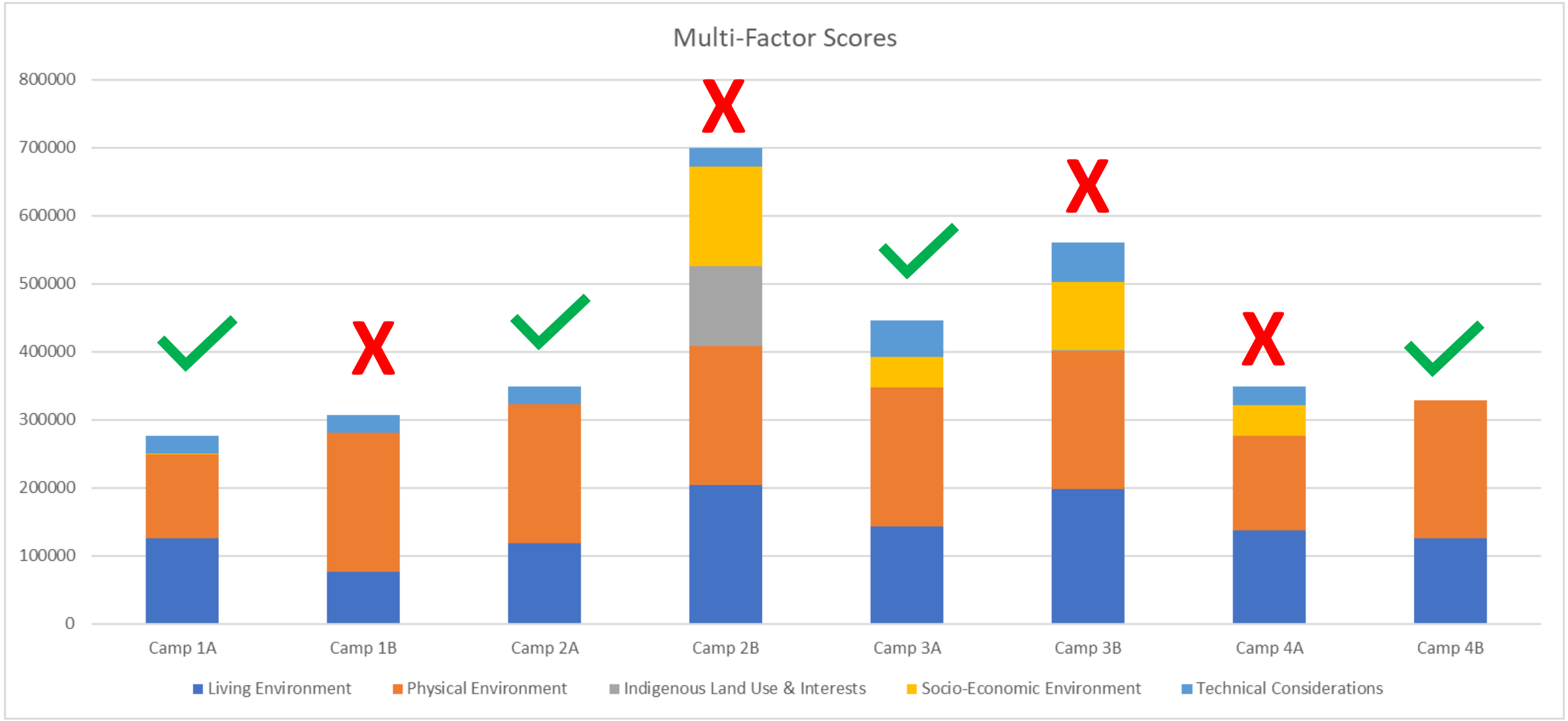
- Accommodations (bunkhouse) for workers
- Construction office(s)
- Kitchen and dining hall
- First aid station
- Communications system
- Wastewater treatment system
- Groundwater water supply well
- Waste handling and storage facility area
- Electricity supply from diesel generators
- Above ground fuel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

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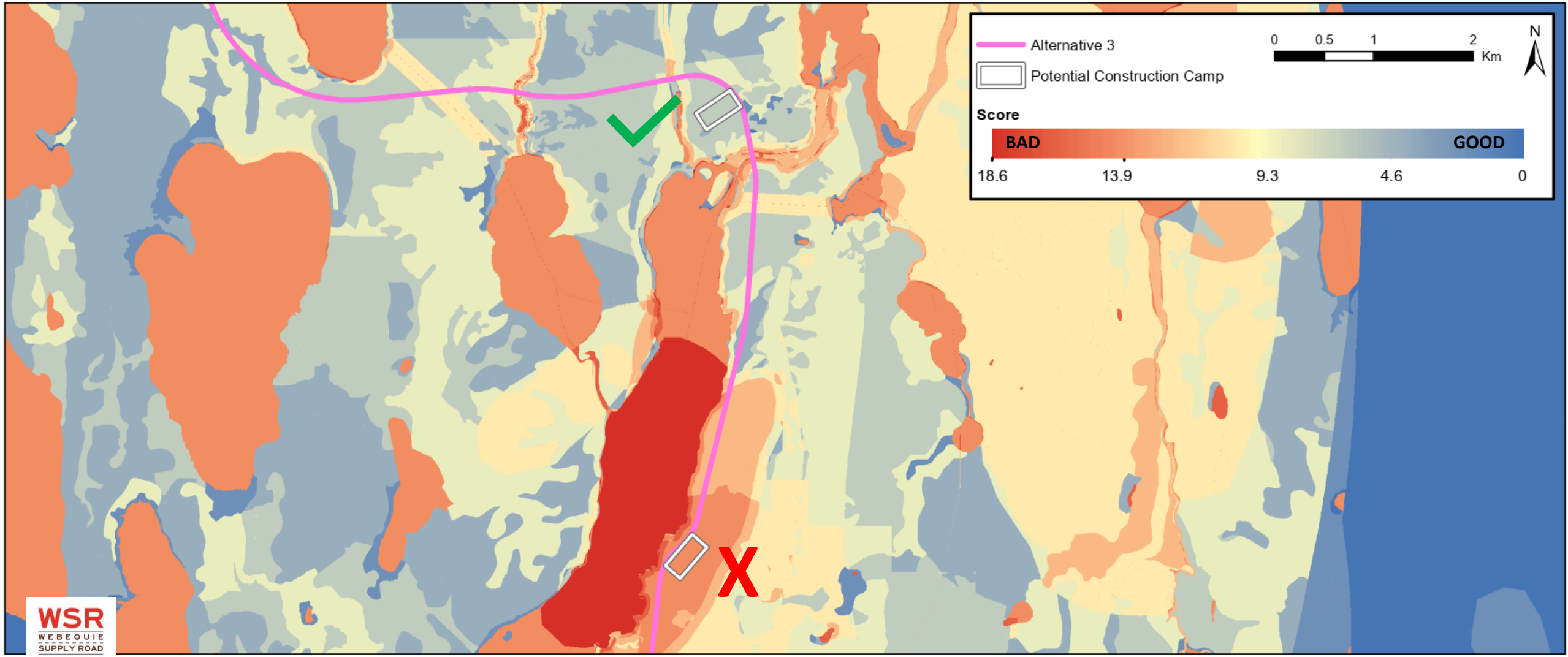
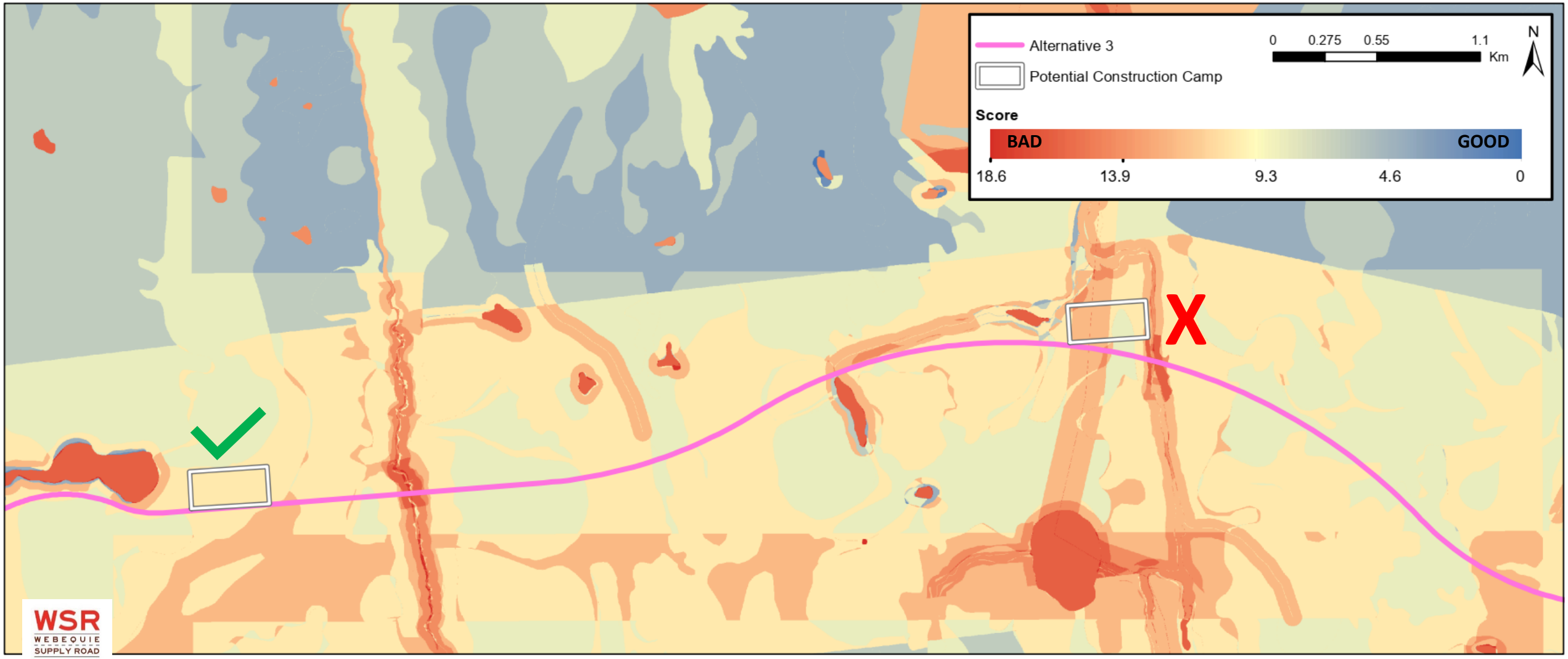
EVALUATION OF POTENTIAL CAMP LOCATIONS (2A AND 2B)



