APPENDIX P2.F

First Nation Chief and Council Meetings and Summaries

P2.F.1 – Webequie First Nation

- Chief and Council Meeting Summary – March 30, 2022
- Chief and Council Meeting Summary – June 20, 2022
- Chief and Council Meeting Summary – March 17, 2025
- Chief and Council Meeting Summary – March 25, 2025

P2.F.2 – Weenusk First Nation

- Chief and Council/Community Meeting Summary – July 19, 2022
- Chief and Council Meeting Summary – August 17, 2023
- Chief and Council Meeting Summary – August 29, 2024

P2.F.3 – Kashechewan First Nation

- Chief and Council Meeting Summary – September 6, 2023

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WSR WEBEQUIE SUPPLY ROAD

WEBEQUIE FIRST NATION

APPENDIX P2.F.1

Webequie First Nation

- Chief and Council Meeting Summary – March 30, 2022

WEBEQUIE SUPPLY ROAD
MEETING WITH CHIEF
COMMUNITY INFORMATION SESSION

Webequie First Nation
March 30, 2022

OVERVIEW

Michael Fox and Marian Tibor-McMahon of Indigenous and Community Engagement and the Webequie Supply Road (WSR) Project Team had a meeting with Webequie First Nation Chief and Council to provide a project update to the new members and discuss upcoming Environmental Assessment / Impact Assessment activities for WSR.

APPENDIX P2.F.1

Webequie First Nation

- Chief and Council Meeting Summary – June 20, 2022

WEBEQUIE SUPPLY ROAD
MEETING WITH CHIEF AND COUNCIL
Webequie First Nation
June 20, 2022

OVERVIEW

Michael Fox, Marian Tibor-McMahon and Stephanie Creighton of Indigenous and Community Engagement (ICE) and the Webequie Supply Road (WSR) Project Team held a meeting with Webequie First Nation's (WFN) Chief and Council to discuss the WSR Socio-Economic Primary Data Collection Program, Country Foods and Human Health surveys, the Human Health Impact Assessment, and the Indigenous Knowledge/Indigenous Land and Resource Use (IKLRU) Program. Discussions regarding the Socio-Economic Program included identifying participants for the focus groups and potential ways to distribute and conduct the Country Foods and Human Health surveys. Discussions regarding the Human Health Impact Assessment included having a health committee review the survey, the impact that health discussions might have on youth, the health scope produced by Intrinsik Corporation and their role in the assessment, and the potential for having Councillors lead the health portfolio. Discussions regarding the IKLRU Program included information about the Program, the need for a committee to be established, and the potential to collaborate with WFN's Caribou Program. Additional items discussed at the meeting were regarding WFN's community festival, the Matawa Annual General Meeting, treaty days arrangements, and the documentary being produced by TheyMedia on WFN and Marten Falls First Nation.

NEXT STEPS

- Marian will send the health scope produced by Intrinsik Corporation to WFN Councilors Selina and Tyler and to request a meeting
- Michael and Intrinsik to set-up a teleconference to discuss next steps for getting councillors to lead the health portfolio
- Michael to follow up with Harry, the point person for the Caribou Study, to coordinate times for the IKLRU Program Study. Meeting to take place on September 16, 2022 in WFN.

APPENDIX P2.F.1

Webequie First Nation

- Chief and Council Meeting Summary – March 17, 2025

WEBEQUIE SUPPLY ROAD
MEETING WITH WEBEQUIE CHIEF AND COUNCIL

March 17, 2025

OVERVIEW

At a meeting on March 17, 2025 with Webequie First Nation Chief and Council in their community, Don Parkinson presented an update on the environmental/impact assessment, identifying where we currently are in the project and discussing the upcoming release of the Draft Environmental Assessment Report/Impact Statement release, including the efforts to reach more community members through the preparation of plain language summaries for each chapter translated into Cree and Nishnawbemowin.

WEBEQUIE SUPPLY ROAD

WSR Environmental / Impact Assessment Project Update

March 17, 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

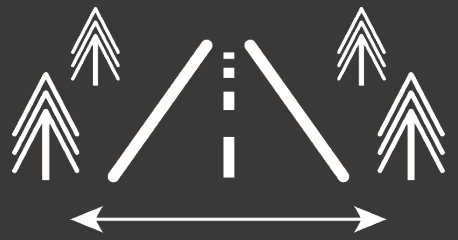
PROJECT DESCRIPTION

107 km

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

17 km

Length of road corridor within WFN Reserve Lands

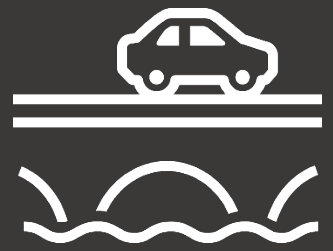


35 m

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

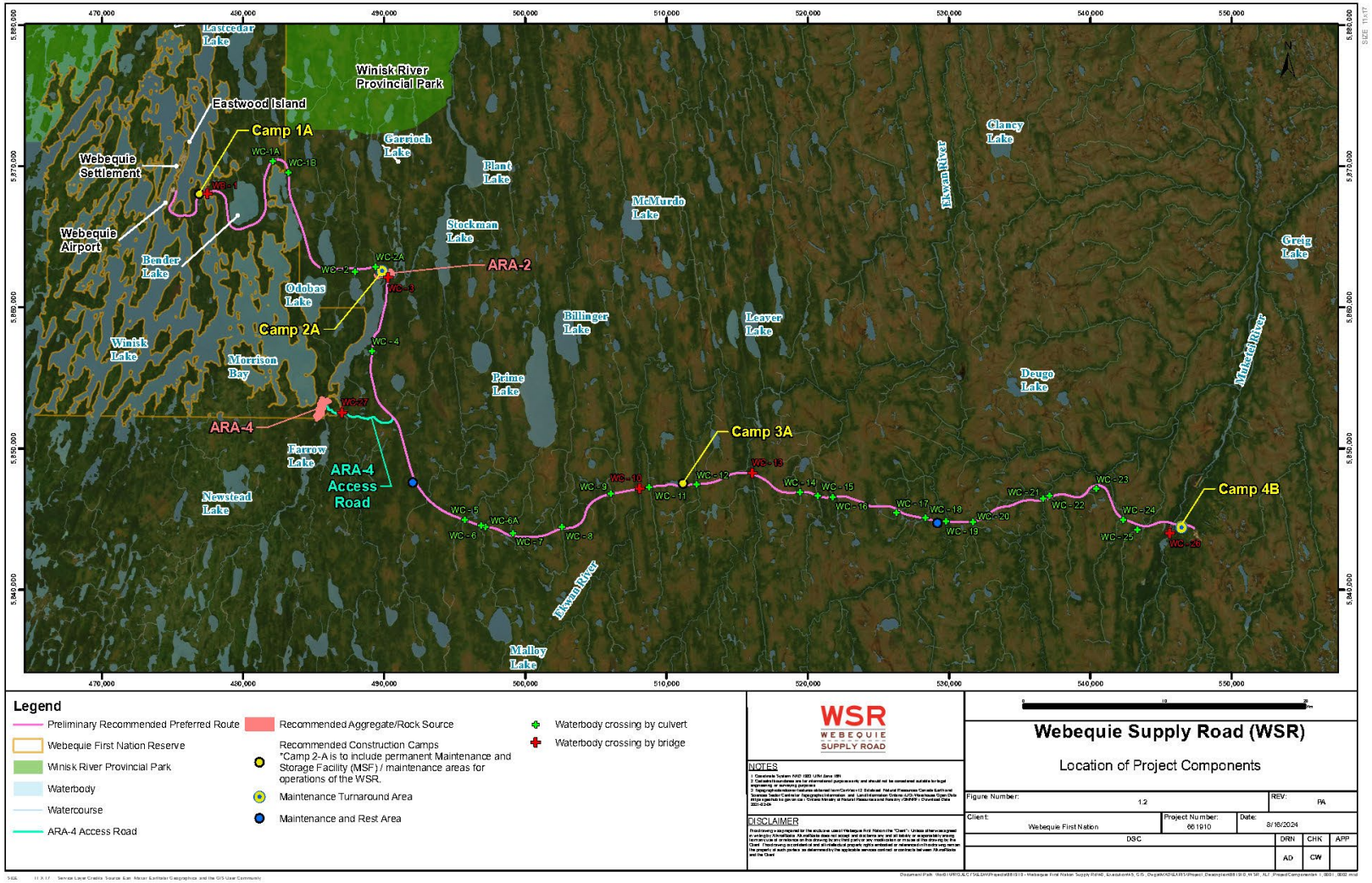
4

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

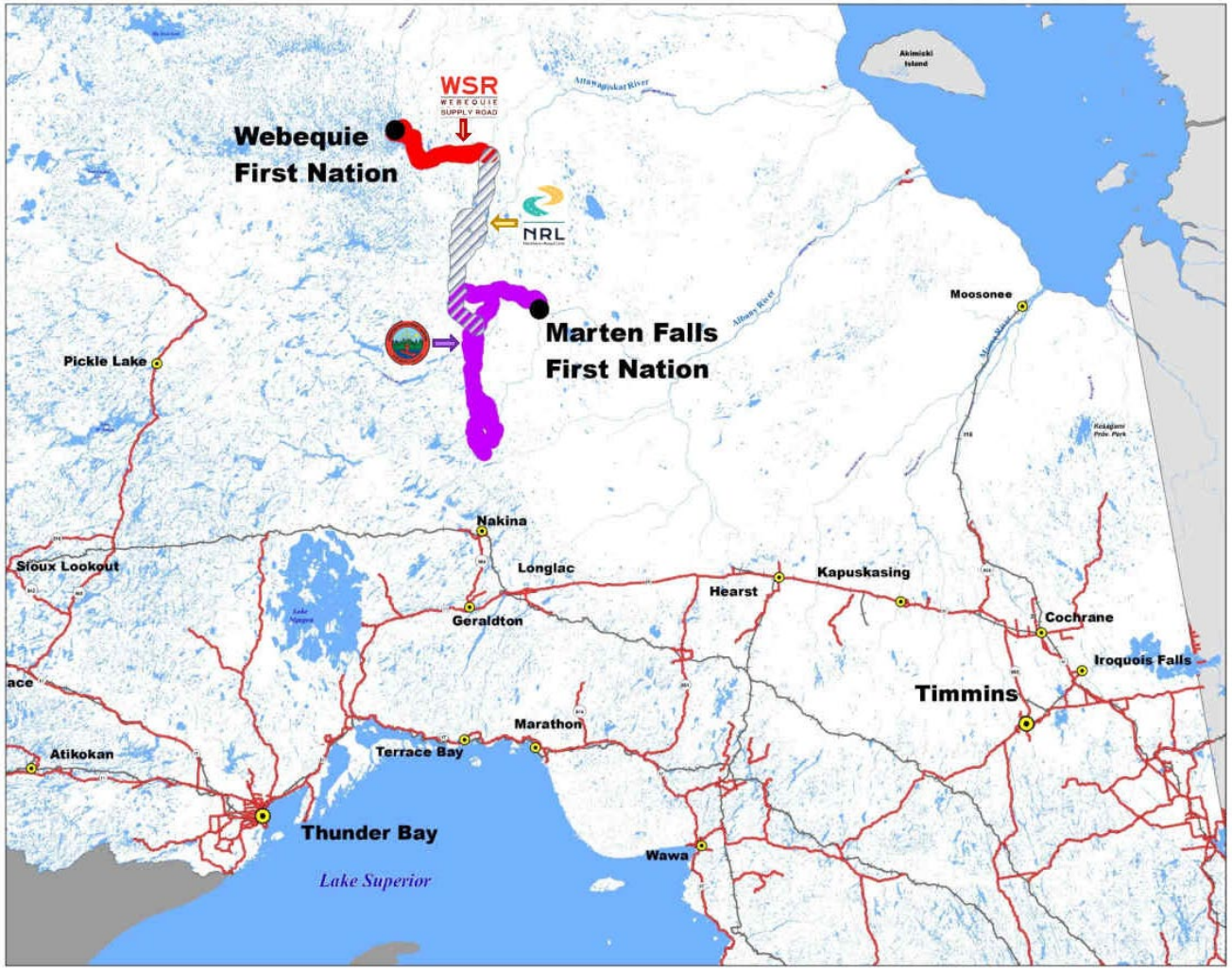
Storage and laydown yards (temporary) for equipment and materials

WSR
WEBEQUIE SUPPLY ROAD

WSR PREFERRED CORRIDOR SHOWING CAMP AND PIT/QUARRY LOCATIONS



OTHER ROAD PROJECTS IN THE AREA



WSR
WEBEQUIE
SUPPLY ROAD

HOW IS THE WSR EA/IA RELATED TO THE FEDERAL REGIONAL ASSESSMENT OF THE RING OF FIRE ?

In November 2020, the Minister of Environment and Climate Change mandated this assessment to guide sustainable development and informed decision-making. The process involves collaboration with Indigenous communities, stakeholders, and the public to ensure that diverse perspectives are considered.

Regional Assessment is a planning tool used to assess the positive and negative effects of multiple existing and future developments and activities in a specific geographic region.

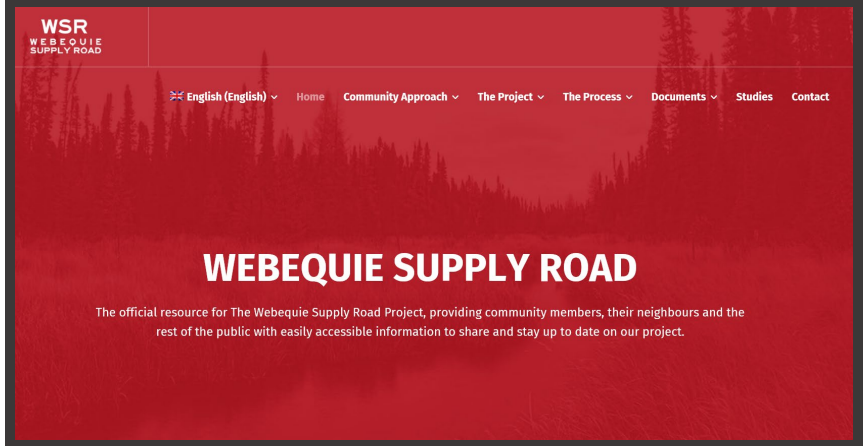
A draft Terms of Reference for the assessment was released in September 2024, outlining the framework and objectives of the evaluation. This document is available for public review and comment, emphasizing transparency and community involvement.

Currently, there are over 200 comments on the draft Terms of Reference from the public, governments, and Indigenous communities, which can be seen on the IAAC website.

The Regional Assessment is an independent and separate process from the WSR EA/IA. Information from the Regional Assessment, if available, will be used to inform the WSR EA/IA.

ENGAGEMENT & CONSULTATION

During Consultation Round 1 (2022), Round 2 (2023) and Round 3 (2024), the following engagement/consultation activities occurred:



WEBSITE

NOTICES

MEETINGS

+ WAWATAY RADIO SHOWS + INTERNET SHOWS (LIVESTREAMS)

WHAT WE HAVE HEARD SO FAR

- Road Ownership and Policing
- Possible Effects from All Projects Together
- Commercial / Job Opportunities
- Down River Water Quality
- Climate Change
- Selling Gravel and Rock to Build Road
- Treaty Rights
- Worries About More Drugs and Alcohol

WHERE ARE WE NOW IN THE PROJECT?

- We are now getting ready to release the Draft Environmental Assessment Report / Impact Statement
- This will be provided to Indigenous communities for review first (60-days), and then released for review (60-days) by the public, stakeholders and Indigenous communities
- This report will identify and discuss the potential effects of the Project on various valued components

THE DECISION-MAKING PROCESS

For Government:

Ontario:

The Ministry (MECP) reviews the Environmental Assessment Report, taking into account comments from the public, the Government Review Team and Indigenous communities. A recommendation is prepared for the Minister to assist in deciding to: (1) approve; (2) approve the Project with conditions; or (3) refuse to approve the Project.

Canada:

The Impact Assessment Report (prepared after review of the Impact Statement) and Crown consultation informs the Minister or Governor in Council decision on whether a project's adverse impacts are in the public interest. If yes, the Minister must establish conditions for the proponent.

For Webequie:

Internal discussions about topics such as: project effects, how these effects can be controlled and the opportunities the Project will offer the community.

WHAT HAPPENS AFTER ENVIRONMENT / IMPACT ASSESSMENT APPROVAL?

- Environmental Assessment / Impact Assessment (EA / IA) approval means the project can go ahead, but there are many more permits that must be obtained to build the project. 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

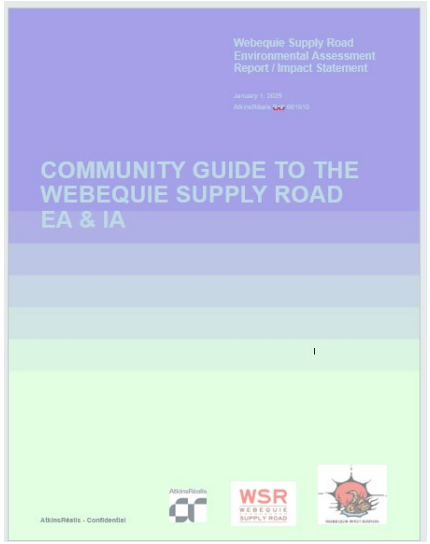
- Beyond the permits required after the project is approved, there is monitoring of the project that must be done by the project proponent (Webequie First Nation) that is identified in the EA/IA and also in conditions of other permits for the project.

- 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 EA / IA 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)?

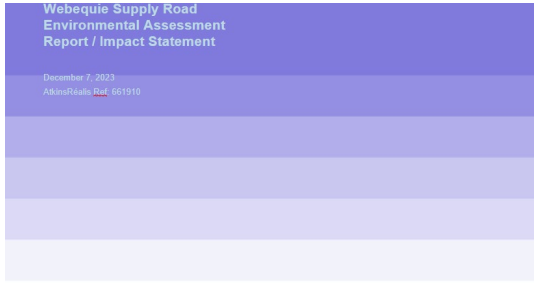
- There are two types of monitoring that is done: compliance monitoring and effects monitoring
  - **Compliance monitoring** looks at whether the Project is being built and/or operated according to the commitments made during the environmental/impact assessment process and conditions of the federal and 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

DRAFT ENVIRONMENTAL ASSESSMENT REPORT (EAR) / IMPACT STATEMENT (IS) REVIEW



Plain Language Summary of Environmental Assessment Report / Impact Statement

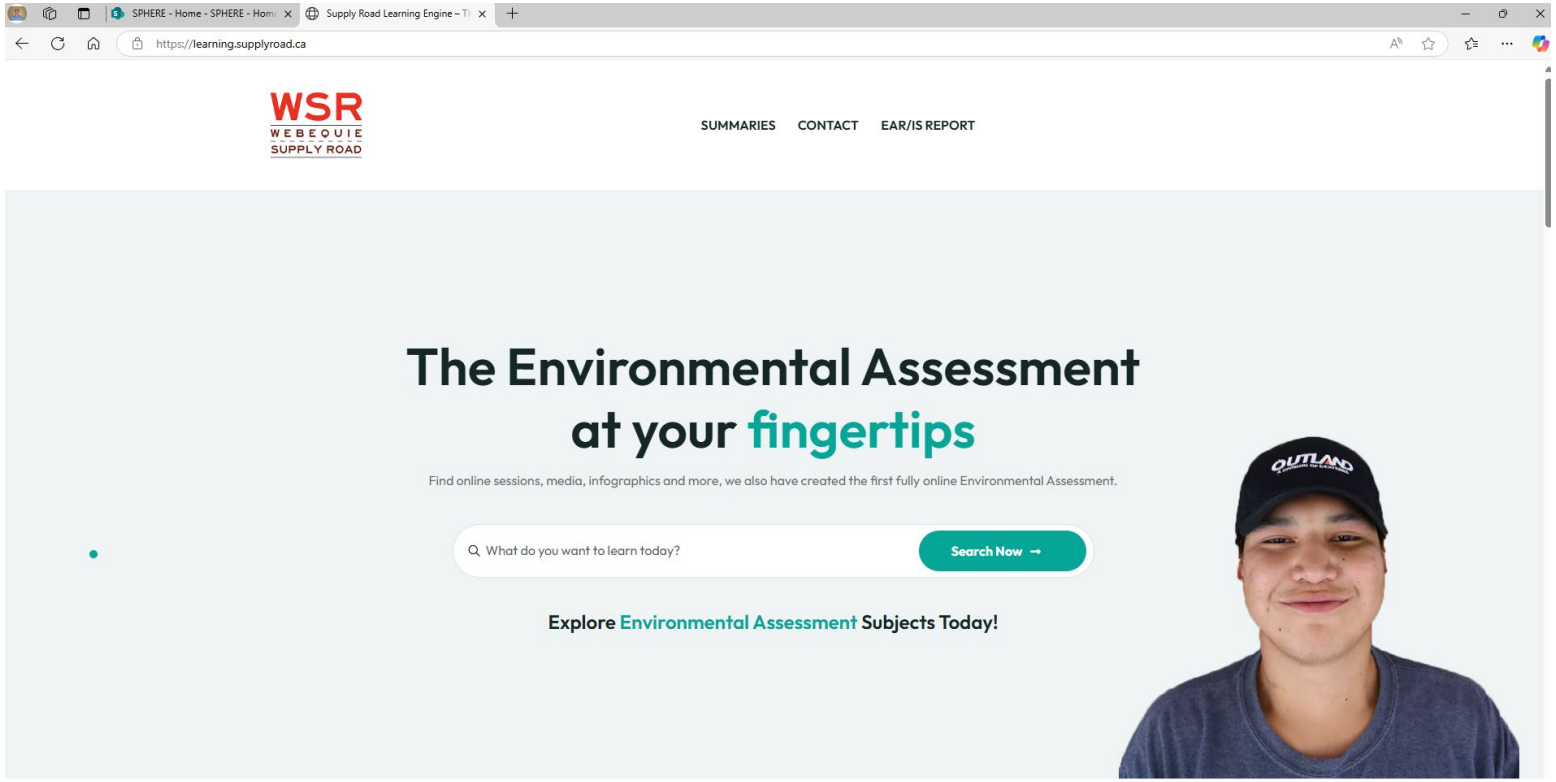
- *Chapter by chapter plain language summary of full environmental assessment report*
- *Simpler descriptions of potential project effects, mitigation and net effects*
- *References back to main EA document for full details*



Environmental Assessment Report / Impact Statement

- *Main EAR / IS document*
- *Complete technical document*

DRAFT ENVIRONMENTAL ASSESSMENT REPORT (EAR) / IMPACT STATEMENT (IS) REVIEW



Learning Tools

- *Will be part of release of EAR/IS document*
- *Includes video of plain language summary of each chapter and will be translated into Cree and Nishnawbemowin*
- *Podcast-like discussion of topics in each chapter*
- *Graphics that help explain each chapter*

TIMELINES / SCHEDULE

WINTER 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/ 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.F.1

Webequie First Nation

- Chief and Council Meeting Summary – March 25, 2025

WEBEQUIE SUPPLY ROAD
MEETING WITH WEBEQUIE CHIEF AND COUNCIL

March 25, 2025

OVERVIEW

At a meeting on March 25, 2025 with Webequie First Nation Chief and Council, Don Parkinson and Michael Fox discussed the plan for engaging with Webequie community members after the release of the Draft Environmental Assessment Report/Impact Statement. Tentative plans included monthly community visits to discuss different chapters of the report, including identified project effects and associated mitigations.

APPENDIX P2.F.2

Weenusk First Nation

- Chief and Council/Community Meeting Summary – July 19, 2022

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WSR
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SUPPLY ROAD

WEBEQUIE FIRST NATION

WEBEQUIE SUPPLY ROAD
MEETING WITH CHIEF
COMMUNITY INFORMATION SESSION

Weenusk First Nation
July 19, 2022

Attendees

Michael Fox SNC-Lavalin: Angela Brooks, MINES: Jason Frechette; Peawanuck (Weenusk) First Nation: Chief Abraham Hunter, Sam (council member) and other council members (names not specified)

Introduction

Prior to discussion, Chief Abraham Hunter expressed that Weenusk has "changed the way they do business" by having Chief and Council meetings as opposed to "closed door" meetings due to negative feedback from the community. The winter road season this past year of 2021-2022 was short, the ice was too thin, and there was hardly any snow compared to prior years due to global warming. As a result, more commodities were transported via air which was very costly.

Michael talked about the TOR and PD and where we are in the process, we are required to do 3 rounds of engagement and all meetings are recorded in the RoC, each community has a separate document in the RoC recording all meetings etc., discussed examples of mitigation measures, cumulative effects, each community has the opportunity to comment on the docs.

Questions from Chief & Council

Members of chief and council were provided with the Webequie Supply Road powerpoint presentation on printed paper.

Q: What is the difference from this document vs the last document from 2 years ago?

A: The project description has been submitted to the Federal and provincial governments. The Federal government regulates fields of study for the project. Ontario decides terms of reference (ToR). The Draft ToR has gone through public review and we reviewed and responded to comments. The Proposed ToR was submitted after public review. As a result, the government gave us 2 conditions for approval: demonstrate cumulative effects and 3 rounds of consultation during the Environmental Assessment (EA). What we are doing today is considered to be Round 1. From April to September of 2022 we are engaging communities.

Q: What does the 2nd and 3rd round of consultation entail?

A: the second round will take place during the EA phase and the 3rd round during the EA comment period.

Q: The question of assurance about pollution and disruption to the land is always a concern, especially with road development. How can you guarantee that the land is still healthy post-development? Where do the social benefits fall into the agreement? We need to do studies to mitigate and be prepared for future generations to come. You guys are talking about development for the next hundred plus years. What happens in 100 years? Will the original document take the future into account?

A: Webequie community have the same concerns and protested a couple of years ago and they came to the conclusion that the only way to mitigate the issues is to do the study themselves.

Q: What happens if all communities say no to the road? Caribou populations are growing and appear to be healthy; we go upriver and we are already affected by helicopters being around and the Caribou move out for a few months at a time as they don't like disturbance of any kind, Webequie community members are coming into our territory as theirs is already affected by the Ring of Fire developments, Winiskisis River (the unknown river) – Little Winisk River (both Webequie and Peawanuk use this area)

The current activities in the Ring of Fire area are impacting Caribou and Moose, too many people coming by plane or helicopter for Moose and there are fewer Moose now.

A: Not sure to be honest. There is another layer to this (regional assessment). We can have this discussion at another time.

Feedback from Chief & Council

Feelings of Being Minimized

CC: Whenever we voice our concerns there is already a cookie-cutter process in place. We want to change the Unknown River nomenclature to Winiskissis Channel. The government did not want to change the name of the river when we asked. We need to improve the quality of life for people here before we move forward with the project. We saw that the WSR project may take 100 years but have also heard that it could take 300-400 years behind closed doors. Another problem is jurisdiction - Ford did it. He just cut us out overnight. If he can do that then we can do that too. The problem is we are not on a reserve but we are treated like we are on a reserve. One of the reasons is when these non-Aboriginal people made us sign treaties, they listed things like sun, grass, being connected to the land. We use that sometimes when involved in community to community.

R: Did not find a proper response to this (Brianna).

Consultation

CC: We are not comfortable with the word "consultation."

R: The ToR you read was approved permitting we demonstrate the cumulative effects and 3 rounds of consultation during EA. We have to demonstrate that we made all reasonable efforts. Our job is to understand and capture your concerns about the road as accurate as possible so that at the end of the project there are identified impacts.

Water and Fish

CC: Regarding community effects, we want to learn hydrology of the area as it has never been done. We want to study the water but we do not have enough equipment, money, or help. We want to make sure that our rivers do not get polluted. I (Sam) had to use 100% of my salary on my work while sleeping out of my car. We are sending out water samples every year to a lab in Timmins, we collect bugs that live under rocks (benthic) as everything grows under water. If we can see species under water it is defined as livable and we can drink it. We use electronic equipment to collect mercury levels on fish. We are going to start sampling the mud (title flax) this year to prove how much carbon we have in the area. We still need to do hydrology, we don't know what how the road will affect the water - will gravel collected from water bottoms for the road increase mercury levels in fish? I don't know about migratory fish but it will affect pike and walleye. We understand that the province has no control over early exploration - it's like the wild west. We overheard someone at the restaurant Hoops who was trying to dig oil in Hudson Bay. We are getting the impact from the Hudson Bay as well. Ontario had no jurisdiction on the tide going back and forth but we noticed a difference in fish ever since the James Bay dam. There is no trout or whitefish in x area, but there is in y area. Also, whatever affects our river system will affect the Bay because it’s the same watershed.