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



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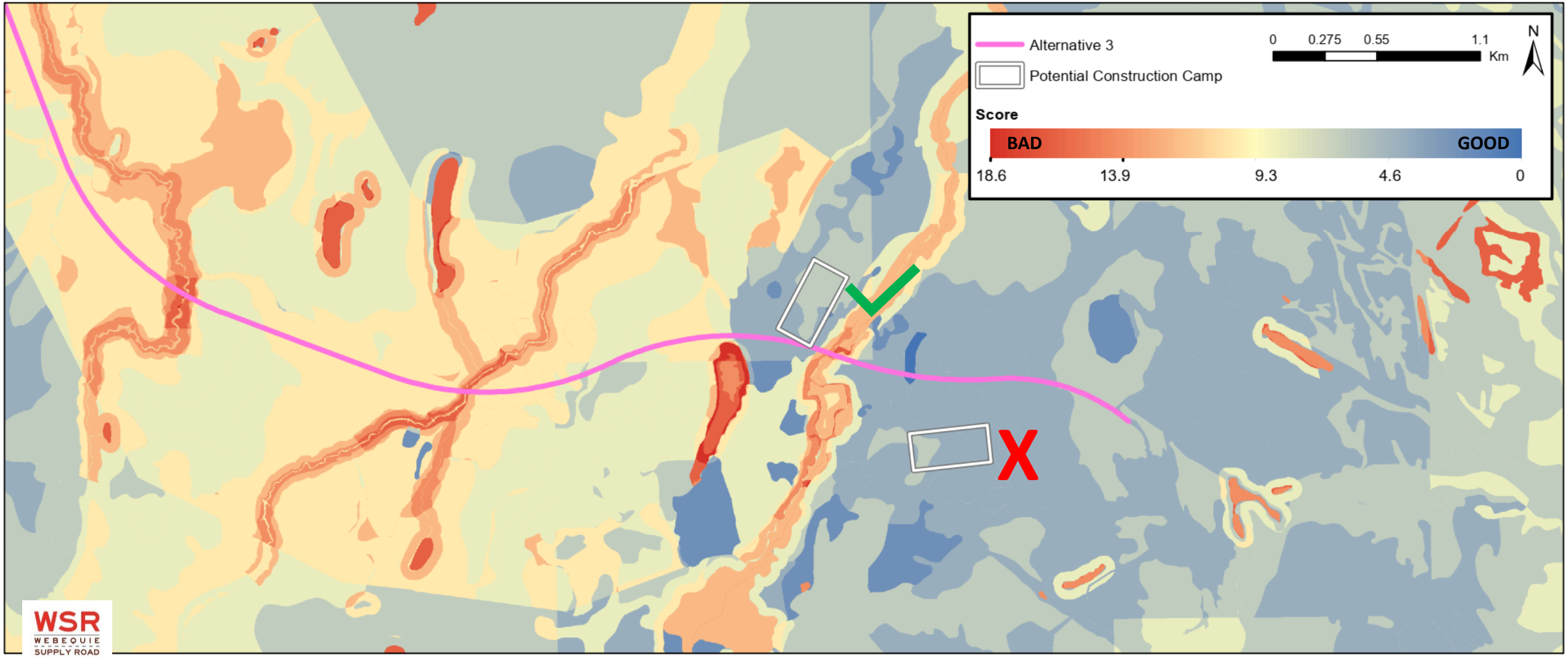
EVALUATION OF POTENTIAL CAMP LOCATIONS (4A AND 4B)



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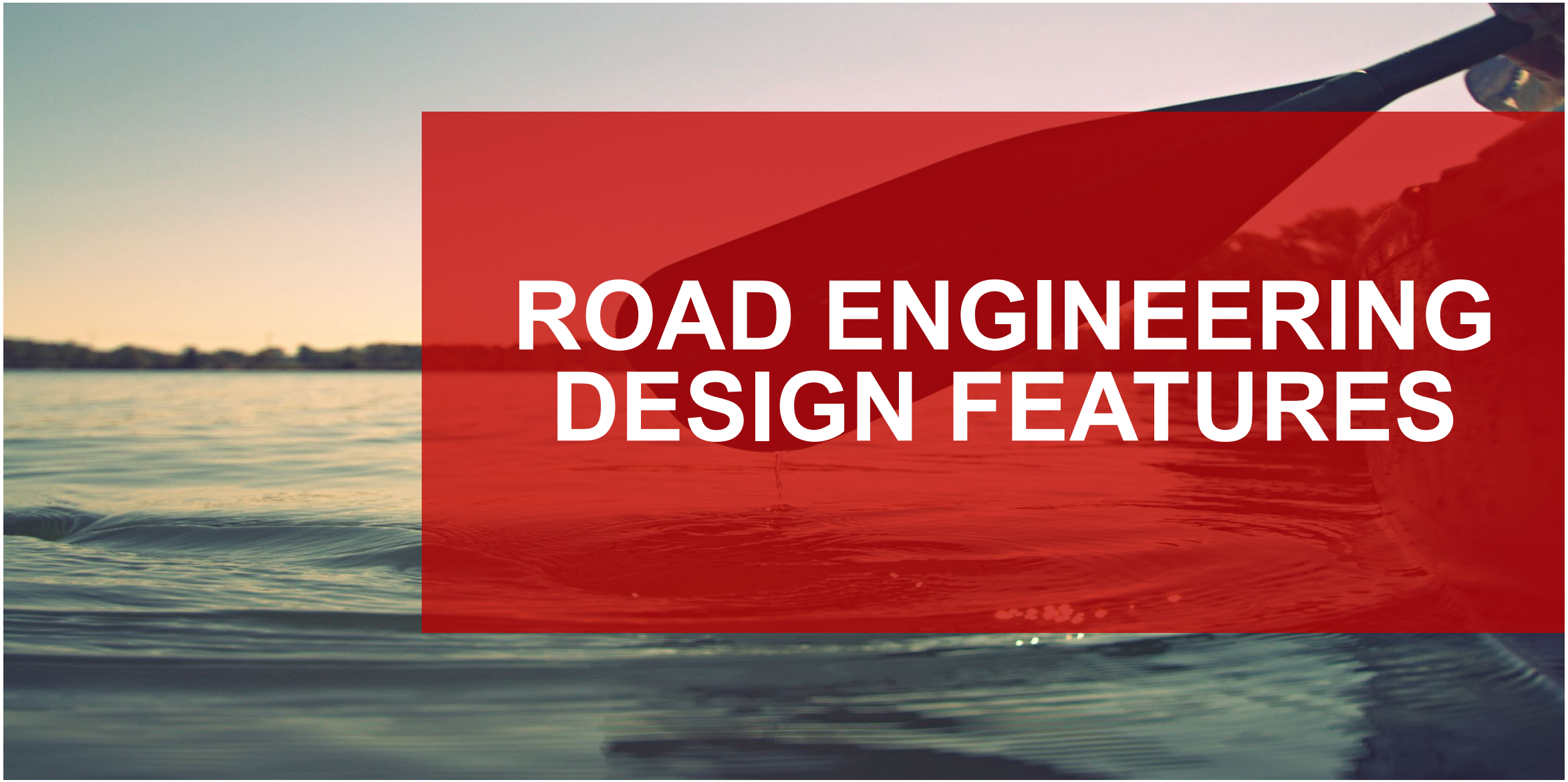
WEBEQUIE SUPPLY ROAD



ROAD ENGINEERING DESIGN FEATURES

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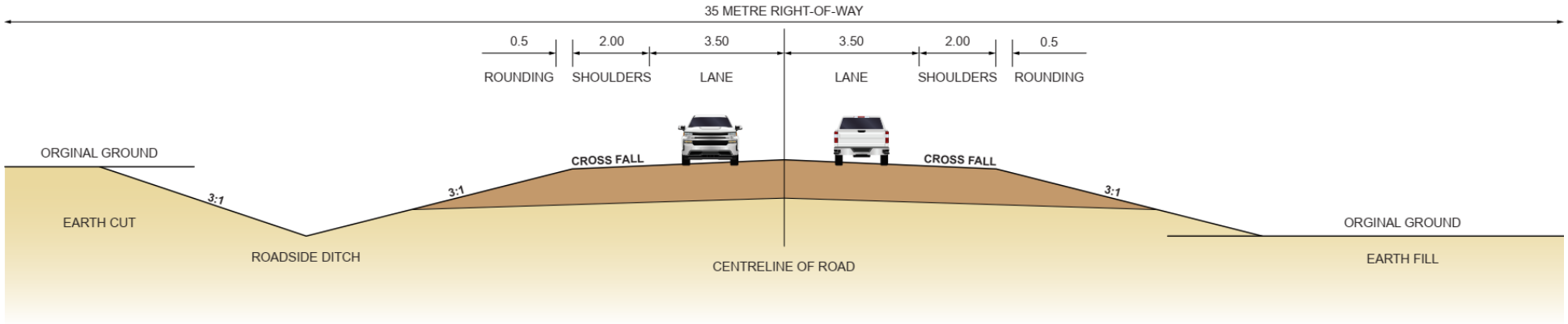
SUPPLY ROAD

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

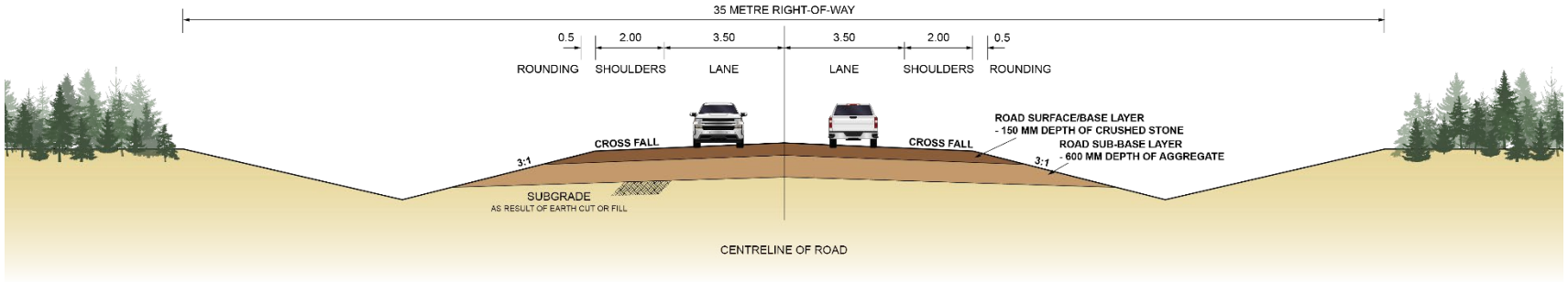
The west half of the road in upland area has “fair to good soil conditions” and east half of the road in lowland area (peatland/muskeg) has “poor to very poor soil conditions” for building a road

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

ROAD FOUNDATION DESIGN

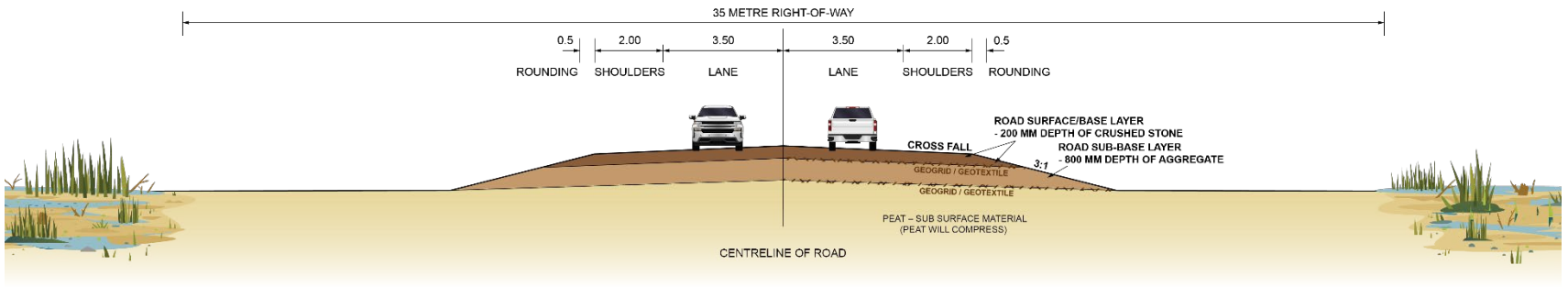
The road will have a surface layer/base layer and sub-base layer with various size of gravel/aggregate for each layer



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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SUPPLY ROAD

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

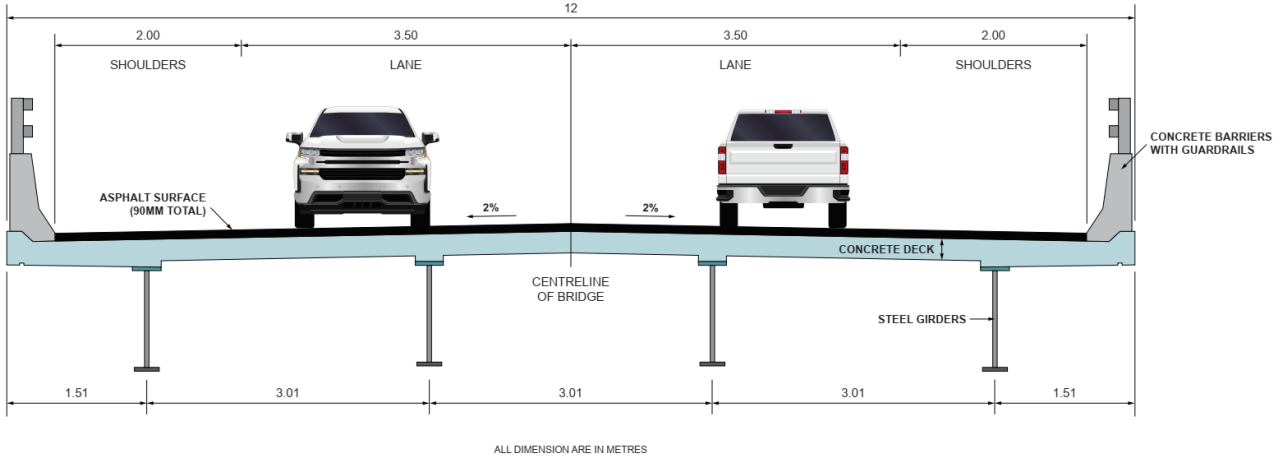
- Constructability and remoteness of location
- Maintenance and life cycle of structure type
- Hydrology/surface water flow
- Physical and biological characteristics at waterbody sites (e.g., soil conditions, width of waterbody, fish/fish habitat sensitivity)
- Navigation of waterways by boats