R: We are studying the fish and water still. We also want to make sure that our water does not get polluted. The analysis out of lab in Timmins for water samples - is it from certain lakes or rivers? Who has been funding the studies of fish and water?

CC: We just send samples from the Weenusk river but we are going to do all rivers nearby. Weenusk will be the key change and the others are baseline to show different things in the future. We believe the main effect will be the Winiskissis channel as it is more connected to the Ring of Fire. As for funding, it has been ourselves and Laurentien. Laurentien is gone now so we are hoping to get Waterloo and other partnerships that we can build along the way.

R: What were you studying with Laurentien?

CC: Peatlands.

Peatlands

CC: Peatlands are different and unique and we do not currently have the capacity or equipment to understand hydrology. We believe that pollution to our rivers will come, that is why we are doing baseline studies. We want to study peatlands, hydrology, benthic, fish, and permafrost. Sometimes environmental people and industry come to study but industry has the trump card. We have to remember that we live up here and we are all in this together. We are losing touch of natural ways to determine the fish population; things like watching belugas and seals are ways we study the fish population. We are relying too much on technology.

Caribou, Moose, and Polar Bear Boundaries

CC: There were 1,500 - 2,000 caribou on the mudflats of the Bay last weekend. When you talk about impacts, one of the impacts is on the food chain. We feel that people from down south do not understand the boundaries of animals. If you build a road and it happens to be a migratory path for caribou, 8 caribou stay on our side and the rest stay on the opposite side. Caribou travel from here to 300 miles inland. When there is a lot of snow up here they go further south and when there is less snow they stay around our region. We have about 10k-20k immigration caribou that come down from the Yukon. We have had polar bears on our reserve now for about 20 years. We don't know if they are permanently staying upriver. It seems that they are upriver year-round. Also, the planes flying above our land scare the moose away from areas we normally go to in order to hunt them.

R: Webequie members have the same concern. It took a while for them to understand the process. They protested the activities from 12 years ago until arrived at a comfort level to realize the only way these projects can work is to study it.

EA Impact & Indigenous Knowledge

CC: We have a problem with others studying in our territory.

R: Since the WSR is 117km off reserve, the Federal government instructs us on what we are going to study for the EA. The government regulators tell us what is an acceptable level of study and they know we cannot study Treaty 9. Webequie is learning how far you can study a topic. For wolverine, we laid 25 traps to study their bellies. We also did 30 collars on Webequie caribou where deaths are accounted for. As you know, caribou does not stay in one area. Did you guys get involved in caribou studies here?

CC: We do have population statistics here somewhere, but we know the population is growing healthy. We noticed (from a few friends in Webequie) people trapping and disrupting animals. Because of the Ring of Fire activities, we know that animals just leave the area and we have already been impacted by this even though the Ring of Fire has not started yet. Webequie's area has been affected and now they are entering our territory. That is the bottom line. We have also noticed Webequie people hunting sturgeon 90 miles upriver.

R: You're saying that because of the Ring of Fire activities, Webequie members have shifted their activities to the Weenusk area and these activities are impacting you now? This is interesting because Webequie is just starting their Indigenous Knowledge program. Did you guys get funded for Indigenous Knowledge studies and are you planning on doing Indigenous studies?

CC: In mid-August we will have 4-5 people to do interviews for Indigenous Knowledge studies which is funded by PFI agreements.

R: It is very important for Weenusk to participate in these interviews to ensure evidence is recorded as this is your Aboriginal treaty rights and you want them protected. They may not be a mining company, but if Webequie is a proponent behind the road and they are moving activities north for whatever reason there is a dialogue that needs to happen. Webequie likes to have nation-to-nation dialogue where there is no role for Crown.

Cree Translation for Cumulative Feedback on Overall Effects from WSR, NRL, and CAR

R: We're looking to provide cumulative feedback to overall effects from 3 projects.

CC: Even though we have high tech computers coming, some of our elders still need to go old school in the Cree language.

R: We can try to translate English workbooks and tutorials to Cree.

Webequie

R: Are you planning on meeting with Webequie?

CC: Yes, as we have our own regional strategy. We see Webequie's remarks on the first draft and some of it does not make sense. We need to discuss our own strategy. Years ago, our council was quiet and we got ignored. We don't like that we are impacted in our own areas due to Webequie. All of the sudden we see their boats up the river. There are a lot of minerals there, so they may dig anyway. We need a definition of "energy" and we need to find a common ground so people can be healthy and have a good life. We need to educate our people and have better infrastructure. People are so broke here. In Timmins, kids are 16 and get their own card. People up here will share boats to use. We need to be on par with the communities that are more developed. We are poor and we need to improve that.

R: When you say, "regional strategy" is it based on watershed or valued components?

CC: To discuss everything from our way of life. WSR does not mean much, what it boils down to is the Ring of Fire. We need to have a common ground and understanding. The future is not only us. We need to know how we fit into the big picture in the future. When you're practicing jurisdiction it shouldn't be a one-way street and we should be involved. It's not right because we have been here for a thousand years. When people came here, our people understood that our reserve is 150 miles inland. We were supposed to share resources. China and Canada both have issues, they keep claiming human rights issues at each other. We want to get away from

IBAs. We have been to a government-funded house on another reserve where the whole structure underground collapsed in 4 years. We need to improve our quality of life.

Issues and Concerns

Items for Follow-Up

- Ontario funding capital equipment for Weenusk to study water (Jason looking into it).

Next Steps

- Facilitate meeting between Weenusk First Nation and Webequie First Nation to discuss concerns

APPENDIX P2.F.2

Weenusk First Nation

- Chief and Council Meeting Summary – August 17, 2023

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WSR
WEBEQUIE
SUPPLY ROAD

WEBEQUIE FIRST NATION

WEBEQUIE SUPPLY ROAD
MEETING WITH CHIEF
COMMUNITY INFORMATION SESSION

Weenusk First Nation
August 17, 2023

OVERVIEW

The Webequie Supply Road Project Team met with Weenusk FN Chief Abraham Hunter on August 17, 2023 at the Weenusk First Nation Band Office. The full Council were unavailable, however, one other councillor was in attendance, Jeff Hunter. The purpose of this meeting was to share information on the Webequie Supply Road Project regarding the Alternatives Assessment: Evaluation of Alternative Supporting Infrastructure and Road Design.

The informal format of the meeting included a project update by Michael Fox, ICE and the Project Team followed by a discussion about concerns. There was also some discussion around the Weenusk contributions of Indigenous Knowledge baseline data submitted to NRL and that WSR would need similar information in relation to WSR.

During the general discussion, Chief Hunter expressed concerns over water quality because water IS life. He pointed out construction could potentially fill in smaller ponds and water courses. There could also be impacts to and effects on aquatic animals, fish and shoreline birds. Chief Hunter also noted downstream effects of potential chemical spills from the road.

Over-harvesting and encroachment of non-Weenusk harvesters was another voiced concern because more non-resident people in the territory would have a detrimental effect on food security in Weenusk Homelands. Weenusk relies on the land and waters for sustenance and food sources include fish, sturgeon, beaver, caribou and moose among others. ICE made reference to ongoing discussions about restrictions and controls.

Chief Hunter discussed the need for an agreement with Webequie surrounding mitigation measures should a road be built. He also thought a monitoring program would be a good idea. There were questions about enforcement of potential speed limits on the proposed road. Chief Hunter was informed that discussions about proposed mitigation measures will take place in Round 3 in WSR Consultations. It was also mentioned that teams are working on the road design for best constructability and environmental protection, and that the project was still 2-3 years away from deciding to begin construction.

In regards to monitoring, Chief Hunter mentioned Weenusk is running several monitoring programs ono fish, moose and caribou and would also like to implement a water quality monitoring program.

Chief Hunter also noted the recent visit by Webequie Chief and Council to Weenusk, who did advise that this is just a study.

The type of road and the specific technology (geo-grid) for peatlands areas was an additional point in the discussion . Chief Hunter wanted to know if geo-grid had been done in the past.

Examples used included the existence of such roads in Northern Manitoba as well as in parts of Cree territory in Quebec.

Communication materials were provided to the Chief and left at the band office. Reference material included: 20 hard copies of WSR Newsletter Issue 25 in English along with 20 Hard copies of the WSR Assessment of Alternatives presentation in English.

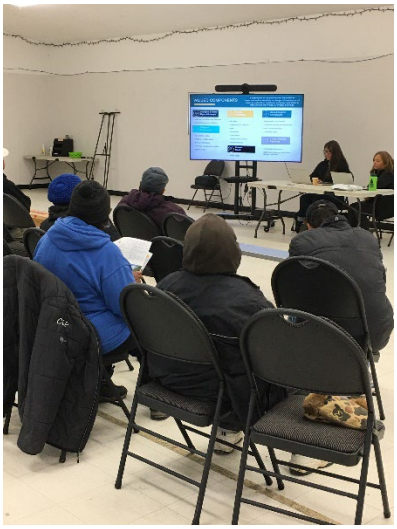
Chief Hunter also complained about Ontario's MNRF timing of survey activities and conduct having negative impacts on the community's caribou hunt.

COMMUNITY MEETING

Consultation Round 2: Part 2 – Alternatives Assessment, Evaluation of Alternative Supporting Infrastructure and Road Design was presented to the six community members present.

Information packages were supplied to the seven (including the translator) community members in attendance. The remaining Packages of the Assessments of Alternatives presentation in English along with WSR Newsletter in English were placed at the Band Office.

The translation was provided by Mike Wabano.



ISSUES AND CONCERNS

The following points are issues and concerns raised by Elder Pauline Hunter.

Nipiy - Water

- Elder Hunter is very concerned about water. All of the water is connected and Weenusk is downstream and would feel any effects made by impacts upstream.

Public Access

- Over-harvesting was a big concern.

Social issues

- Elder Hunter explained that she didn't think there were any benefits to building a road and that it would create more social issues.
- The road is related to potential Ring of Fire extraction activities.

Nation to Nation

- The proposed road affects the land everywhere, and the Nations should be meeting together to talk about issues and concerns as well as discuss environmental and social impacts together and perhaps arrive at some agreements.
- Elder Hunter also asked if the project was asking Weenusk for permission to build WSR. ICE indicated permission was not being sought and that the presentation was for informatiotional purposes.

NEXT STEPS

- Michael Fox indicated he will reach out to Webequie in order to include Webequie leadership or community members in future consultations in Weenusk FN. Feedback from the community will be captured and input collected for mitigation measures.

- MINES to forward Weenusk complaint re: Ontario's negative impacts to community caribou hunt to appropriate divisions for response.

WEBEQUIE SUPPLY ROAD

WSR
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SUPPLY ROAD

Consultation Round 2: Part 2 - Alternatives Assessment

Evaluation of Alternative Supporting Infrastructure and Road Design

August 17, 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

WSR
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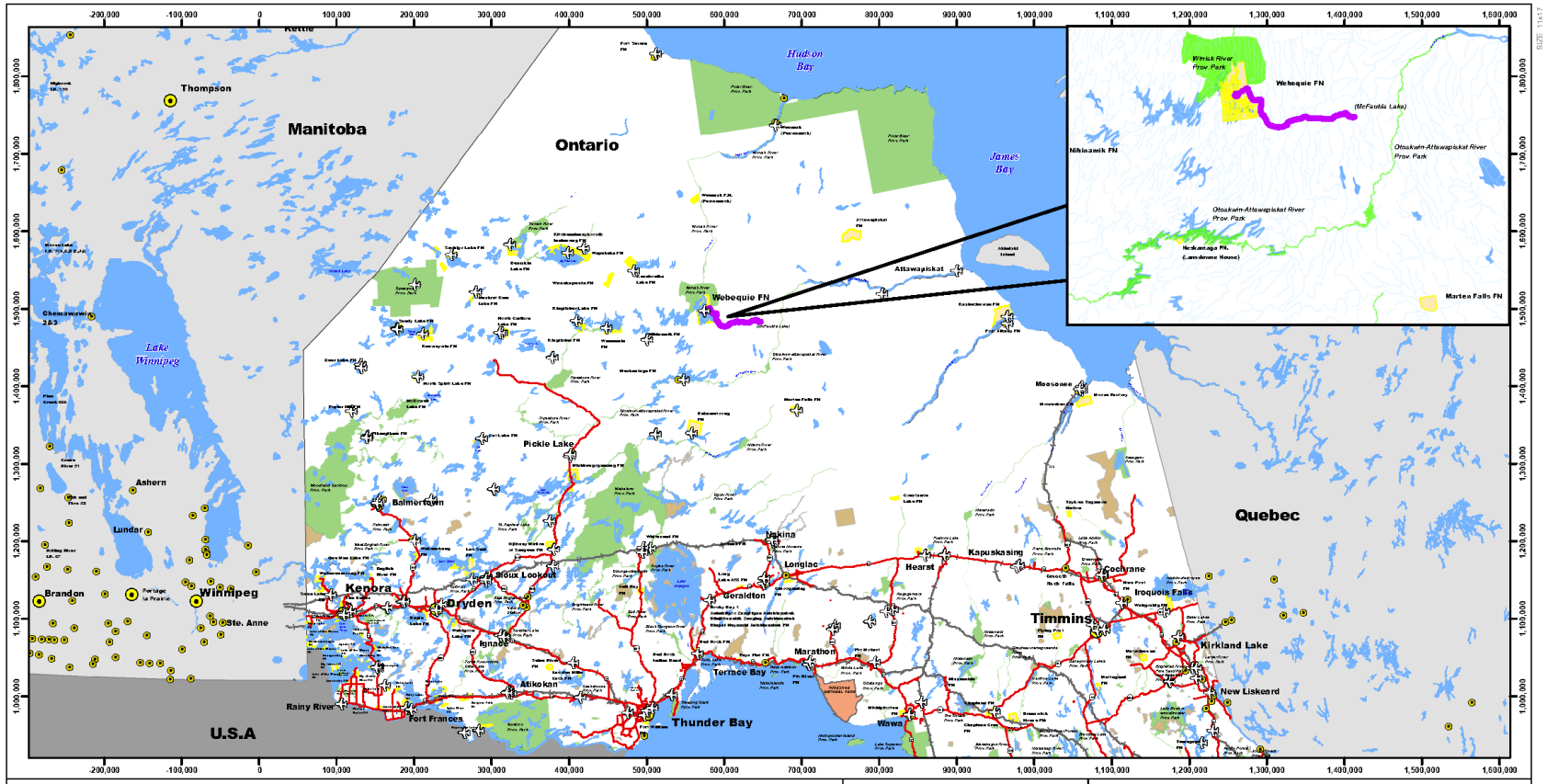
PROJECT LOCATION