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

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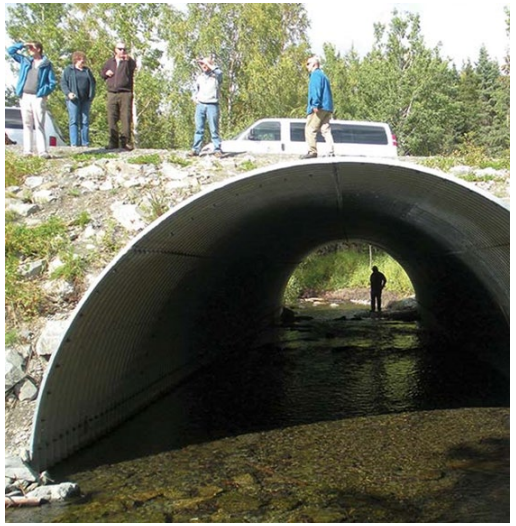
SUPPLY ROAD

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

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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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APPENDIX P2.E.2

Constance Lake First Nation

- On-Reserve Community Meeting – September 12, 2024

AtkinsRéalis

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SUPPLY ROAD

WEBEQUIE FIRST NATION

WEBEQUIE SUPPLY ROAD
Open House

Constance Lake First Nation
September 12, 2024

OVERVIEW

The Webequie Supply Road Project Team hosted an Open House from 11am to 3pm in Constance Lake First Nation on September 12, 2024, at the Anglican Church in Constance Lake First Nation. The information session advertising was handled in-house by community.

ICE team member Chris McKay gave a presentation on the Webequie Supply Road. The presentation was followed by a question-and-answer period. There was a total of eight participants.

Communication materials and comment forms were provided to attendees. Materials were also provided to a council member for distribution to community members. Available materials included the most recent WSR newsletter and a copy of the presentation that was being given along with feedback forms. Poster boards were also displayed for the Open House. All presentation and communication materials are included in the appendix.

QUESTIONS FROM ATTENDEES

This is going to Webequie? What about to Nikina?
Different Projects

Webequie supply road, where does it enter, to and from? Does it go to other communities?
No, Webequie Supply Road is an economic development road owned by Webequie First Nation therefore it doesn't enter other communities, it goes from Webequie Airport to McFaulds lake.

How many years have you been working on this?
7 years going on 8 years.

What happens when the Caribou cross? What does the government say about that?
We'll get back to you about potential impacts the road may have on caribou.

The mine that's being considered, is that an open pit mine or an underground mine?
We believe it's an underground mine, however, Wyloo Metals would be best to answer that question.

FEEDBACK/COMMENTS

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

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

Questions on comment forms:

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

7. Is there any information that you would like to be provided that was not presented at the meeting?
    a. Yes – 0
    b. Somewhat – 0
    c. No – 1
8. Were you given the opportunity to participate in the meeting – ask questions or express interest/concern?
    a. Yes – 1
    b. Somewhat – 0
    c. No – 0
9. What would help the Webequie Project Team improve these community meetings in the future?
    a. Additional material (handouts, etc.) – 0
    b. One-on-one discussions with the Project Team – 0
    c. More time for questions and answers – 0
    d. Breakout sessions – 1
    e. Provide more information – 0
10. Additional comments – None

ISSUES AND CONCERNS

An Elder expressed concern over the impacts on the Land and animals. He stressed the importance of mitigations.

Concern over control and access: The Elder indicated his worry over an influx of people entering the territory and heavily impacting the resources that Webequie people use to sustain themselves.

ACTION ITEMS

Follow up with Constance Lake First Nation for another in person session to keep updated on project.

Follow up with answers for caribou question.

APPENDIX P2.E.2

Constance Lake First Nation

- On-Reserve Community Meeting – January 28, 2025

AtkinsRéalis

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WEBEQUIE
SUPPLY ROAD

WEBEQUIE FIRST NATION

WEBEQUIE SUPPLY ROAD
Community presentation

Constance Lake First Nation
January 28th, 2025

OVERVIEW

The Webequie Supply Road Project Team attended a community meeting in Constance Lake First Nation on January 28th, 2025 to share a project update regarding the Webequie Supply Road (WSR) Environmental/Impact Assessment (EA/IA).

The format of the meeting was a presentation by the Project Team followed by a question and answer period. The presentation consisted of a brief project description, followed by an explanation of how the WSR EA/IA is related to the federal regional assessment, themes of what has been so far from consultation efforts to date, potential project effects, the EA/IA decision-making process and post EA/IA decision activities. In an effort to seek feedback on Valued Components and potential project effects in preparation for the Draft chapters of the Environmental/Impact Assessment, an engagement exercise to select the top three most important valued components was provided to community members. All present participated in the exercise.

Communication materials were provided to community members for their information and reference including: a copy of the presentation, WSR Environmental/Impact Assessment Project update Webequie First Nation December 18, 2024.

A total of 18 community members attended the session, with 10 completing the sign-in sheet.

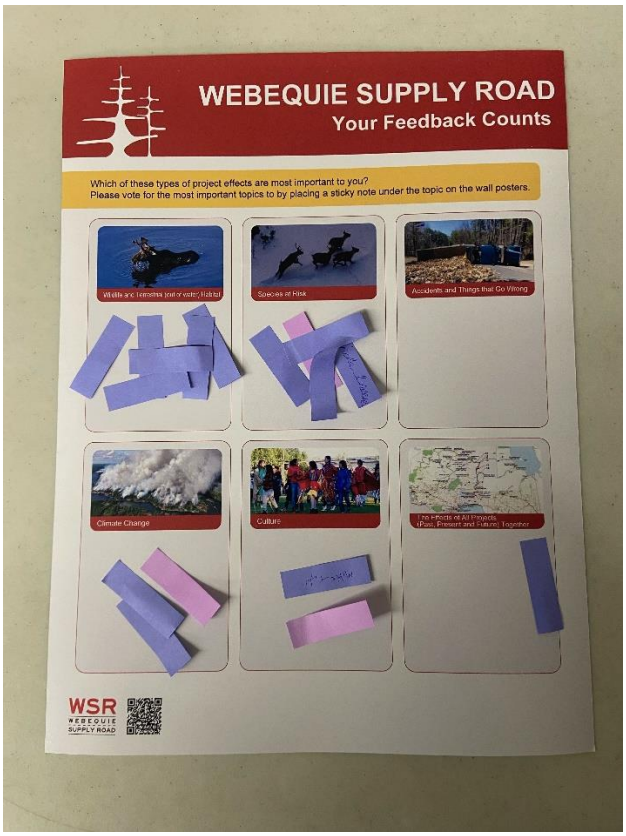
QUESTIONS FROM COMMUNITY MEMBERS

No questions were asked following the presentation.

FEEDBACK FROM COMMUNITY MEMBERS

The following Valued Components (VCs)were proposed and rated by community members present at the meeting. Indicated beside each VC is the number of votes received by community members.

The Surface Water (lakes, rivers) – 1
The Land – Soils and Terrain – 1
Fish and Fish Habitat (where fish live) – 1
The Plants and Wetlands – 0
The Groundwater/Springwater – 2
The Air – 0
The People (the Social Environment) 0
The Economy – 3
The Lands and Resources – 2
The Health of Community Members – 7
The Environment that We See (Visual Environment) – 0
Aboriginal and Treaty Rights and Interests – 1
Wildlife and Terrestrial (out of water) Habitat – 6
Species at Risk – 5
Accidents and Things that go Wrong – 0
Climate Change – 3
Culture – 2
The Effects of All Projects (Past, Present and Future) Together - 1




WEBEQUIE SUPPLY ROAD
Your Feedback Counts
Which of these types of project effects are most important to you?
Please vote for the most important topics to by placing a sticky note under the topic on the wall posters.
The Surface Water (lakes, rivers)
The Land Soils and Terrain
Fish and Fish Habitat (where the fish live)
The Plants and Wetlands
The Groundwater / Springwater
The Air
WSR
WEBEQUIE SUPPLY ROAD


WEBEQUIE SUPPLY ROAD
Your Feedback Counts
Which of these types of project effects are most important to you?
Please vote for the most important topics to by placing a sticky note under the topic on the wall posters.
The People (the Social Environment)
Economy
The Lands and Resources
The Health of Community Members
The Environment that We See (Visual Environment)
Aboriginal and Treaty Rights and Interests
WSR
WEBEQUIE SUPPLY ROAD

ISSUES AND CONCERNS

None at this time.

ITEMS FOR FOLLOW-UP

Completion and community distribution of the Draft Environmental Assessment Report/Impact Statement and Plain Language Summary of the Draft Environmental Assessment Report/Impact Statement.

NEXT STEPS

Return to community to discuss potential project and cumulative effects identified in the Draft Environmental Assessment Report/Impact Statement, focusing on the valued components of most interest to the community.

Wehequie Supply Road Jan. 28/25
Constance Lake First Nation.

1. Evon Spence
2. Charlotte Neotapin
3. Roberta Wesley
4. Leeroy Inuese
5. Linda Inuese
6. Kathleen Shagonash
7. Hanna Bear
8. Maddon Taylor
9. [signature]
10. PETER SPENCE
11.
12.
13.
14.
15.
16.
17.
18
19.
20.