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

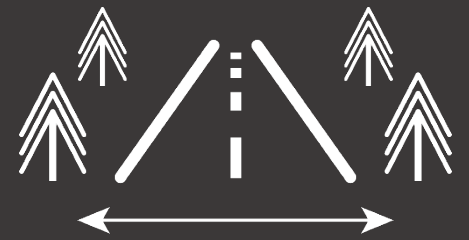
All-season road from Webequie First Nation (WFN) Airport to McFaulds Lake

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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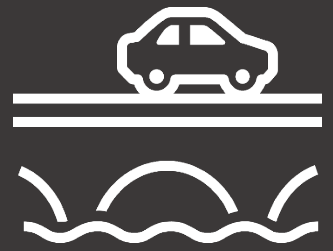
PROJECT DESCRIPTION



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

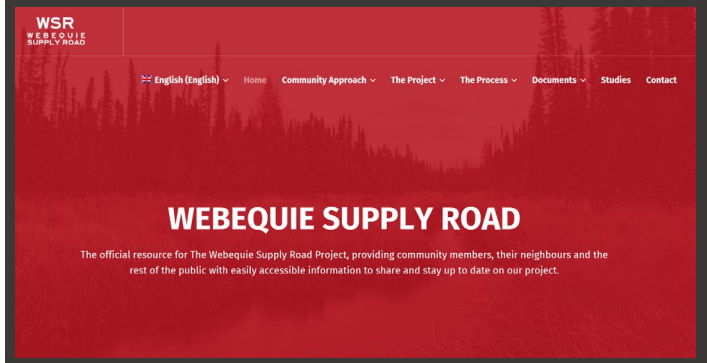
Construction camps (temporary) to accommodate construction crews and operation/maintenance office (permanent) including supportive facilities (wastewater treatment plant, potable water storage)

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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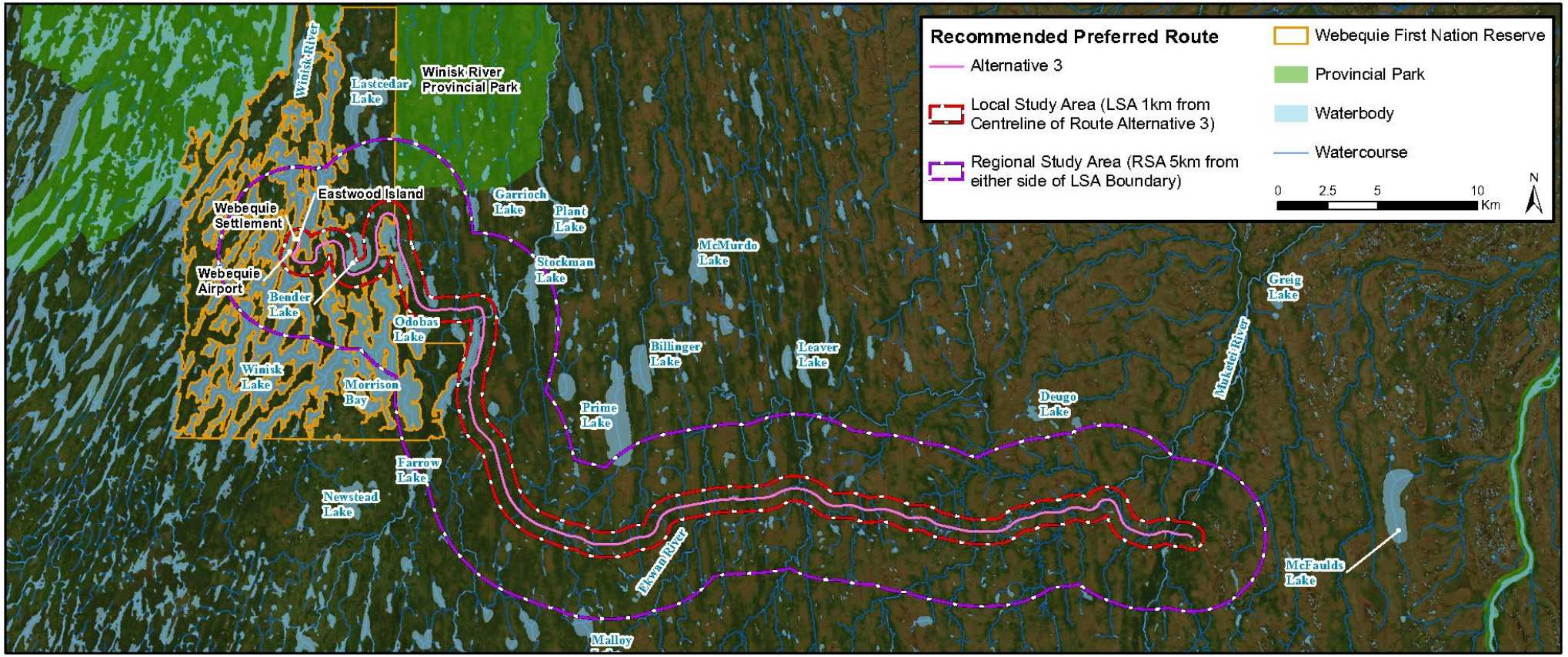
RECOMMENDED PREFERRED ROUTE

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 ASSESSMENT – SUPPORTING INFRASTRUCTURE

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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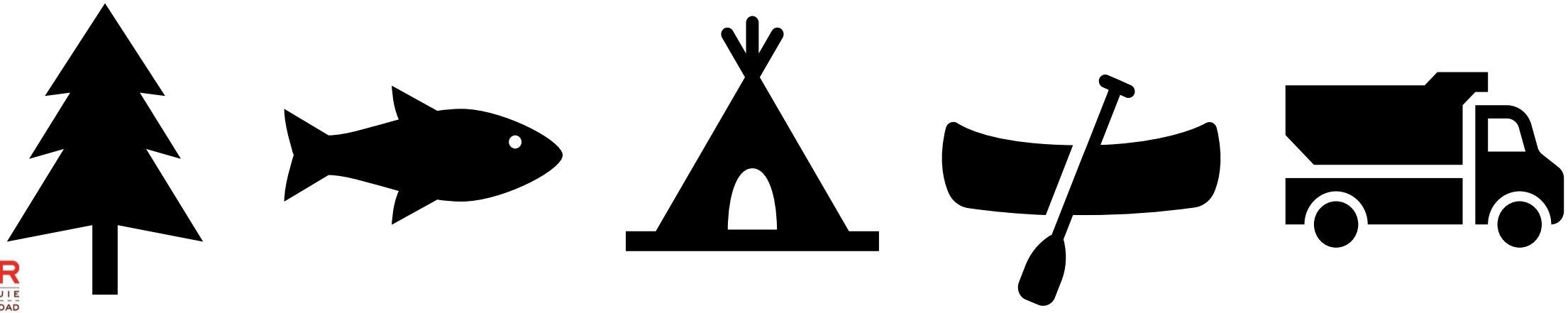
APPROACH FOR EVALUATION OF ALTERNATIVES

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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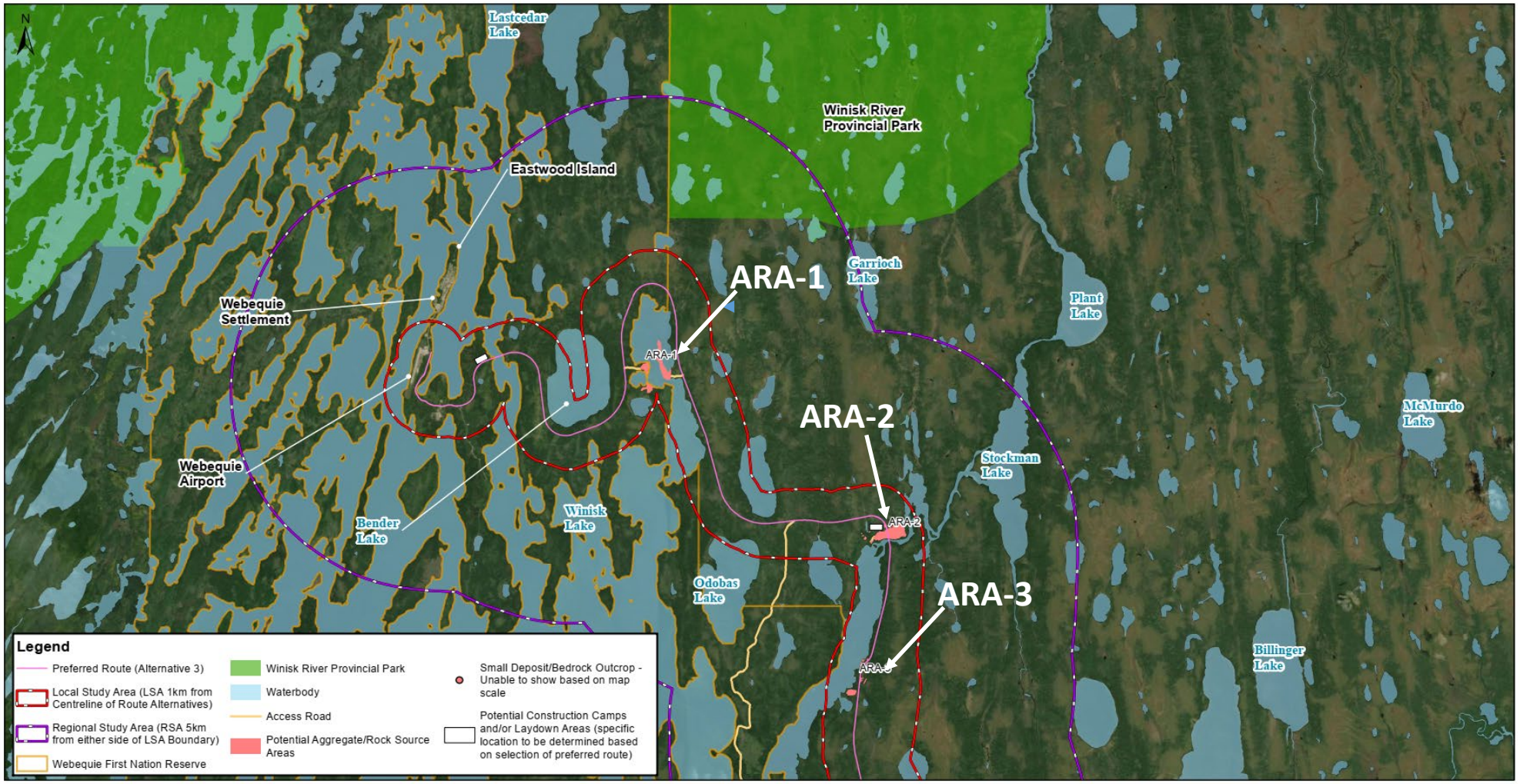
POTENTIAL AGGREGATE SOURCE AREAS (WEST)



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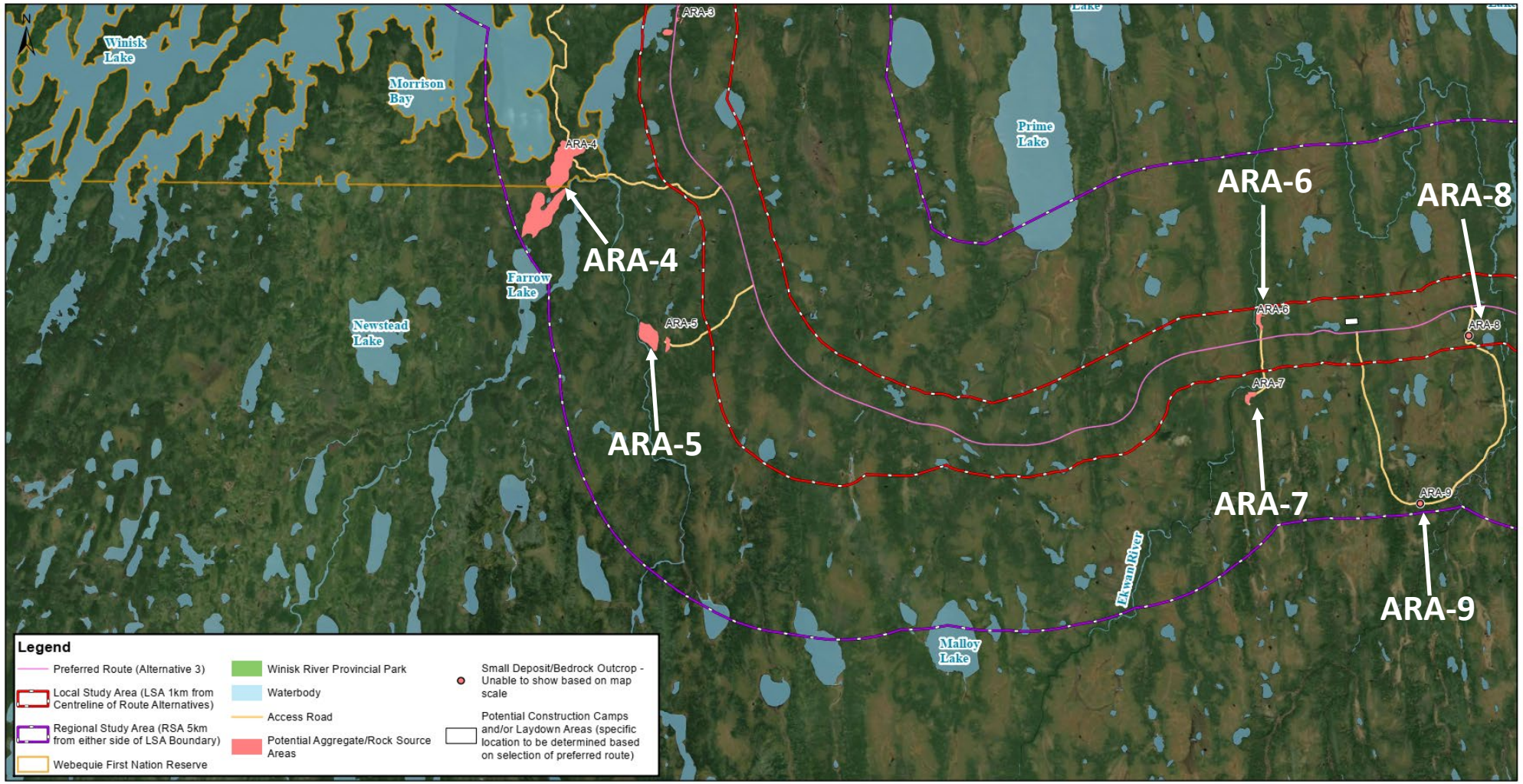
POTENTIAL AGGREGATE SOURCE AREAS (WEST-CENTRAL)