WEBEQUIE SUPPLY ROAD

WSR Environmental / Impact Assessment Project Update
Constance Lake First Nation
January 28, 2025

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

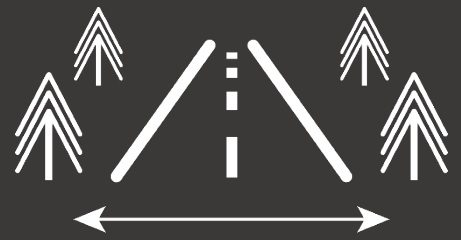
PROJECT DESCRIPTION

107 km

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

17 km

Length of road corridor within WFN Reserve Lands

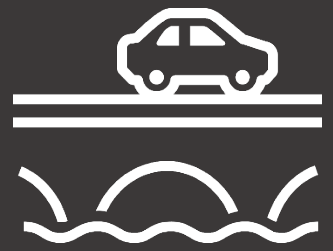


35 m

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

WSR
WEBEQUIE SUPPLY ROAD

PROJECT DESCRIPTION



6

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

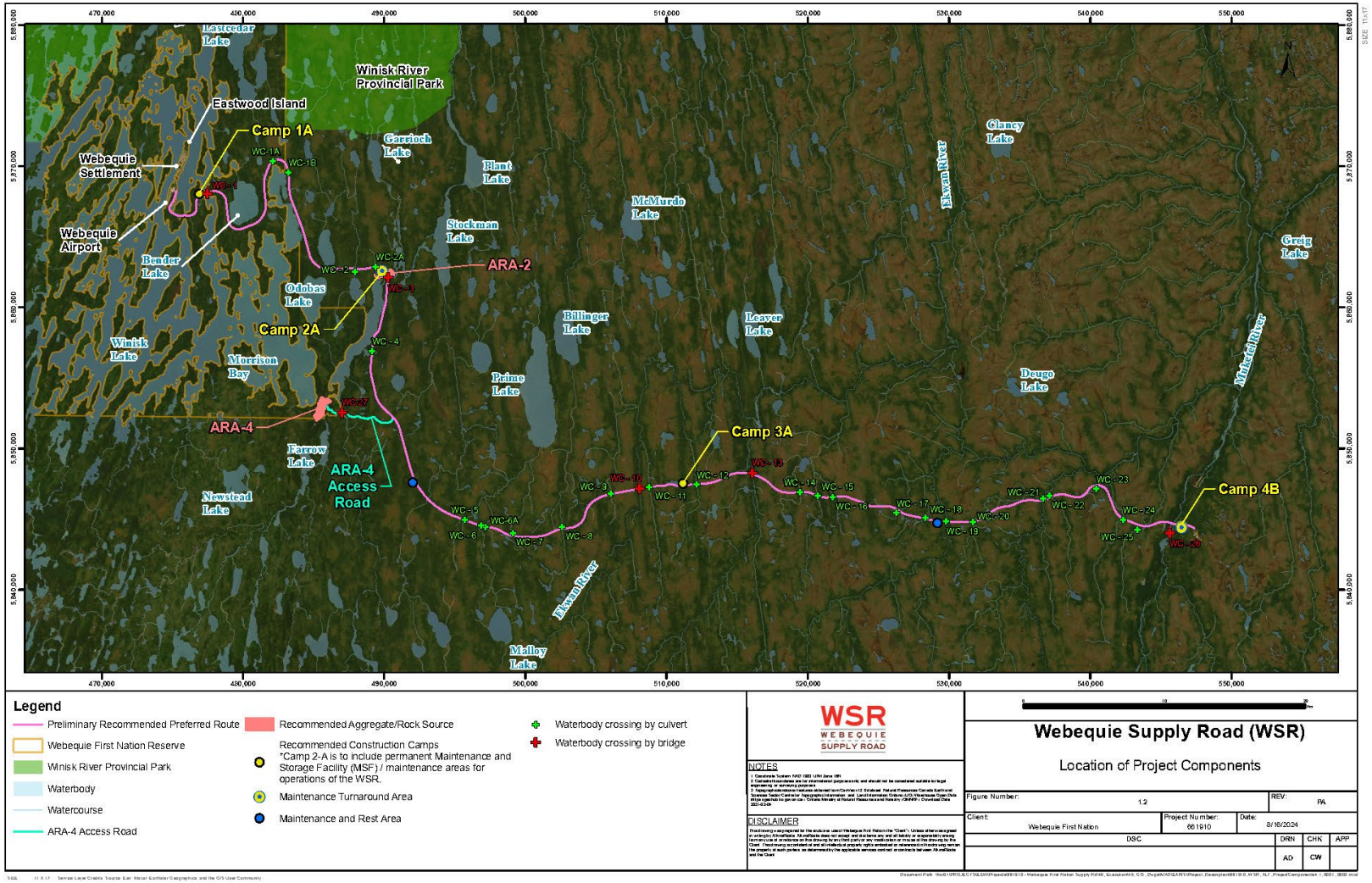
Includes temporary and permanent aggregate pit/rock quarry areas with equipment for processing, as well as access roads to these areas

4

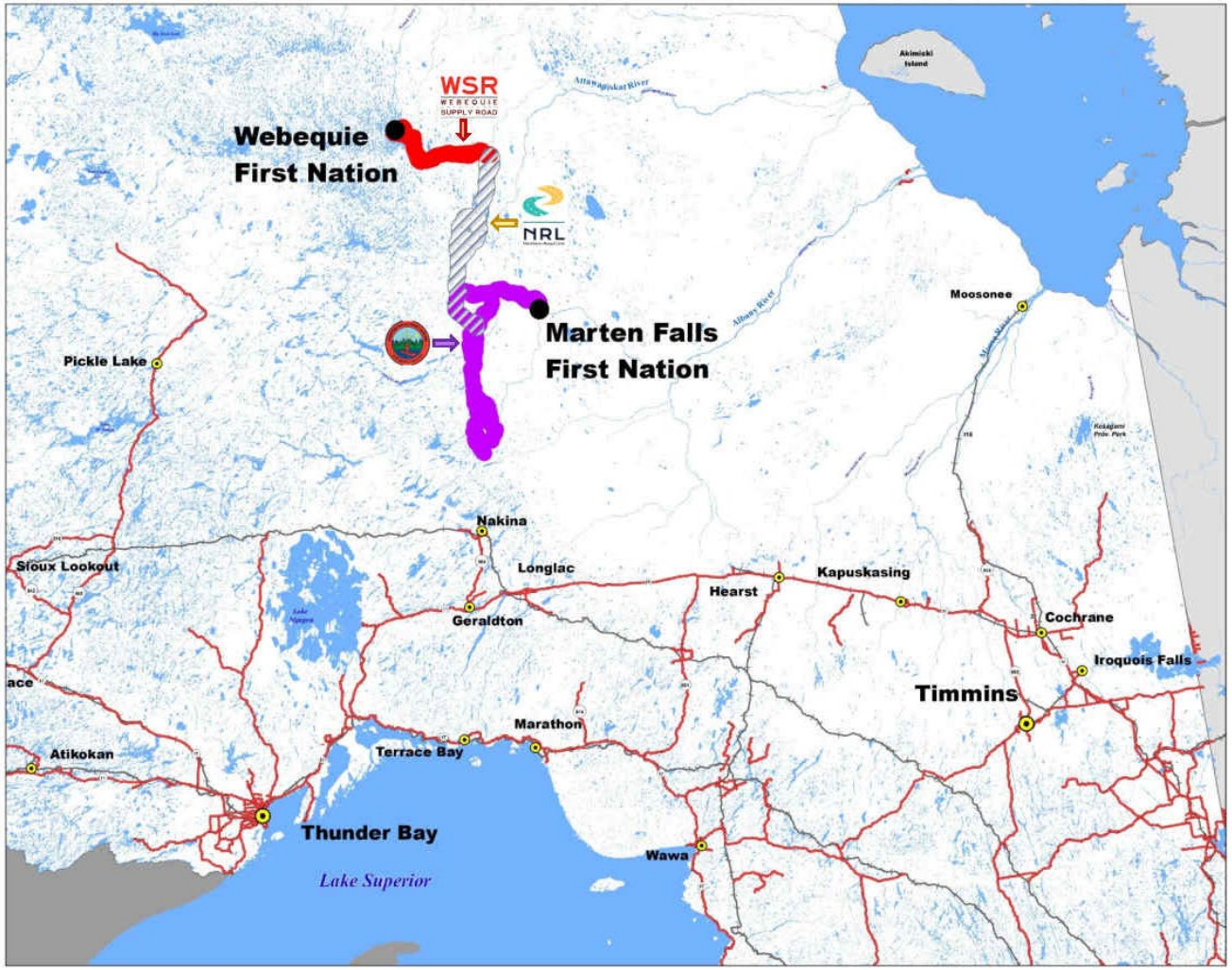
Construction camps (temporary) to accommodate construction crews, with 1 site being repurposed to act as permanent operation/ maintenance facility

Storage and laydown yards (temporary) for equipment and materials

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?

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.

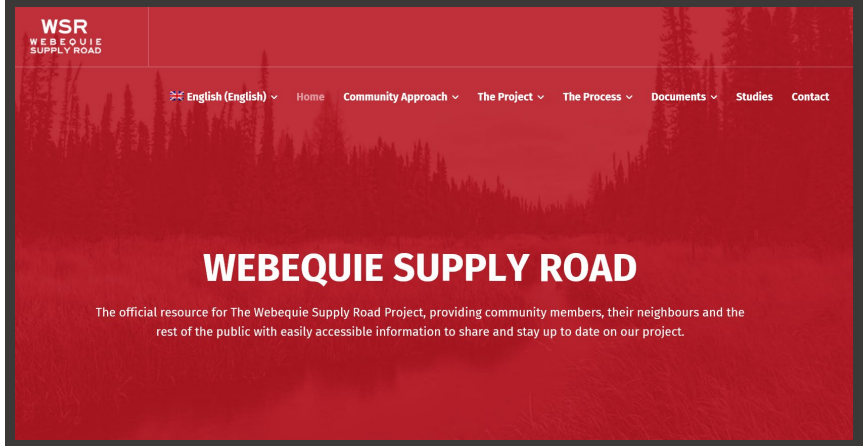
A draft Terms of Reference for the assessment was released in September 2024, outlining the framework and objectives of the evaluation. This document is available for public review and comment, emphasizing transparency and community involvement.

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 WSR EA/IA final report will inform the Regional Assessment.

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?

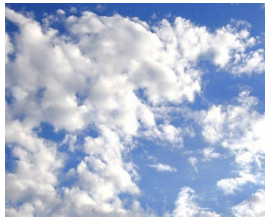
- We are now getting ready to release the Draft Environmental Assessment Report / Impact Statement
- This will be provided to Indigenous communities first in January/February 2025, then the general public
- This report will identify and discuss the potential effects of the Project on various valued components

LOOKING AT PROJECT EFFECTS - WHAT DO WE THINK ABOUT?

The Surface Water (lakes, rivers)

The Land- Soils and Terrain

The Groundwater / Springwater



The Air

Fish and Fish Habitat (where the fish live)

The Plants and Wetlands

Wildlife and Terrestrial (out of water) Habitat

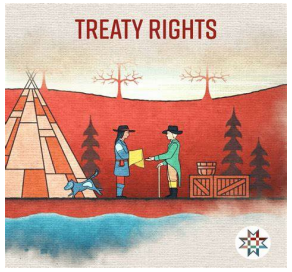
Species at Risk

LOOKING AT PROJECT EFFECTS - WHAT DO WE THINK ABOUT?

The People (the Social Environment)

The Environment that We See (Visual Environment)

The Economy



Aboriginal and/or Treaty Rights and Interests

The Lands and Resources

Culture

The Health of Community Members

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

LOOKING AT PROJECT EFFECTS- WHAT DO WE THINK ABOUT?

Accidents and Things that Go Wrong

Climate Change

DISCUSSING THE DRAFT ENVIRONMENT ASSESSMENT REPORT / IMPACT STATEMENT WITH YOU

We want to know which of these types of project effects are most important to you so we can focus on the information you want to see when we visit you again. After this presentation, please vote for the topics most important to you by placing a sticky note under the topic on the wall posters.

The Surface Water (lakes, rivers)

The Land- Soils and Terrain

The Groundwater / Springwater

The Air

Fish and Fish Habitat (where the fish live)

The Lands and Resources

The Plants and Wetlands

Wildlife and Terrestrial (out of water) Habitat

Species at Risk

The People (the Social Environment)

The Economy

The Health of Community Members

The Environment that We See (Visual Environment)

Aboriginal and Treaty Rights and Interests

Culture

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

Accidents and Things that Go Wrong

Climate Change

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?

- Environmental assessment / Impact Assessment approval means the project can go ahead, but there are many more permits that must be obtained to build the project- these permits could be for developing a pit or quarry, working in or near a lake or river to build a bridge and many other project activities

- 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)- the EA/IA proponent develops a monitoring plan during the environmental / impact assessment

- During construction and operation of the road there is monitoring that goes on to make sure the road is being built according to the commitments or promises made in the environmental or impact assessment and conditions that the provincial and federal governments require to be met as part of their approval

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
  - **Effects monitoring** is done to check the effectiveness of the predictions of projects effects and to make sure the mitigation measures are effective at eliminating or reducing project effects

TIMELINES / SCHEDULE

FALL/WINTER 2024

- **January 2025**- Early circulation of Draft Environmental Assessment Report / Impact Statement (EAR/IS) for 60-day review by Indigenous communities- ***Plain language version will be provided***
- *We will visit to explain the results of the environmental/ impact assessment*

WINTER 24/25 SUMMER 2025

- Submission of Draft and Final EAR/IS for review by the public, stakeholders and Indigenous communities

2026

- Federal / Provincial decisions on Impact Assessment / Environmental Assessment

WSR
WEBEQUIE SUPPLY ROAD

APPENDIX P2.E.3

Marten Falls First Nation

- On-Reserve Community Meeting – August 24, 2023

AtkinsRéalis

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WEBEQUIE
SUPPLY ROAD

WEBEQUIE FIRST NATION

WEBEQUIE SUPPLY ROAD
Community presentation

Marten Falls First Nation
August 24, 2023

OVERVIEW

The Webequie Supply Road Project Team attended the Marten Falls First Nation Youth gathering on August 24th, 2023 to share a project update as well as a general poll to community members through a generic survey regarding Webequie Supply Road (WSR) and Northern Road Link (NRL).

The format of the meeting was a presentation by the Project Team followed by a question and answer period. The presentation consisted of a brief project description, followed by descriptions of the EA Process, Alternatives Assessment, Evaluation of Alternative Supporting Infrastructure and Road Design, and the need for feedback from Indigenous communities.

Communication materials were provided to community members for their information and reference including: 50 hard copies of WSR Newsletter Issue #30 in English and 50 hard copies of the NRL Newsletter #13 along with 20 Hard copies of the WSR Assessment of Alternatives presentation and NRL presentation in English. Surveys were made available to community members, with 45 out of 60 completed. Surveys were also posted online through Survey monkey.

The presentations were included in a line up of activities for youth which was held at Henry Coaster Memorial School. Over 50 people were in attendance and demographics included children, youth, adults and Elders.

QUESTIONS FROM COMMUNITY MEMBERS

During the presentation, community members asked questions and clarified a few items (marked “Q”). Responses from the Project Team are noted in *italics* (marked “R”), where provided.

1. Q: What about migration routes?
   R: It was stressed that this information is important to collect so that we can include in the EA/IA and road design.

2. Q: Aren’t you working with our team for the Marten Falls Community Access Road?
   R: Yes, we do work together for coordination purposes.

FEEDBACK FROM COMMUNITY MEMBERS

The following points provide a summary of the feedback shared by Marten Falls Community members before and after the presentation.

Control and Access

- Community members do not want southerners in their territory and exploiting food sources, as well as potentially bringing in drugs and alcohol.
- Community members recognized roads would make it possible to see family more often.

Safety

- Road maintenance was a concern for drivers.
- Drivers speeding along the roads, creating danger for others.
- It was suggested to control access through the implementation of a gate system, at the beginning of the road (MFCAR and highway) and just before entering the community.
- The road would be primarily for large trucks which would create a lot of dust.

Pros and cons

- It will be nice to visit other communities and have off-reserve members able to come home to visit.
- No real concern about WSR because of Marten Falls Community Access Road (MFCAR).

ISSUES AND CONCERNS

Webequie Representation at the Meeting

- MFFN community member noted the absence of Webequie representation at the meeting and indicated Webequie presence is preferred.

Mining

- One member was concerned about mining, and had concerns the team was representing the mining industry. It was clarified that the team at the event worked for Webequie to discuss proposed WSR and NRL.
- It's felt that the government is more concerned about Ring of Fire mining opportunities than First Nation concerns, and that there are no economic incentives on the table.
- Extraction activities will cause pollution in the territory.
- Resource extraction will mean the government and others will take their money and leave.

Economic development

- One community member indicated the community did not know what their opportunities are with respect to proposed roads.

Environment

- Roads will primarily be used by large trucks, which will create a lot of dust in the territory.
- Potential for people to litter along roads.

SURVEY RESULTS

Survey (place holder)

1. **Age?**
    a. 8 to 13
    b. 14 to 19
    c. 20 to 25
    d. 25+

2. **Have you heard of Northern Road Link?**
    a. Yes
    b. No

3. **Do you think it's a good idea for the roads to be connected to the provincial highway?**
    a. Yes
    b. No
    c. I don't know

4. **Why do you think it's a good idea to connect the roads? (Check all that apply)**
    a. Access to opportunities like jobs and/or education?
    b. See my family more often while I'm going to school in Timmins or Thunder Bay.
    c. More families will be able to move home.
    d. More trips to visit family and other First Nations.
    e. Road corridor can bring in power or internet.
    f. Improved healthcare for families.
    g. It's not a good idea.

5. **What kind of concerns do you have? (Check all that apply)**
    a. Not good for the environment.
    b. Might be changes to hunting and harvesting.

c. More youth might leave community.
d. Might be access to alcohol or drugs.
e. Southerners may come into the territory to hunt and fish
f. Safety concerns.
g. No concerns.

Extra feedback included:

ITEMS FOR FOLLOW-UP

Below are items for follow-up from the meeting. The Project Team will ensure to provide information and follow-ups with Marten Falls FN Chief and Council and community in a timely manner to ensure that questions, concerns and information requests are responded to.

1. Project Team to work towards including a Webequie team member for future meetings.

NEXT STEPS

NRL Open House #3

WSR Open House

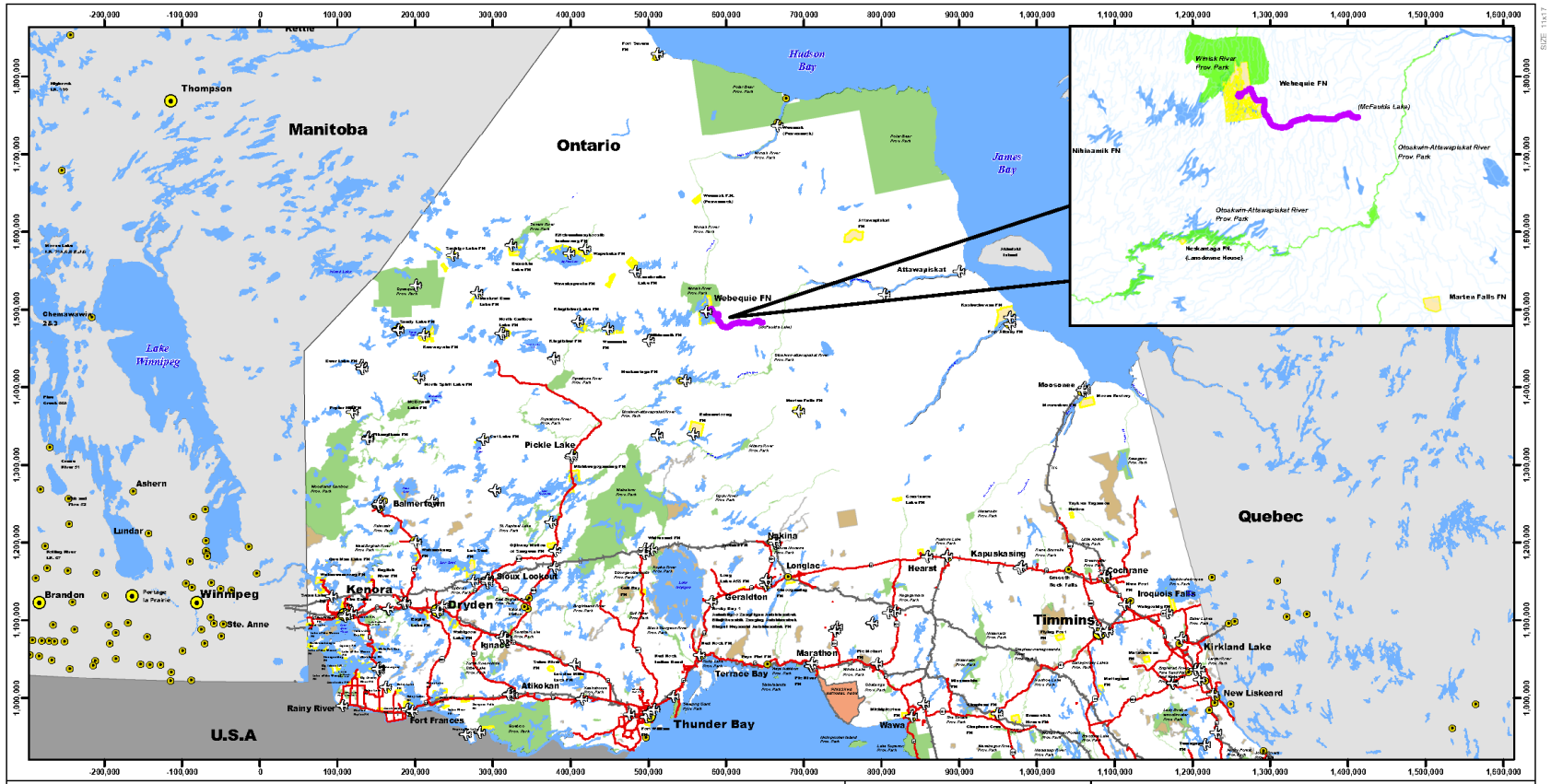
WEBEQUIE SUPPLY ROAD

Consultation Round 2: Part 2 - Alternatives Assessment

Evaluation of Alternative Supporting Infrastructure and Road Design

August 24, 2023

PROJECT LOCATION



WSR WEBEQUIE 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

PROJECT DESCRIPTION

107 km

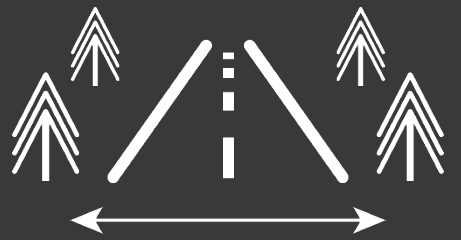
All-season road from Webequie First Nation (WFN) Airport to McFaulds Lake

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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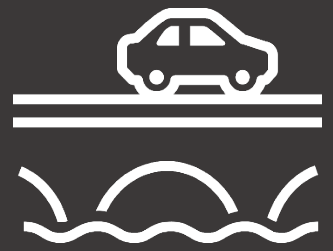
PROJECT DESCRIPTION



3

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

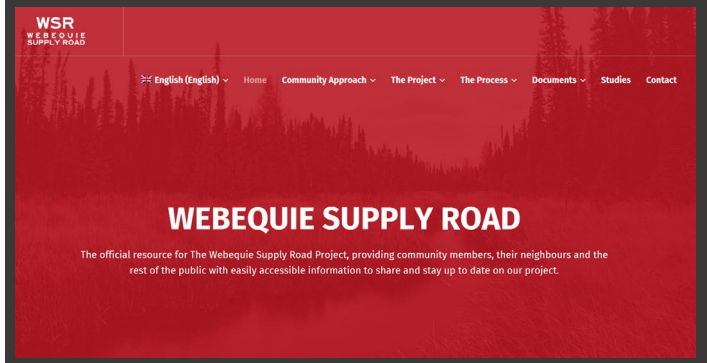
Includes temporary and permanent aggregate pit/rock quarry areas with equipment for processing, as well as access roads to these areas