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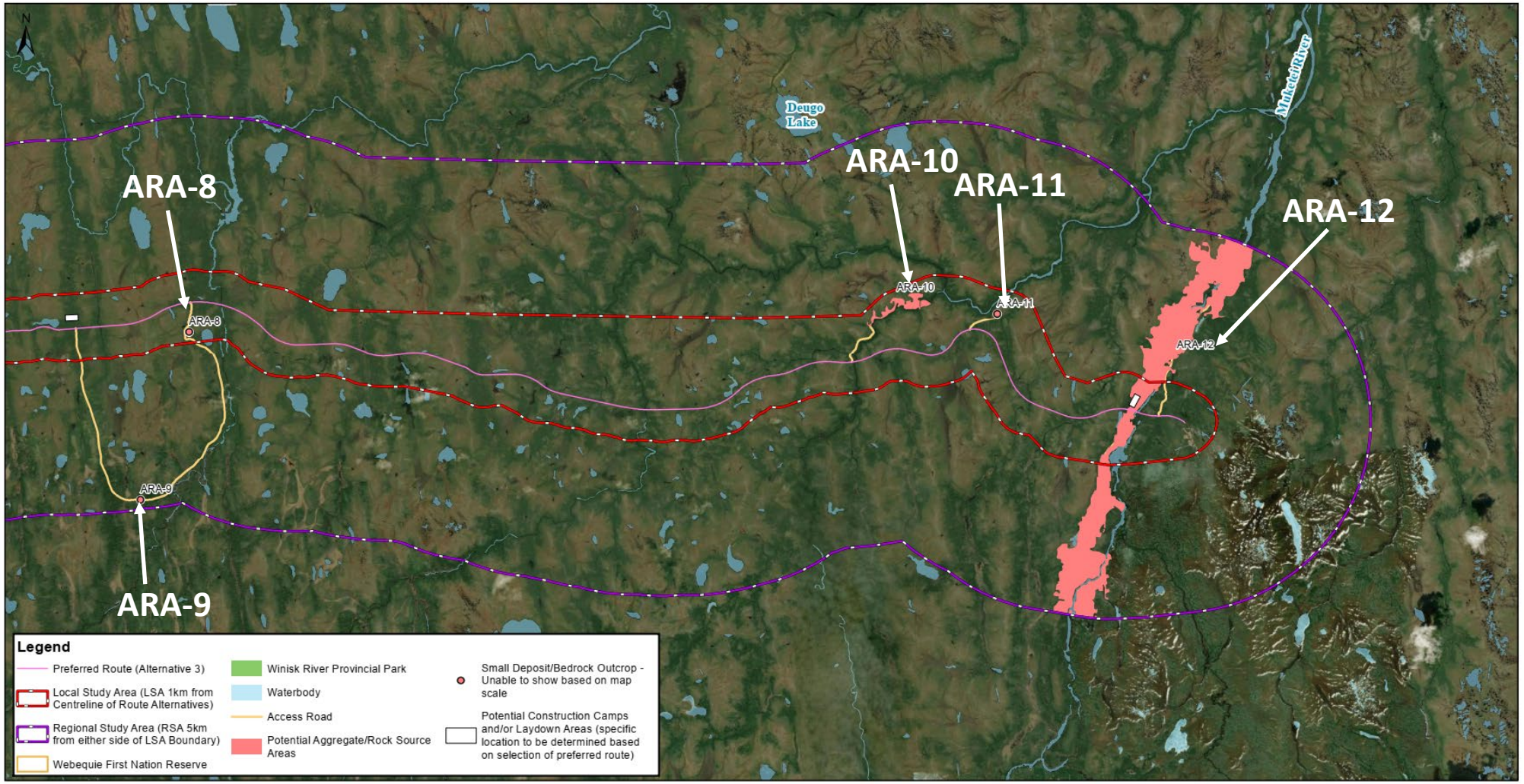
POTENTIAL AGGREGATE SOURCE AREAS (EAST)



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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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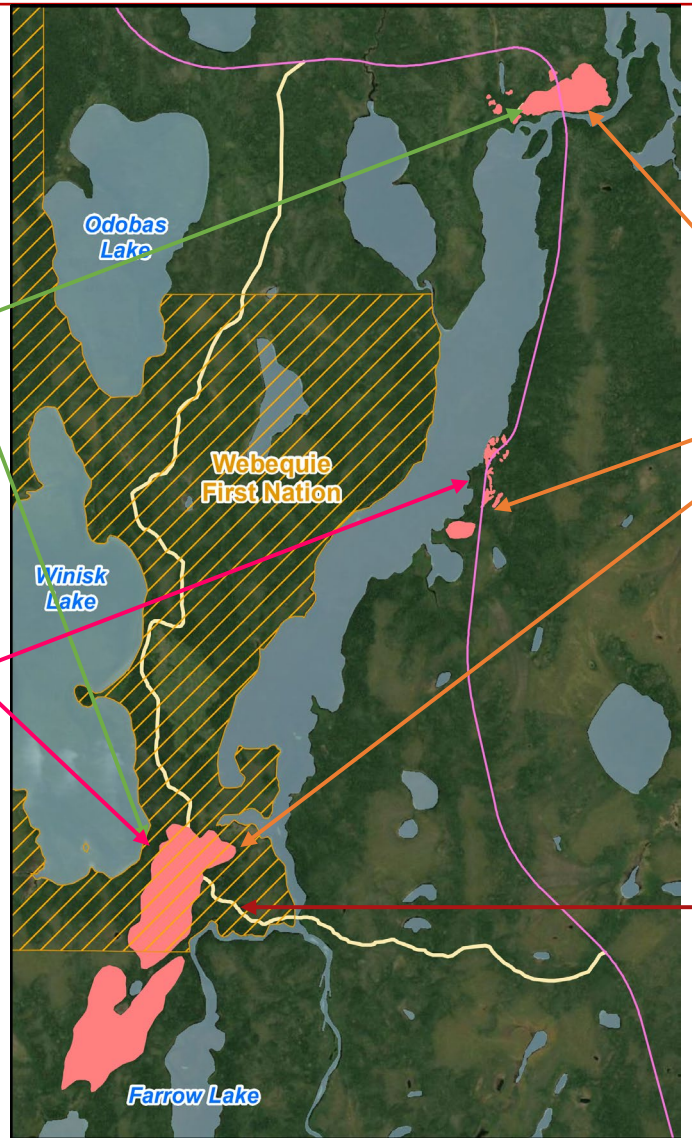
POTENTIAL AGGREGATE SOURCE AREAS (EAST)

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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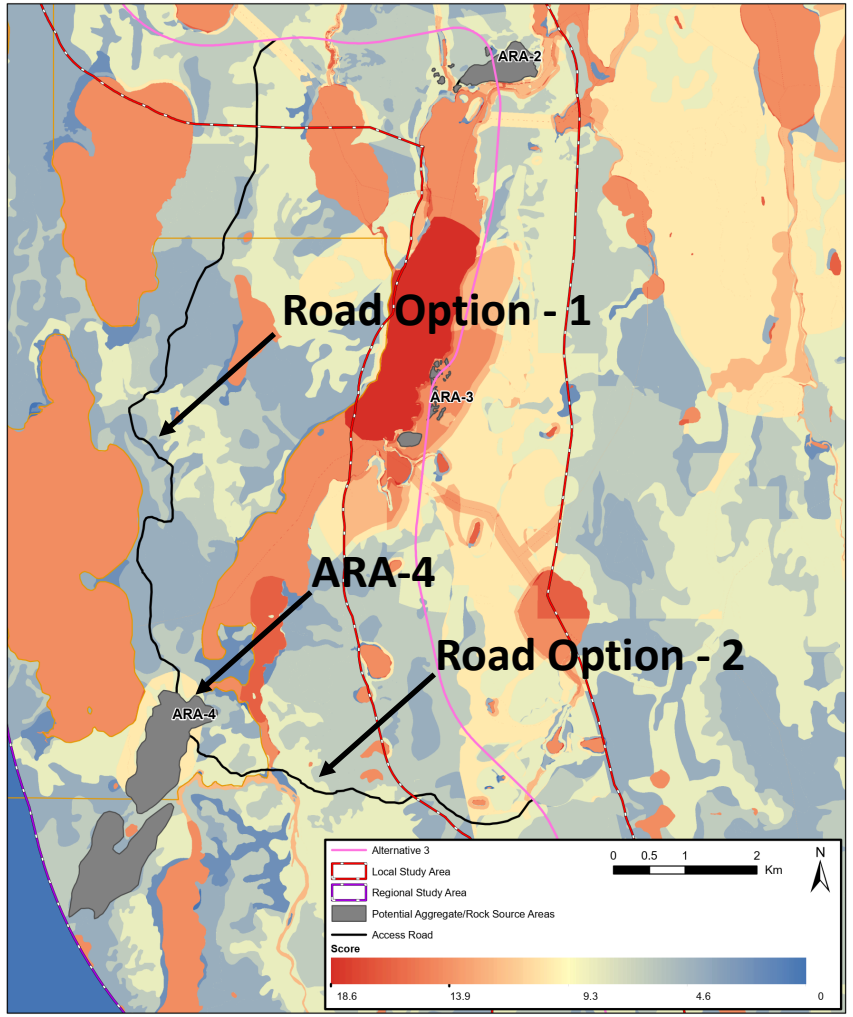
ALTERNATIVE AGGREGATE SOURCE AREAS (RESULTS)

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)

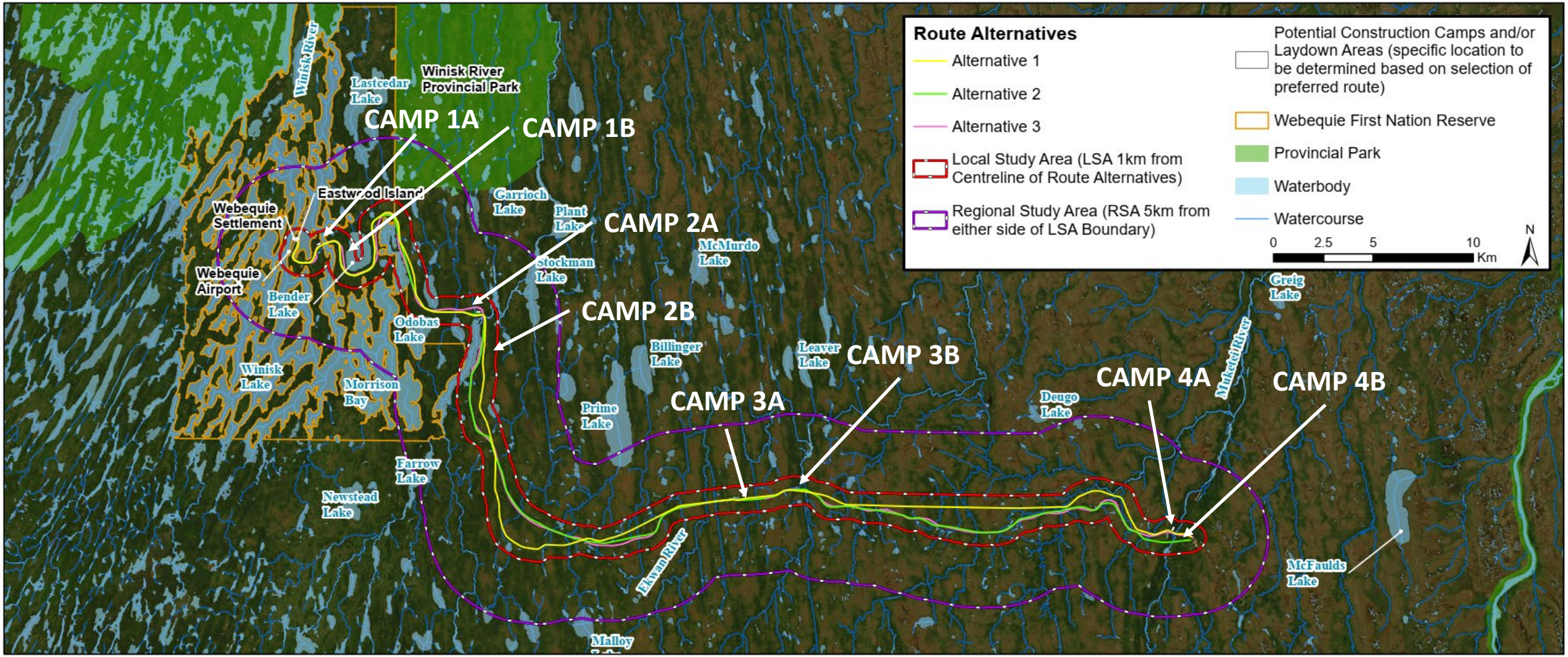
CONSTRUCTION CAMPS

The construction camps may include:

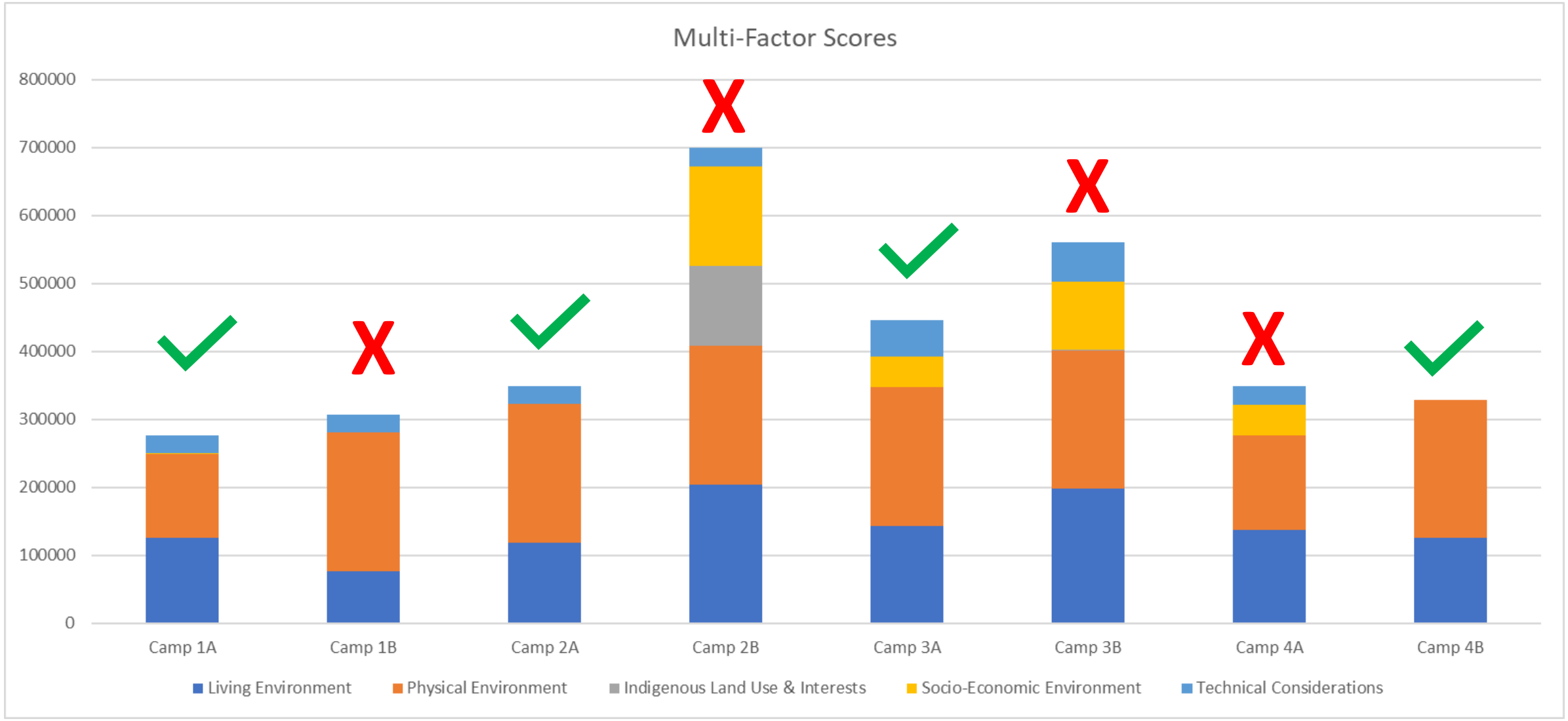
- Accommodations (bunkhouse) for workers
- Construction office(s)
- Kitchen and dining hall
- First aid station
- Communications system
- Wastewater treatment system
- Groundwater water supply well
- Waste handling and storage facility area
- Electricity supply from diesel generators
- Above ground fuel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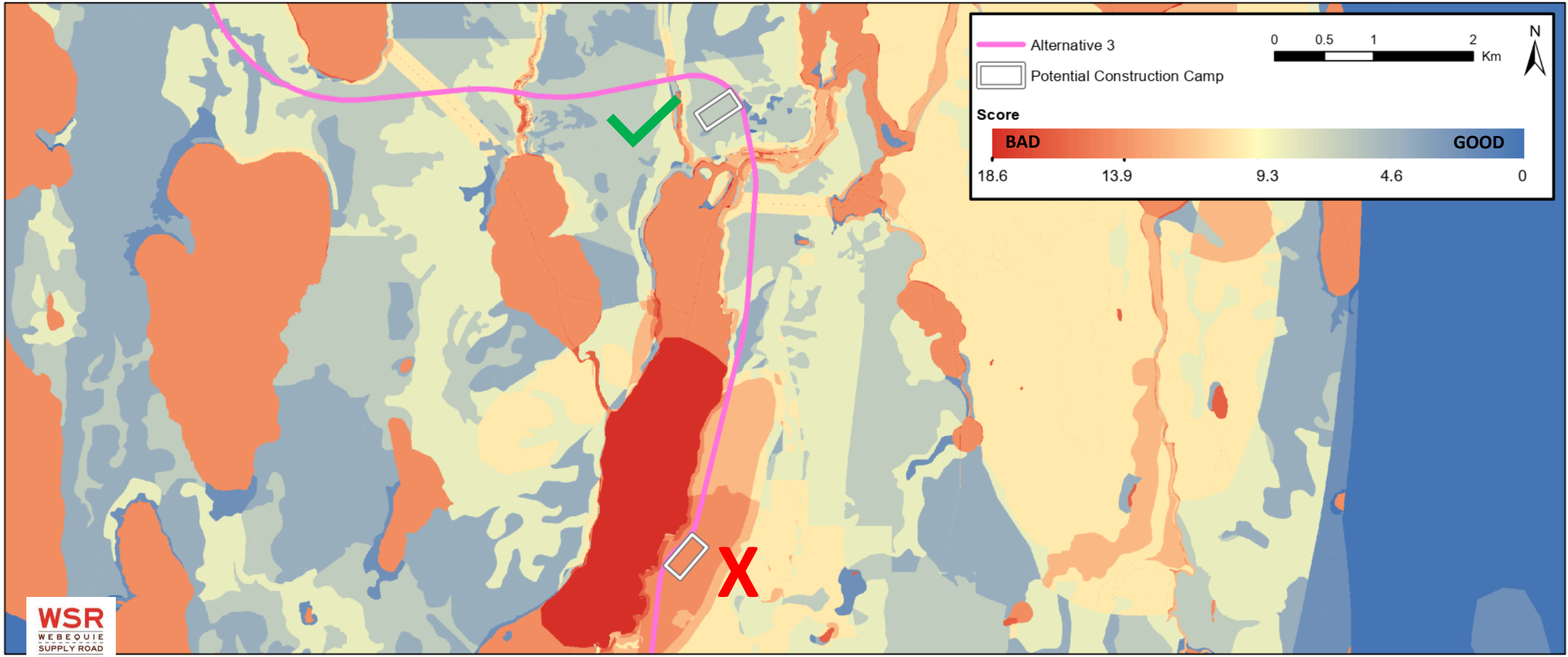
EVALUATION OF POTENTIAL CAMP LOCATIONS (2A AND 2B)



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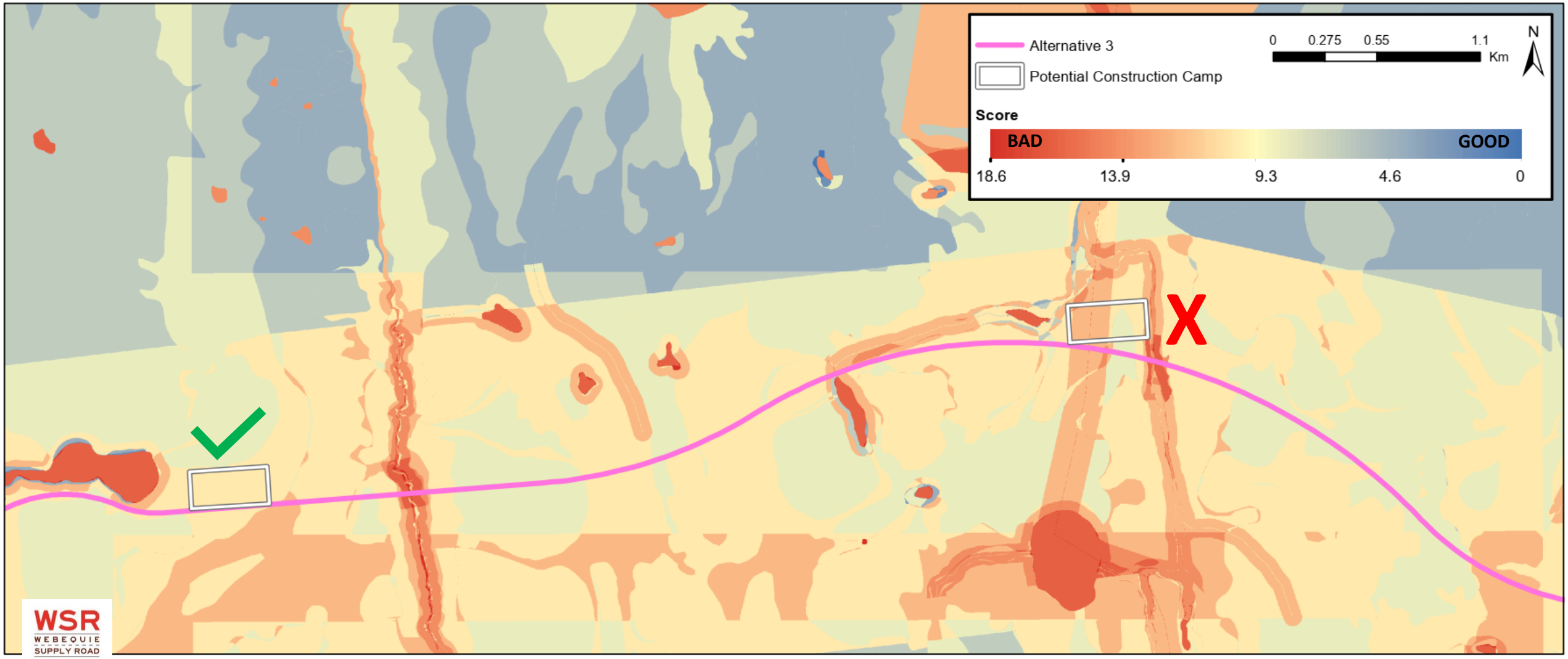
EVALUATION OF POTENTIAL CAMP LOCATIONS (3A AND 3B)



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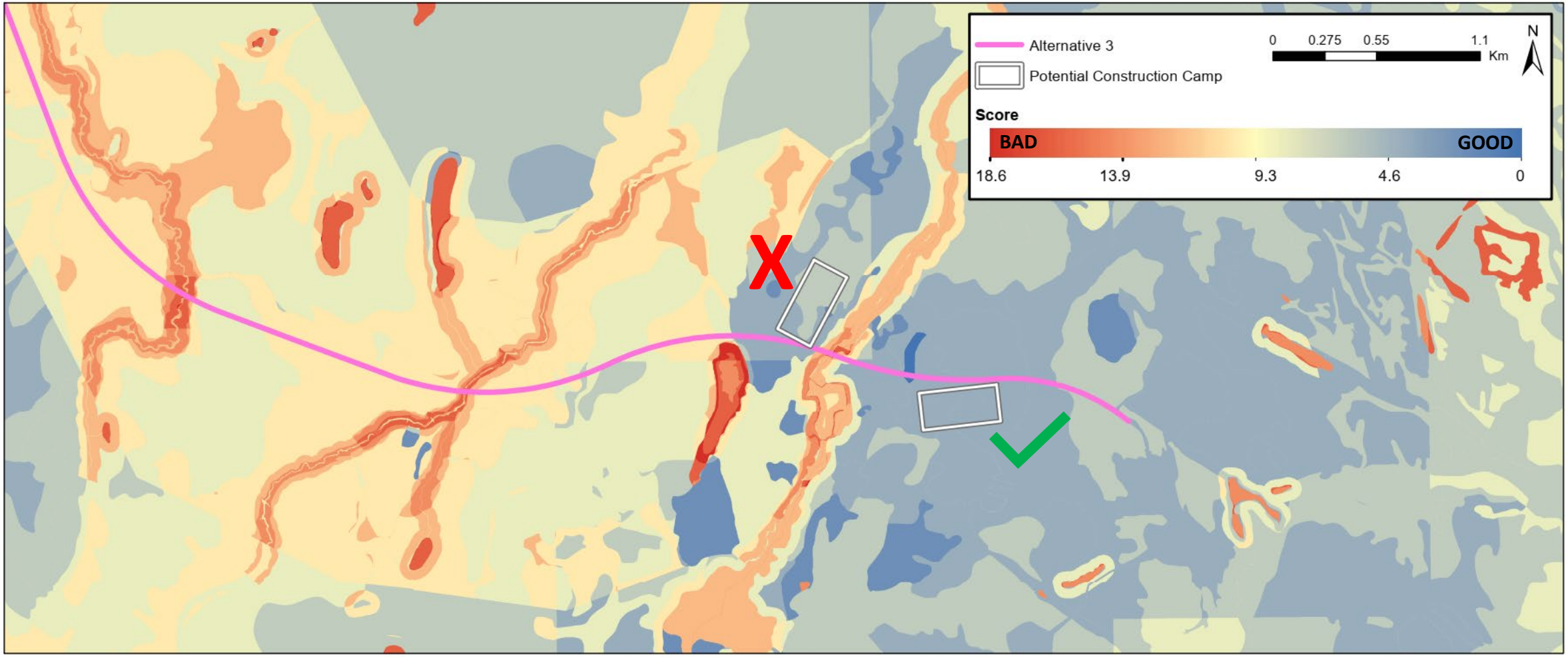
EVALUATION OF POTENTIAL CAMP LOCATIONS (4A AND 4B)