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

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

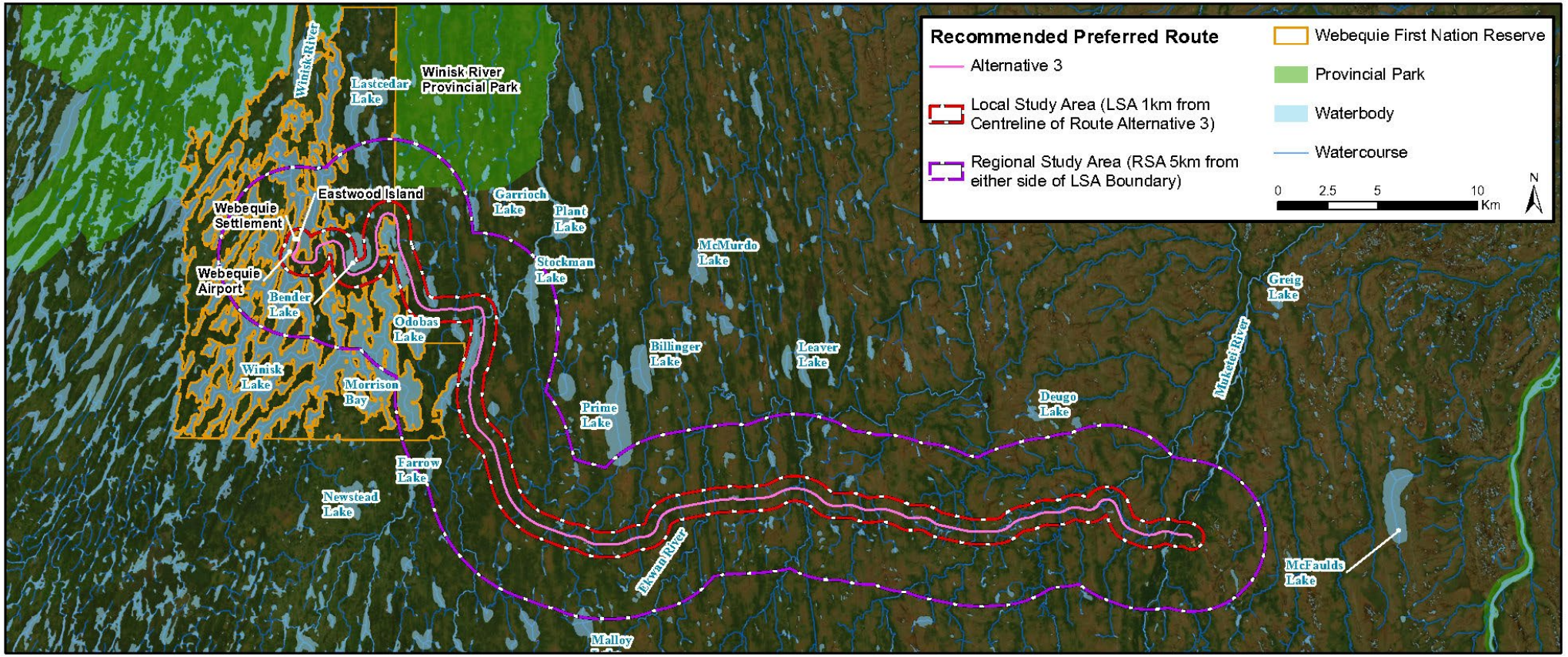
Notices were published and distributed to 22 Indigenous communities as well as all involved parties (municipalities, the Government Review Team, the public, and other stakeholders).

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

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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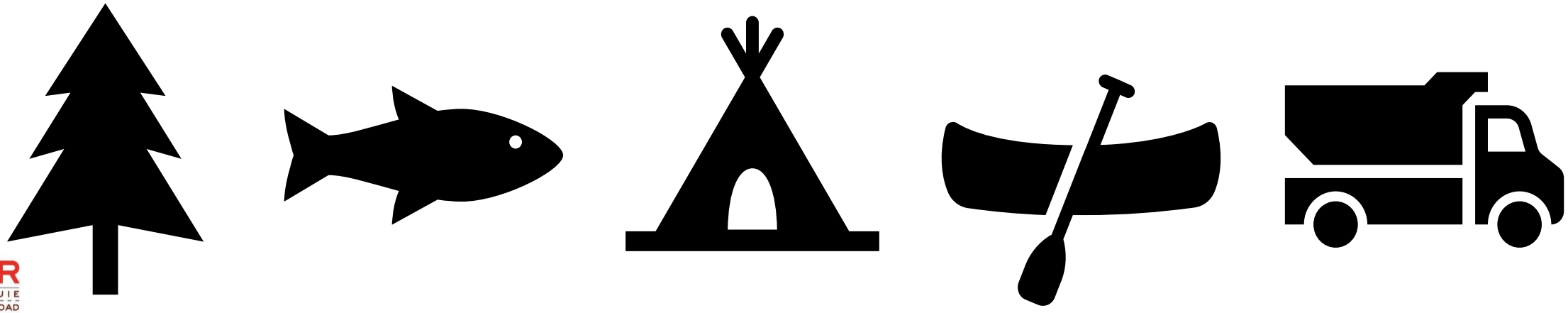
WEBEQUIE SUPPLY ROAD

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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ALTERNATIVE AGGREGATE SOURCE AREAS (PITS/QUARRIES)

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

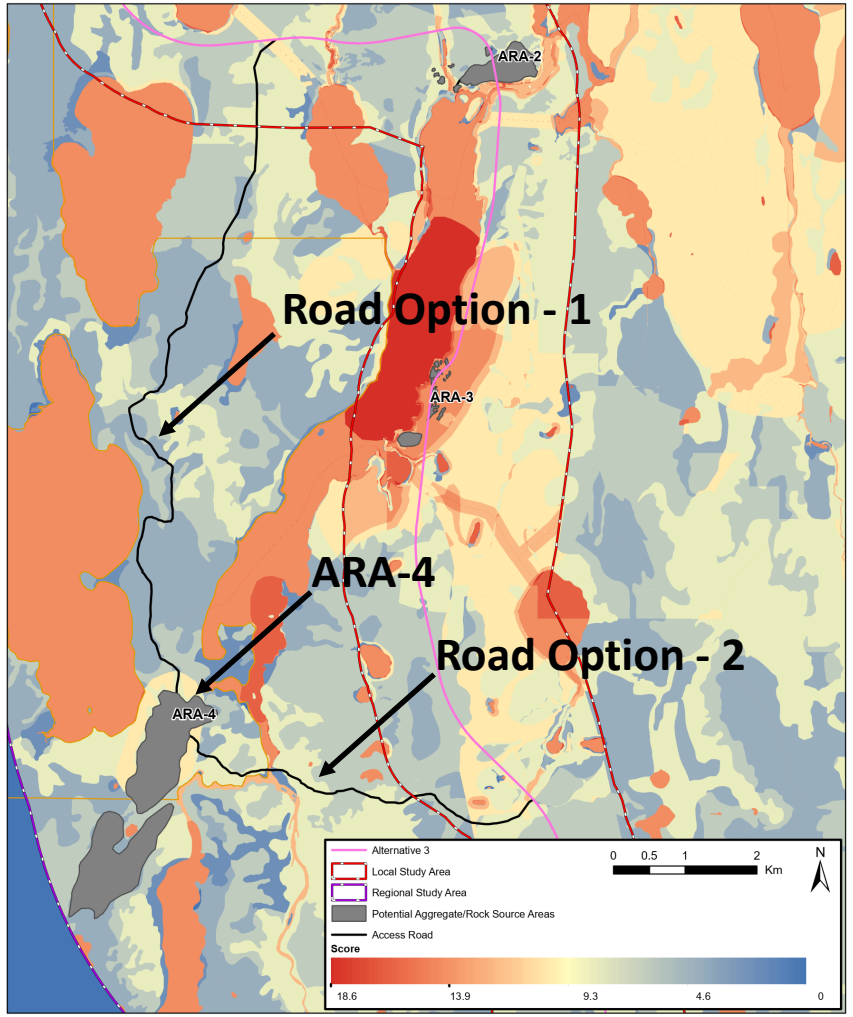
Aggregate and Rock Needs for Construction and Operations/Maintenance

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

WSR
WEBEQUIE SUPPLY ROAD

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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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

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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APPENDIX P2.E.4

Nibinamik First Nation

- On-Reserve Community Meeting – January 16, 2024

AtkinsRéalis

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COMMUNITY INFORMATION SESSION

Nibinamik First Nation
January 16, 2024

COMMUNITY INFORMATION SESSION

The Webequie Supply Road (WSR) Project Team conducted a community project update meeting for members of Nibinamik First Nation at the school gymnasium. A total of 32 Nibinamik First Nation community members including Ogamakan/Chief Sugarhead and his Council attended the community meeting. A WSR project update presentation was delivered by Don Parkinson of AtkinsRealis and a question and answer period followed.

Questions and comments about the Project were received from the membership and fielded by Don Parkinson. Comments received are reflected below.

ISSUES, CONCERNS AND COMMENTS

- A question was asked regarding the length of the bridge crossing Winisk Lake. Don Parkinson responded that the bridge span would be 200-250 m.
- Ogamakan/Chief Sugarhead told the team that due to limited human resources, it is challenging for the community to provide IK to support the WSR, or any other project. He added that Nibinamik does need to be fully involved in these projects due to the close family ties that exist with both Webequie and Neskantaga and stated that engagement needs to continue because projects such as WSR, NRL and MFCAR have a direct affect on the community.
- Ogamakan/Chief Sugarhead mentioned that he does not like the “fast track” approach that he believes the Ring of Fire is taking and is of the opinion that this is not the correct way of treating Indigenous communities. He added that community well-being is a major issue coming out of the road development projects and wants to know how impacts of these projects will be mitigated.

NEXT STEPS

- Upcoming Consultation Round 3 *Preliminary Effects Assessment*

WEBEQUIE SUPPLY ROAD

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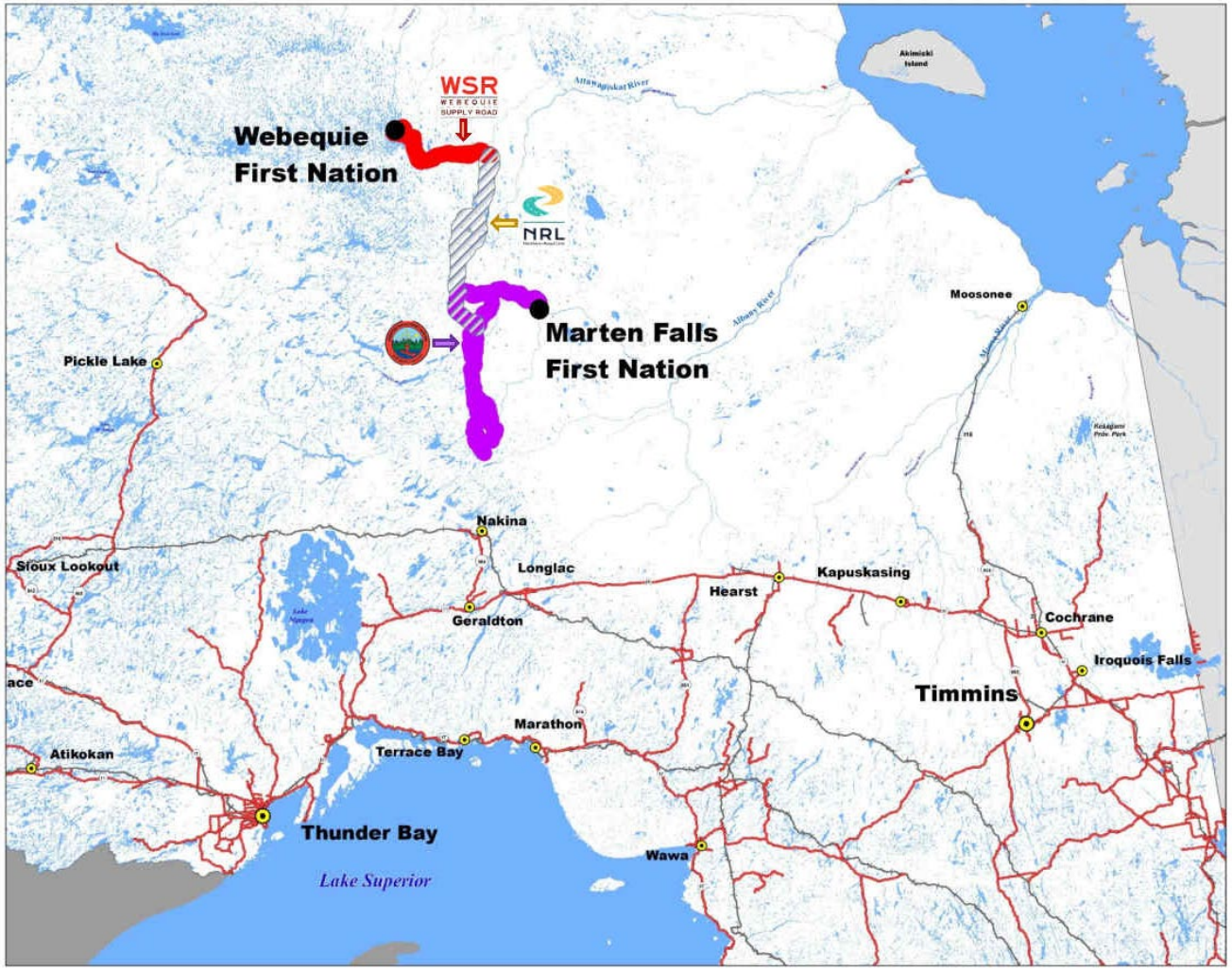
SUPPLY ROAD

Nibinamik First Nation Community Meeting
January 16, 2024

OTHER ROAD PROJECTS IN THE AREA



WSR
WEBEQUIE
SUPPLY ROAD

PURPOSE OF THE WEBEQUIE SUPPLY ROAD

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

Provide local employment and economic development opportunities to Webequie.