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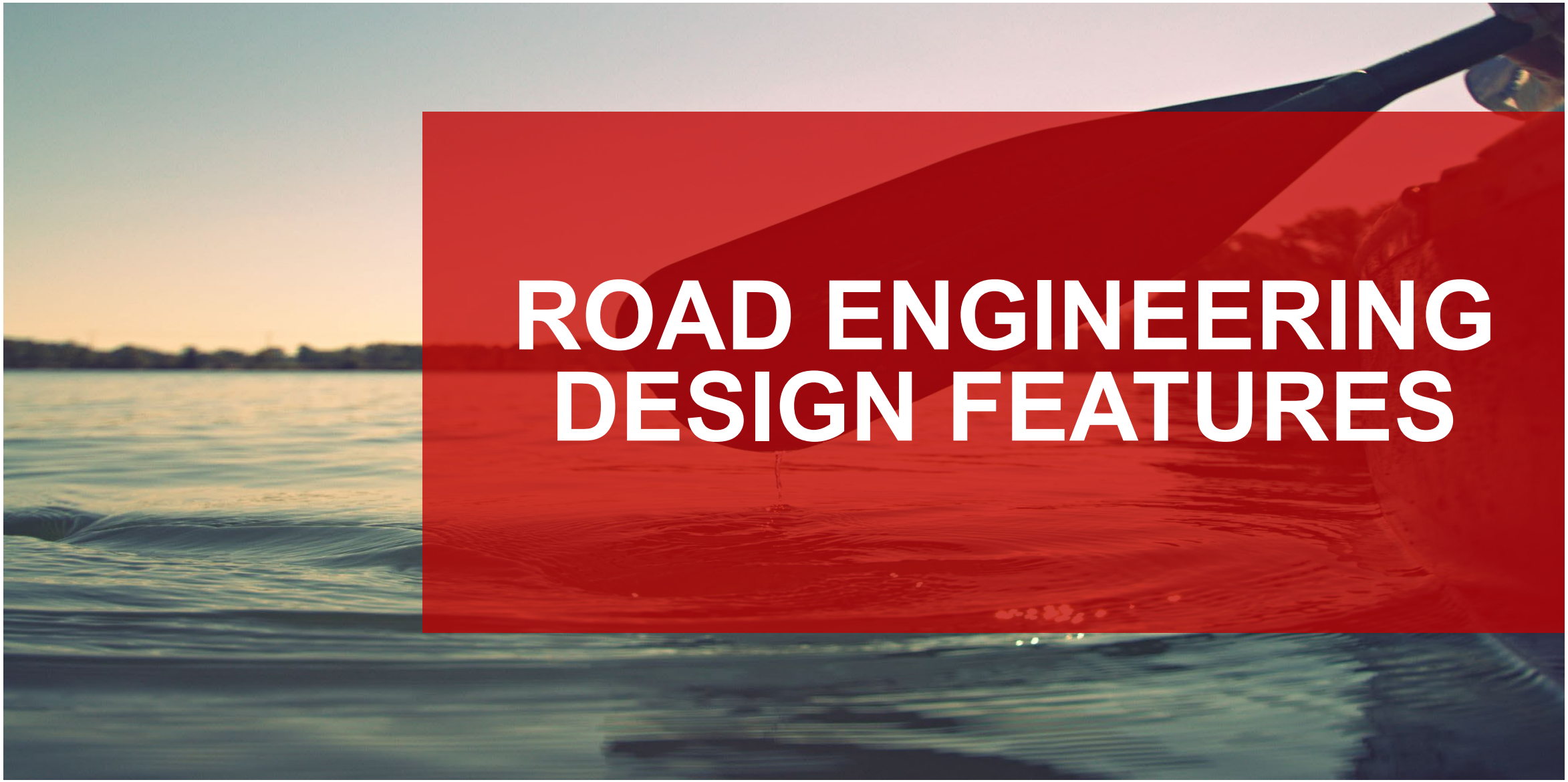
WEBEQUIE SUPPLY ROAD



ROAD ENGINEERING DESIGN FEATURES

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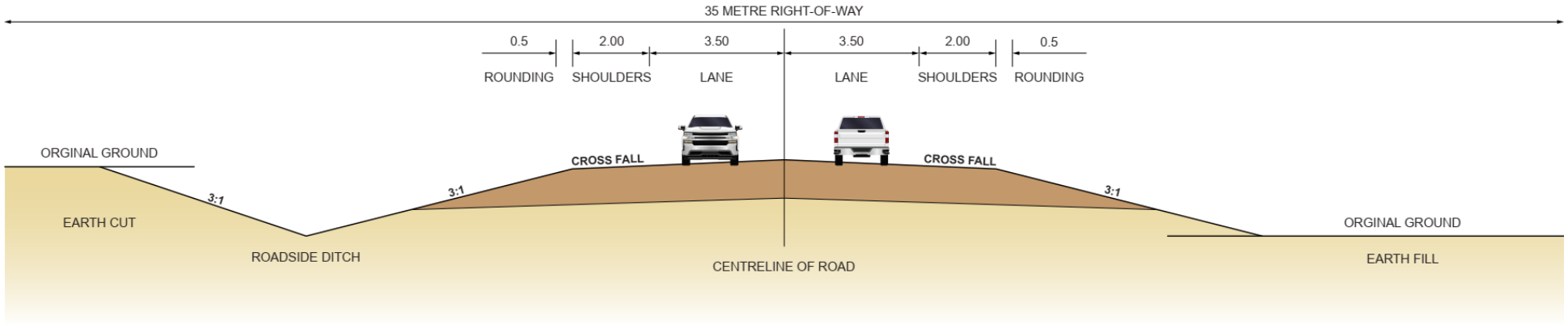
ROAD CROSS-SECTION DESIGN

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

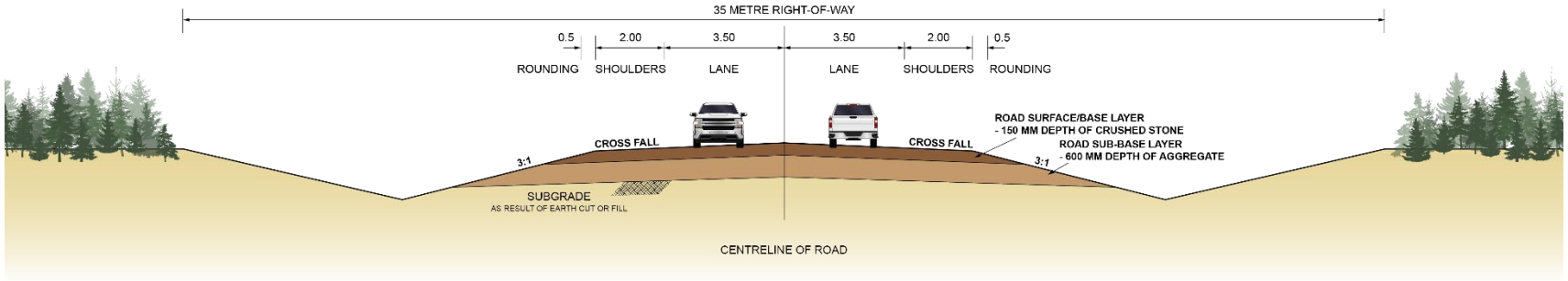
The west half of the road in upland area has “fair to good soil conditions” and east half of the road in lowland area (peatland/muskeg) has “poor to very poor soil conditions” for building a road

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

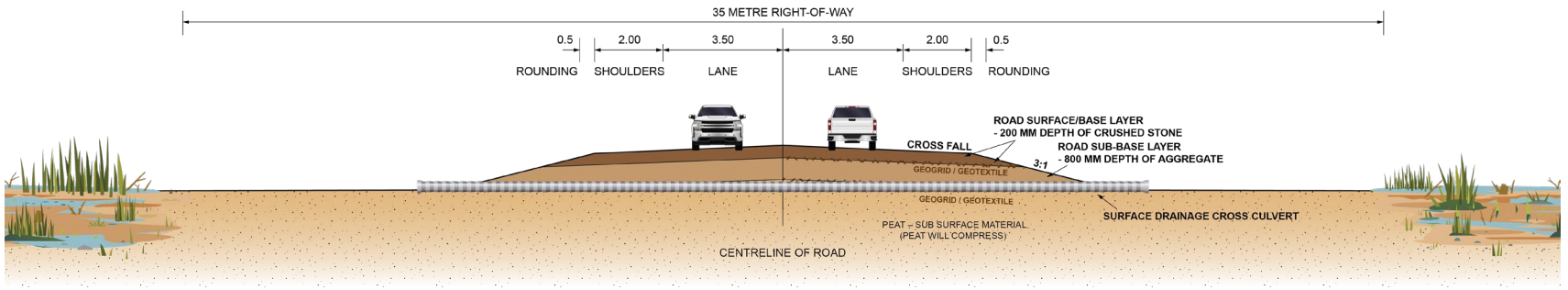
The road will have a surface layer/base layer and sub-base layer with various size of gravel/aggregate for each layer



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

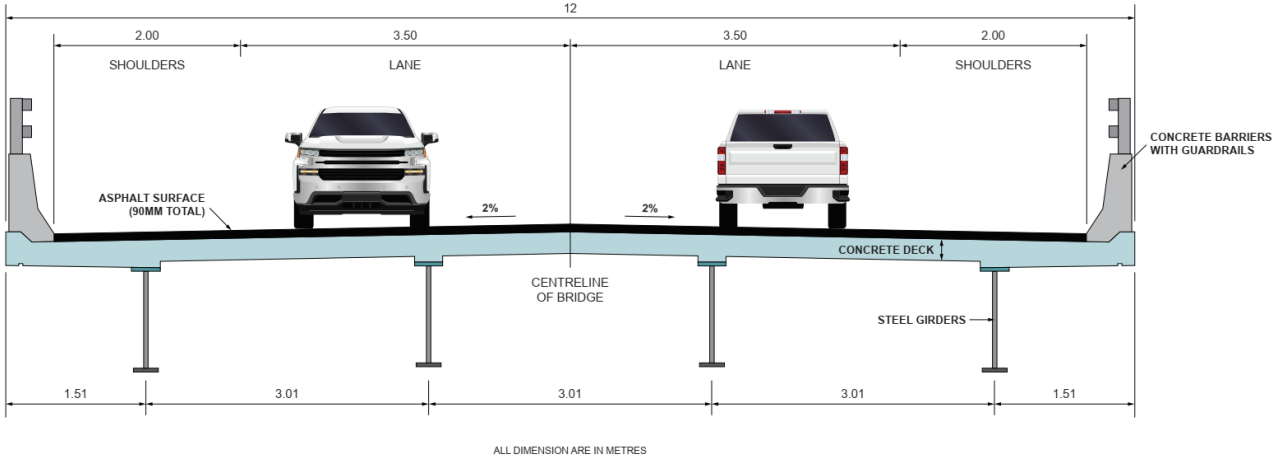
- Constructability and remoteness of location
- Maintenance and life cycle of structure type
- Hydrology/surface water flow
- Physical and biological characteristics at waterbody sites (e.g., soil conditions, width of waterbody, fish/fish habitat sensitivity)
- Navigation of waterways by boats

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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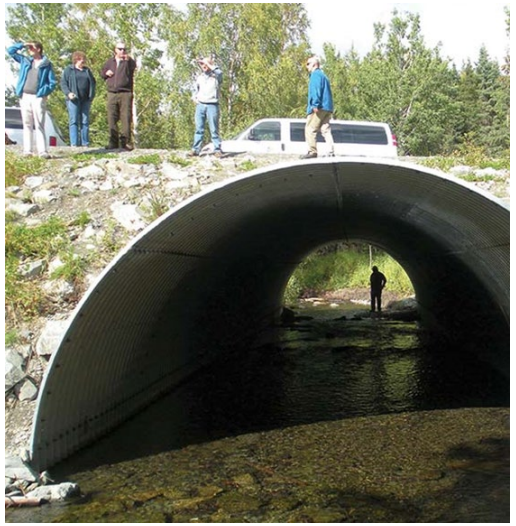
WATERCOURSE CROSSINGS - CULVERTS

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
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SUPPLY ROAD

WINISKESIS CHANNEL CROSSING

BEFORE

AFTER

WSR
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SUPPLY ROAD

MUKETEI RIVER CROSSING

BEFORE

AFTER

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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.F.2

Weenusk First Nation

- Chief and Council Meeting Summary – August 29, 2024

WEBEQUIE SUPPLY ROAD
MEETING WITH CHIEF
Weenusk First Nation
August 29, 2024

OVERVIEW

Michael Fox met with Weenusk First Nation's (WEFN) Chief Joey Hunter and community member, Clinton Patrick on August 29, 2024, in Timmins. Michael provided a background on the WSR Project and an update on the regulatory process and project milestones. Michael asked when WSR can do a Council and community information session. Chief Joey Hunter said likely in November 2024. Michael left the Chief with a binder containing the following documents: Consultation Progress Reports for Round 1 & Round 2, the Project Update presentations for Round 3 part 1 & 2, Indigenous Knowledge and Land Resource Use (IKLRU) Program letters sent to WEFN to date, Socio-economic Existing Conditions Report for WEFN, and a Project Update presentation for WEFN Chief and Council.

NEXT STEPS

Michael to set up a Chief and Council community information session for Fall 2024.

WEBEQUIE SUPPLY ROAD

WSR Environmental/Impact Assessment Project Update – Weenusk Chief and Council Meeting
August 29, 2024

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

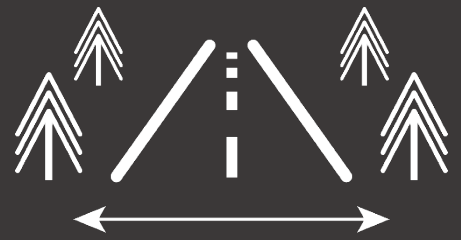
PROJECT DESCRIPTION

107 km

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

17 km

Length of road corridor within WFN Reserve Lands

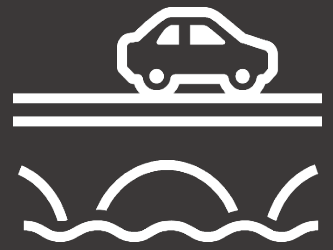


35 m

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

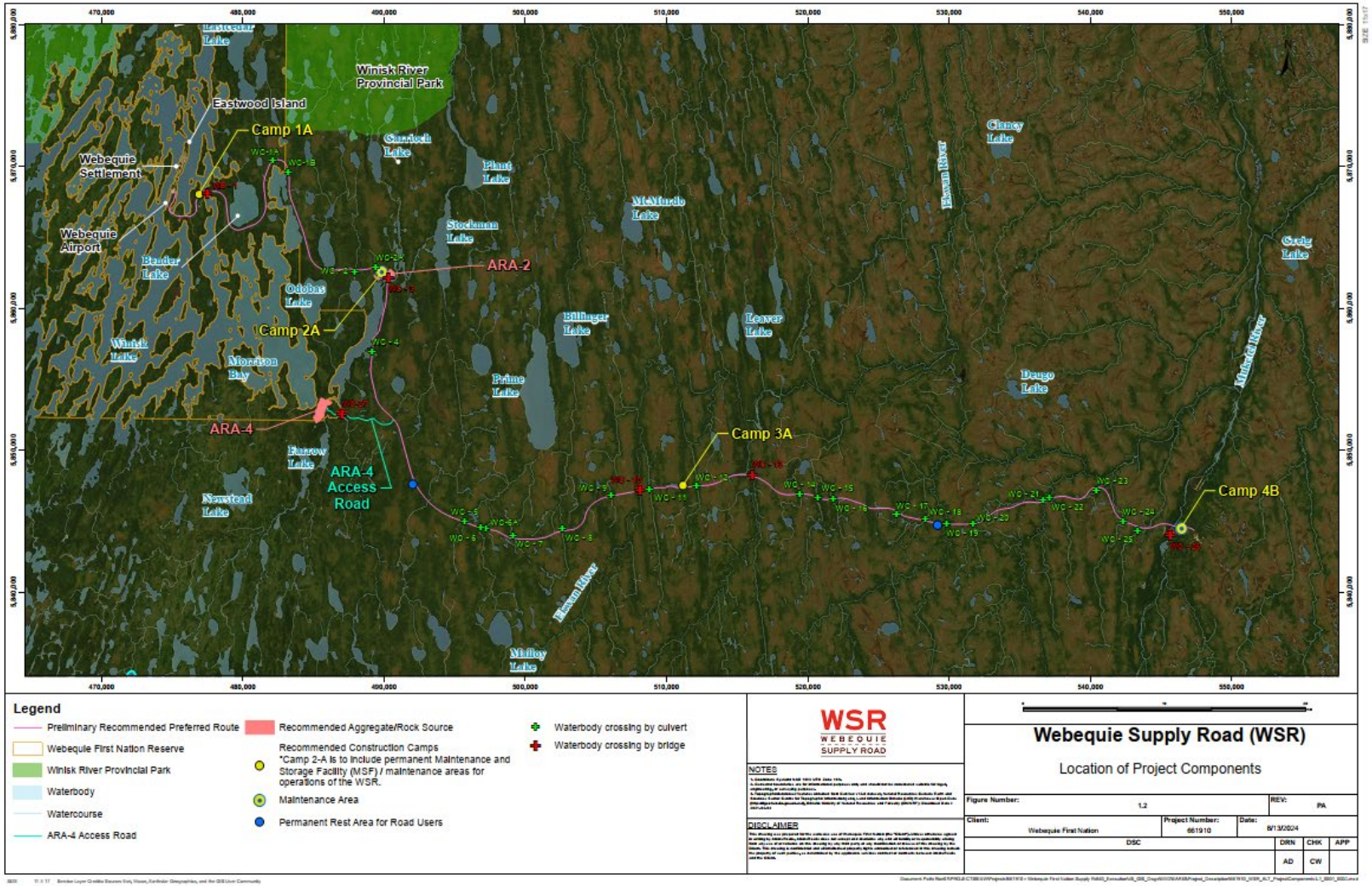
Includes temporary and permanent aggregate pit/rock quarry areas with equipment for processing, as well as access roads to these areas