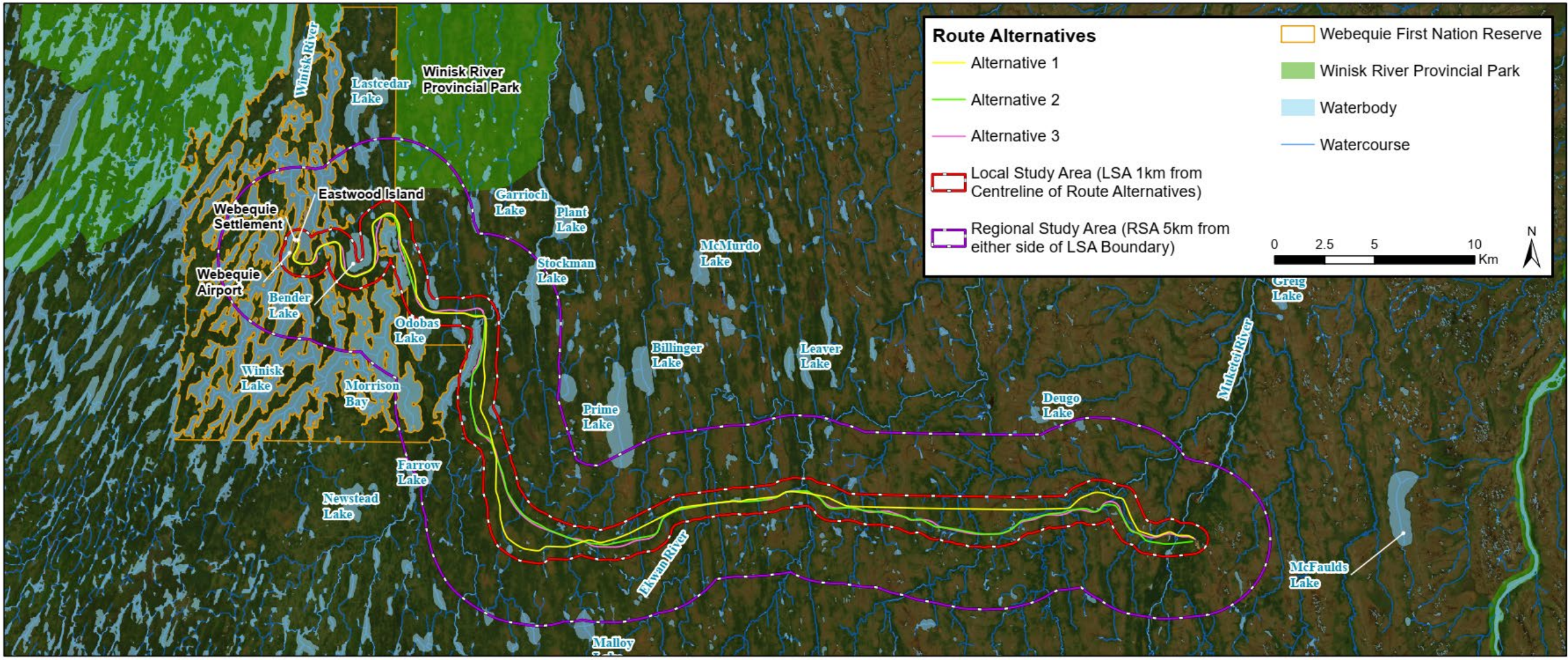
Provide experience/training opportunities for youth to help encourage the pursuit of additional skills through post-secondary education

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

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

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

ALTERNATIVE ROUTES IN THE PREFERRED CORRIDOR



RECOMMENDED PREFERRED ROUTE

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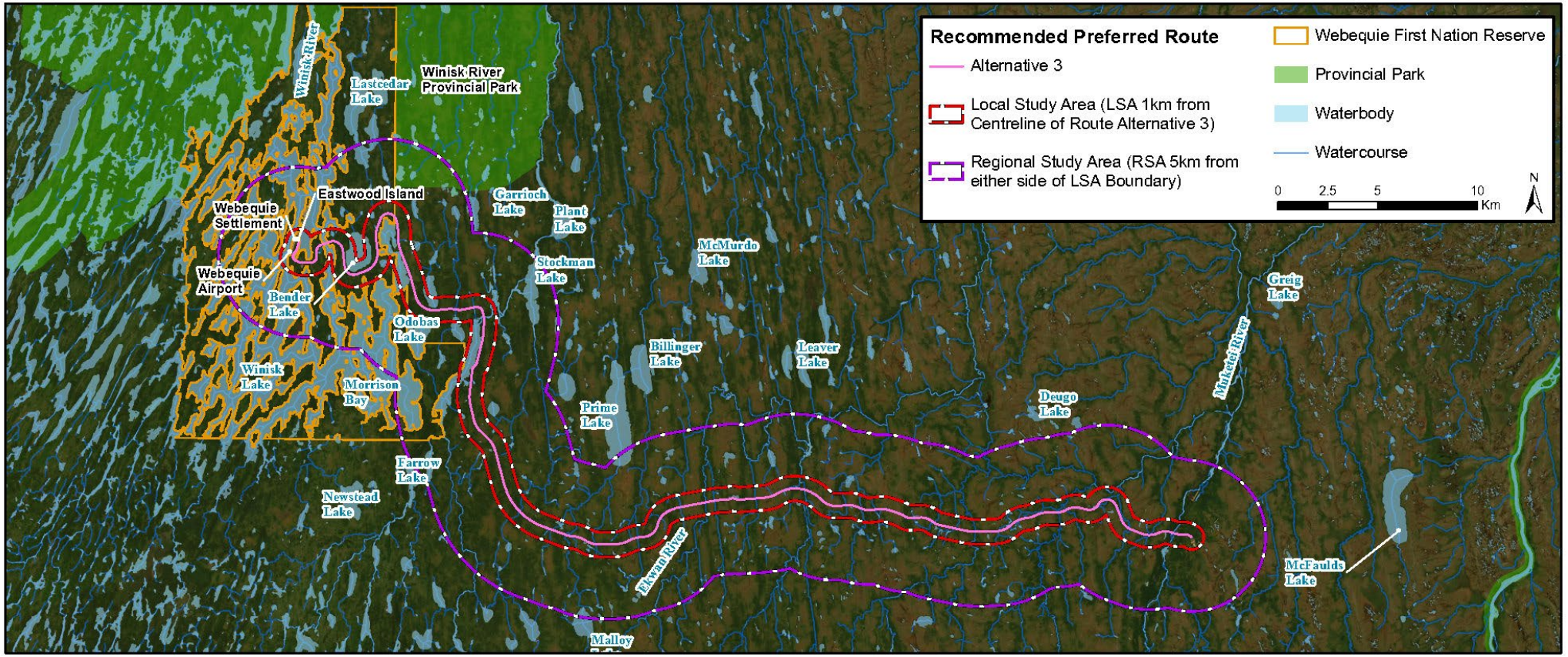

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ALTERNATIVES FOR SUPPORTIVE INFRASTRUCTURE

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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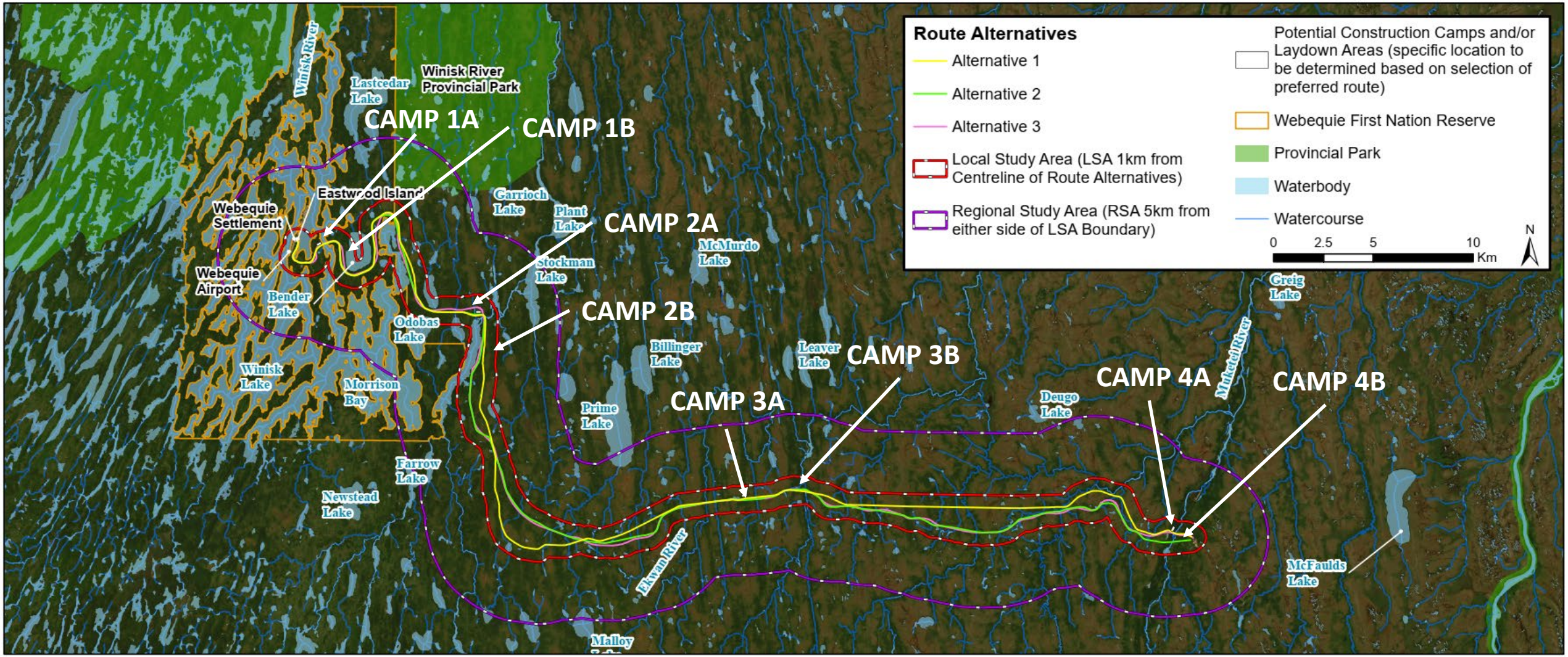
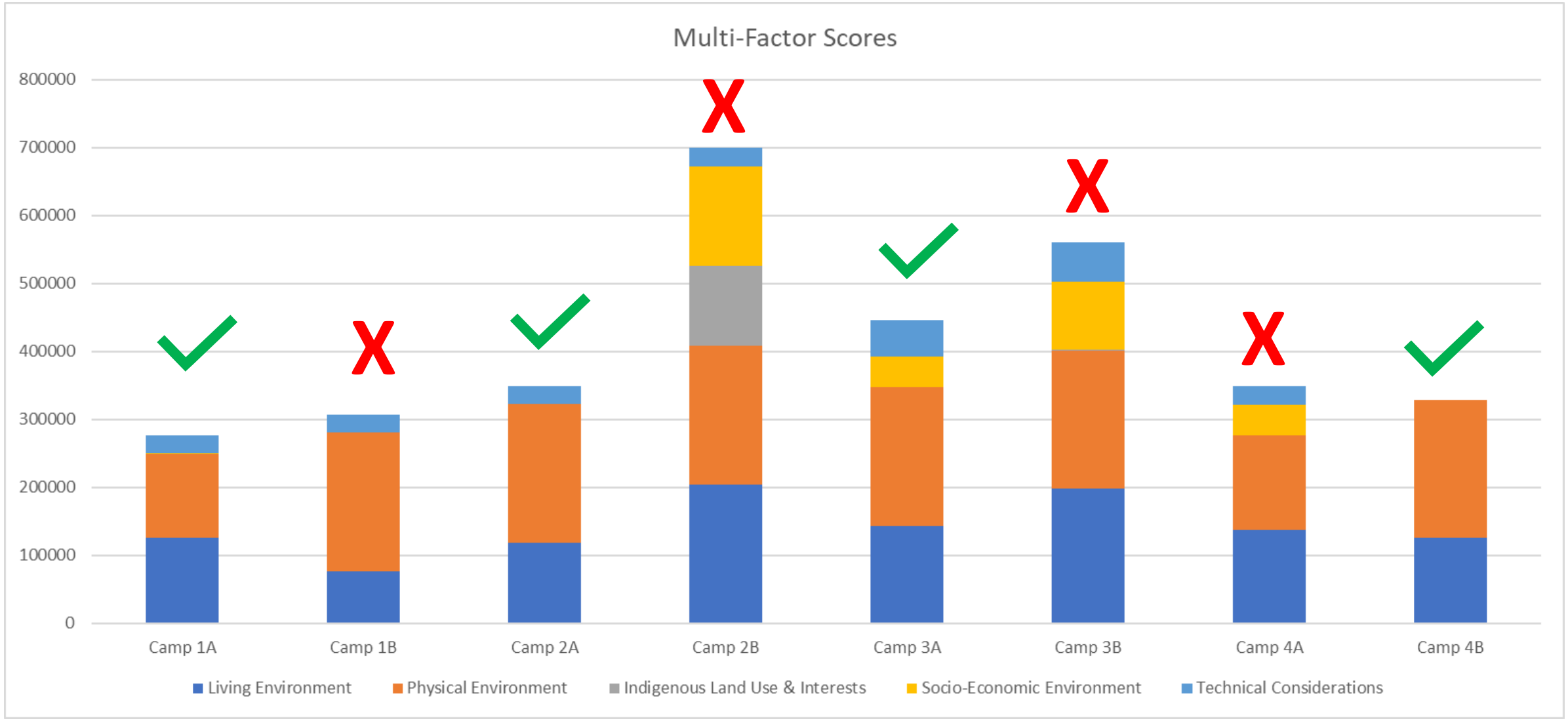
SUPPLY ROAD

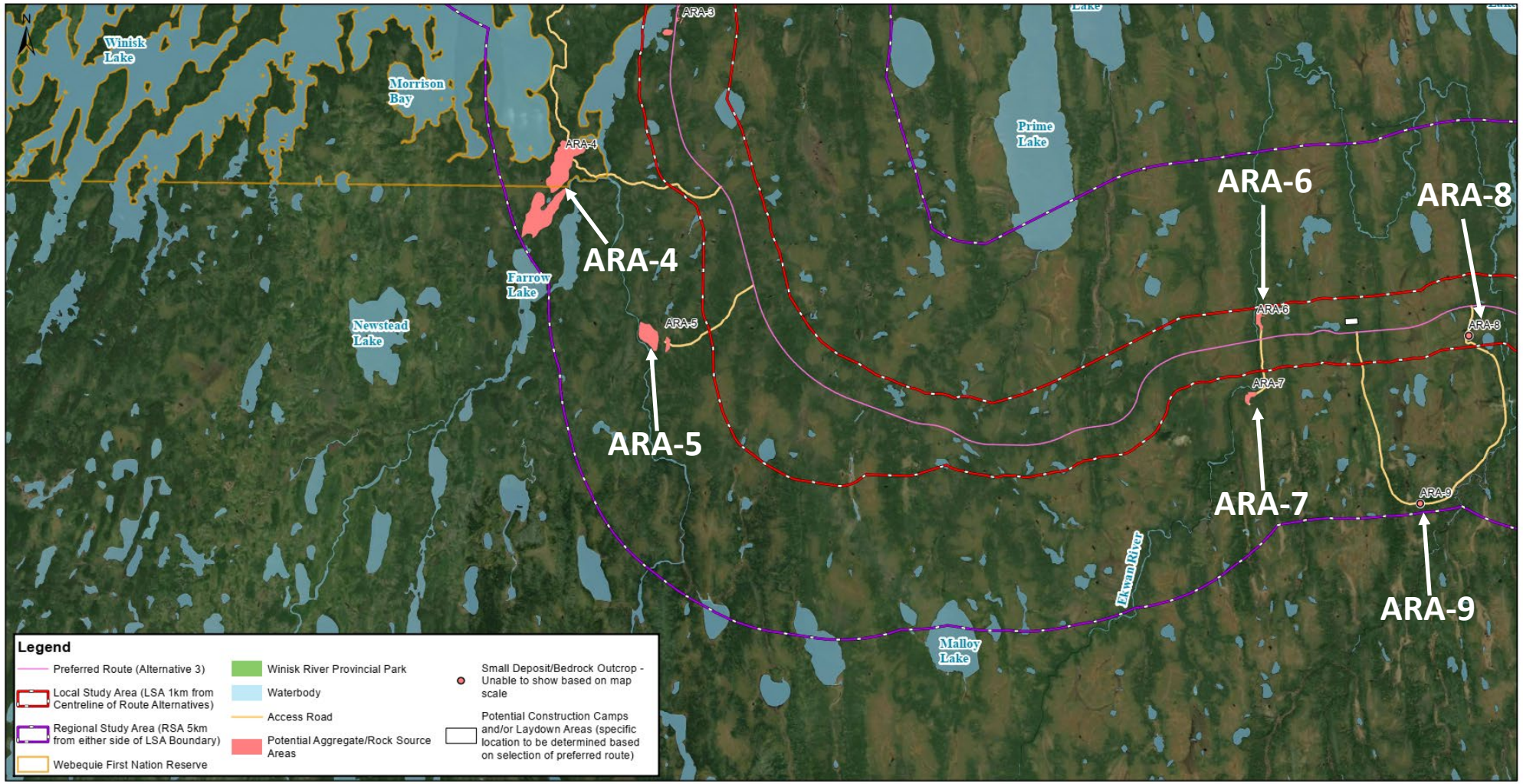
POTENTIAL CONSTRUCTION CAMP LOCATIONS



ALTERNATIVE CAMP AREAS (RESULTS)



POTENTIAL AGGREGATE SOURCE AREAS (WEST-CENTRAL)



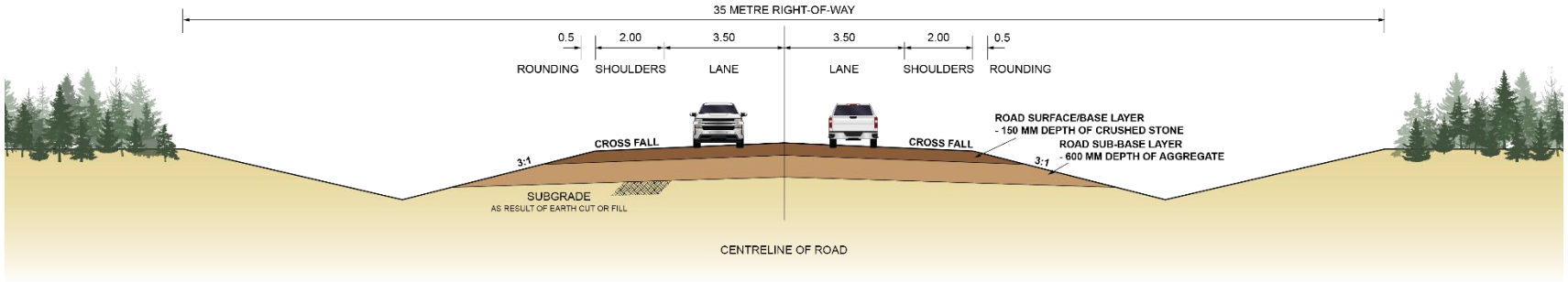
WSR WEBEQUIE SUPPLY ROAD

ALTERNATIVE AGGREGATE SOURCE AREAS (RESULTS)

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

ROAD FOUNDATION DESIGN

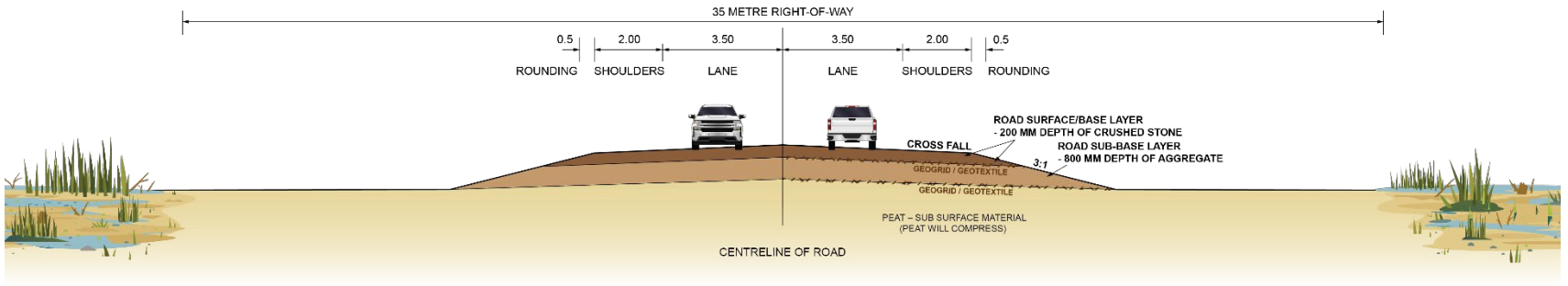
The road will have a surface layer/base layer and sub-base layer with various size of gravel/aggregate for each layer



WEBEQUIE SUPPLY ROAD

UPLAND AREA (NORTH-SOUTH SECTION)

ALL DIMENSION ARE IN METRES



WEBEQUIE SUPPLY ROAD

LOWLAND AREA (EAST-WEST SECTION)

ALL DIMENSION ARE IN METRES

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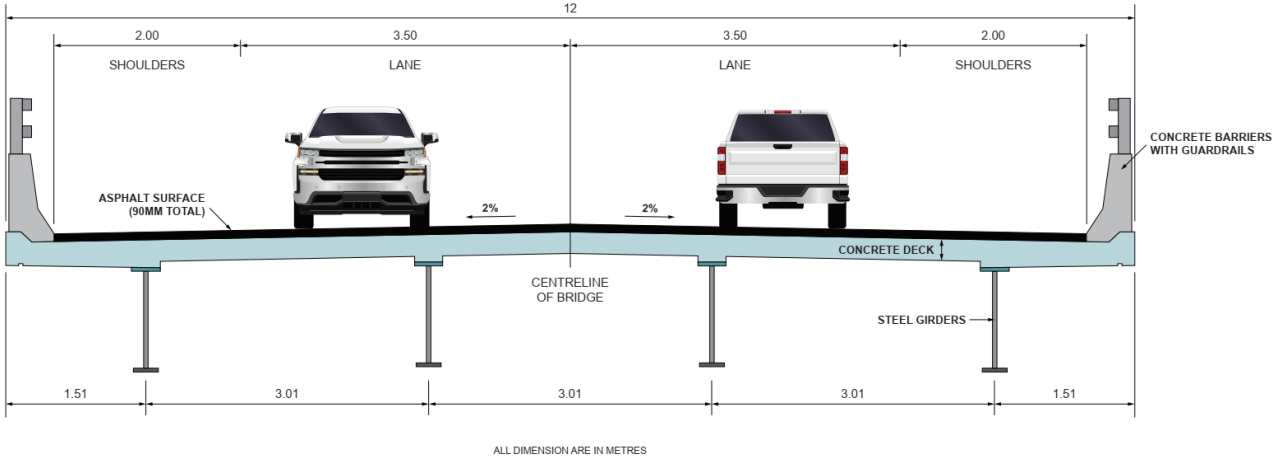
WATERCOURSE CROSSINGS - BRIDGES

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

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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