4

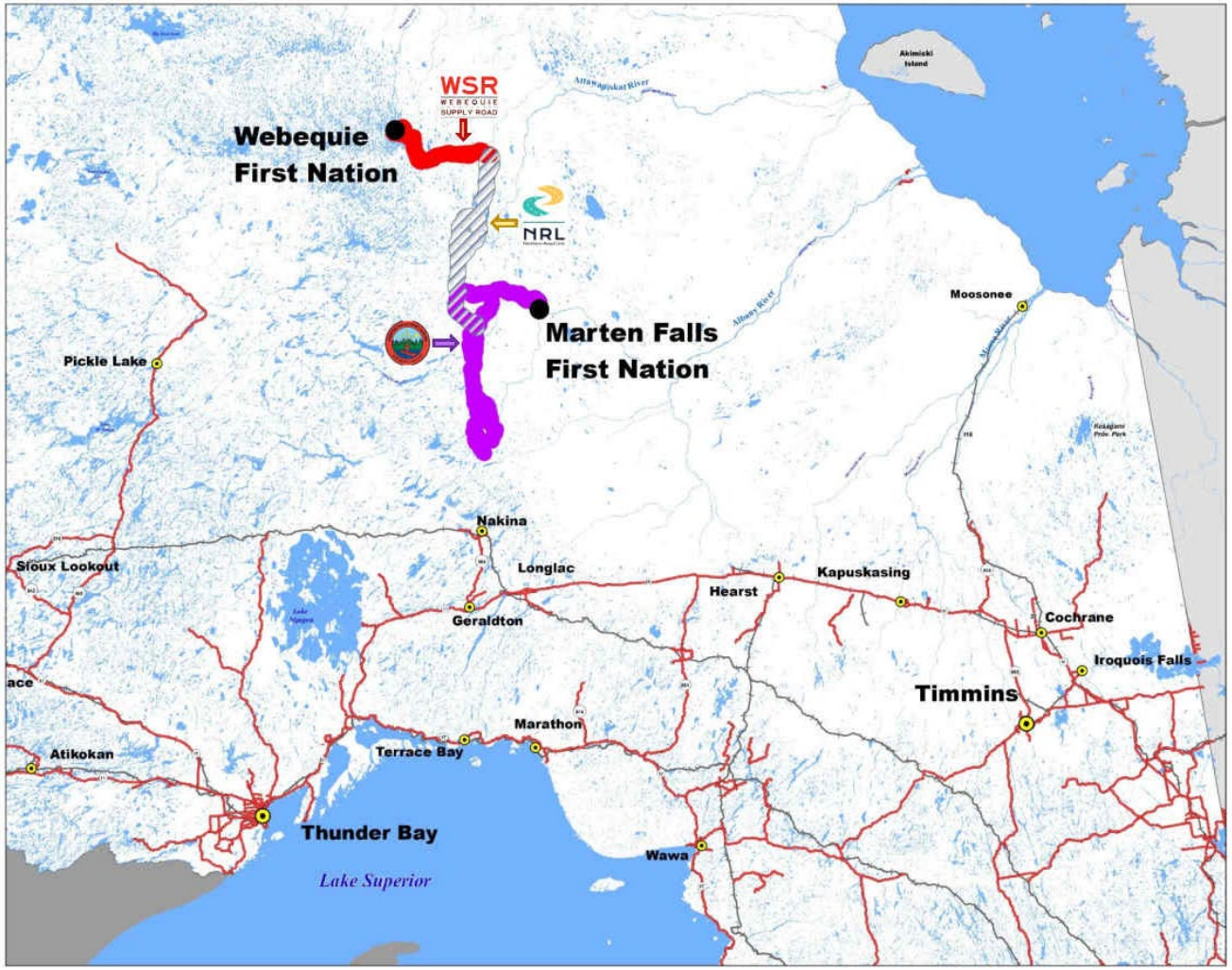
Construction camps (temporary) to accommodate construction crews, with 1 site being repurposed to act as permanent operation/ maintenance facility

Storage and laydown yards (temporary) for equipment and materials

WSR PREFERRED ROUTE AND PROPOSED CAMPS AND PIT / QUARRY LOCATIONS



OTHER ROAD PROJECTS IN THE AREA



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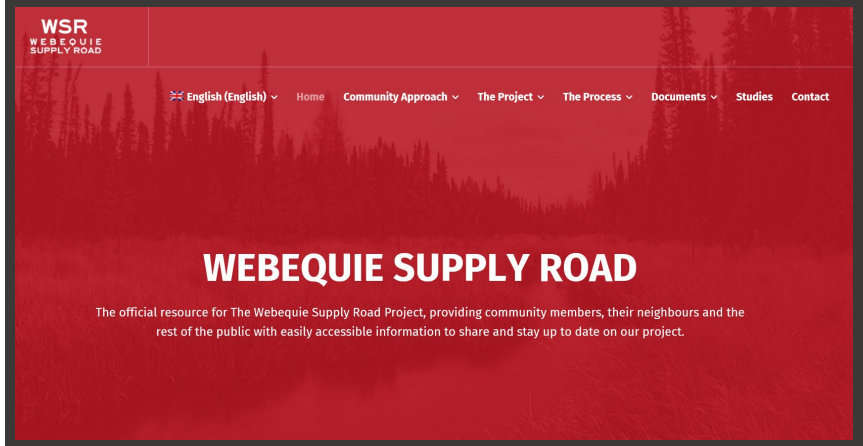
WEBEQUIE
SUPPLY ROAD

ENGAGEMENT & CONSULTATION

During Consultation Round 1 (2022), Round 2 (2023) and current Round 3 (2024), the following engagement/consultation activities occurred:



WEBSITE

NOTICES

MEETINGS

+ WAWATAY RADIO SHOWS + INTERNET SHOWS (LIVESTREAMS)

HOW HAVE WE ENGAGED WITH WEENUSK TO DATE

Round 1
Virtual Information Session
(April 11, 2022)
Chief and Council Meeting and Community Meeting
(July 19, 2022)
Round 1 Consultation Progress Report
(October 21, 2022)

Round 2
Virtual Information Session
(April 24, 2023)
Chief and Council Meeting and Community Meeting
(August 17 & 18, 2023)
Round 2 Consultation Progress Report
(January 25, 2024)

Current Round 3
Virtual Information Sessions
(June 3 & July 15, 2024)
Chief and Council Meeting
(today's meeting)
Round 3 Consultation Progress Report
(expected distribution Fall 2024)

Aboriginal Treaty and Rights and Interests (ATRI) Forum #2
(November 3-4, 2023)

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WHAT WE HAVE HEARD SO FAR

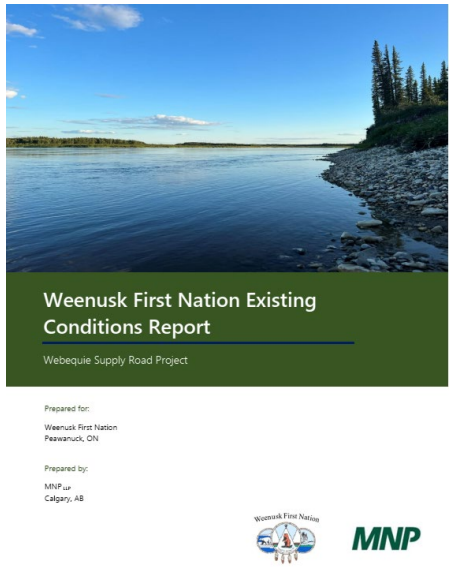
- Road Ownership and Policing
- Climate Change
- Possible Effects from All Projects Together
- Mitigation and Monitoring Programs for Fish, Caribou and Moose*
- Job Opportunities
- Treaty Rights*
- Down River Water Quality*
- Over-harvesting – impacts on food sources*

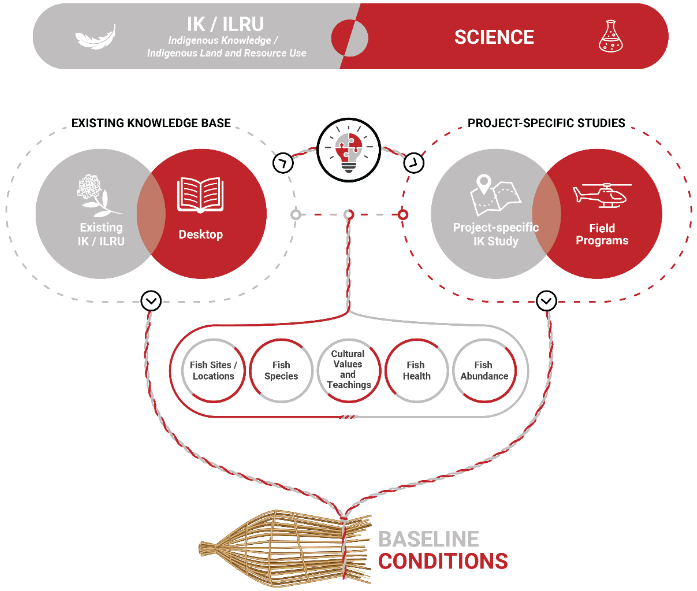
* Specific Feedback from Weenusk

SOCIO-ECONOMIC COMMUNITY PROFILE AND IKLRU INFORMATION RECEIVED

- A draft Weenusk First Nation Existing Conditions Socio-Economic Profile document was shared by the Project Team with Weenusk (February 2024) with request for feedback

- Weenusk shared a ‘Weenusk First Nation Existing Conditions Report” for the WSR Project that provides Indigenous Knowledge and Land and Resource Use (IKLRU) information for integration into the EA/IA





WSR WEBEQUIE SUPPLY ROAD

WHERE ARE WE NOW IN THE EA/IA ?
DOING THE EFFECTS ASSESSMENT

Input from Community Members

Describe the project and decide what will be studied and how it will be measured

Identify limits of studies (land and time) and describe how things are now

Identify possible effects of project and how these can be controlled

Are there left over effects?

Look at the left over effects from past, present and future projects (the big picture)

Identify monitoring required

Compare advantages/disadvantages of project vs doing nothing

We Are Here

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NEXT STEPS

WE ARE HERE NOW

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

FALL 2024

- Targeted engagement opportunities with Indigenous communities to discuss preliminary results of cumulative effects assessment
- Early circulation of Draft Environmental Assessment Report / Impact Statement (EAR/IS) for 60-day review by Indigenous communities

Winter 2025/ Summer 2025

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

APPENDIX P2.F.3

Kashechewan First Nation

- Chief and Council Meeting Summary – September 6, 2023

WEBEQUIE SUPPLY ROAD
MEETING WITH LEADERSHIP AND
COMMUNITY INFORMATION SESSION

Kashechewan First Nation
September 6, 2023

MEETING WITH LEADERSHIP

The Webequie Supply Road Project Team met with a community leadership group consisting of Kashechewan FN Deputy Chief Betsy Lazarus, Councillor Wayne Lazarus and Community Coordinator Enoch Williams at approximately 11 am on September 6, 2023 at the Kashechewan First Nation Band Office. The purpose of this meeting was to share information on the Webequie Supply Road Project regarding the Alternatives Assessment: Evaluation of Alternative Supporting Infrastructure and Road Design.

The informal format of the meeting included a project update/introduction by Michael Fox of ICE, followed by a presentation entitled: *Consultation Round 2: Part 2 - Alternatives Assessment-Evaluation of Alternative Supporting Infrastructure and Road Design* delivered by Don Parkinson of SNC-Lavalin.

No comments or questions about the Project were received from the leadership representatives attending the meeting. Information packages were supplied to the community leadership representatives in attendance. The remaining copies of the Assessments of Alternatives presentation in English along with WSR Newsletter in English were left at the Band Office for distribution to those interested.

COMMUNITY INFORMATION SESSION

After the meeting with community leadership representatives, a community information session was conducted at the community arena at approximately 1 pm. The format of the session was open house, with handouts provided and maps showing the Webequie Supply Road Project preferred corridor displayed on the walls. A total of 15 community members attended the session. Questions were answered regarding where the Webequie Supply Road sits in the context of the other two all-season road projects and potential opportunities for employment associated with the construction of the various projects.

Information packages were supplied to the community members attending the open house.

ISSUES AND CONCERNS

- No issues and concerns were raised in either the leadership or community open house meetings.

NEXT STEPS

- Michael Fox indicated that the team would continue keep the community informed about the project and will return for further in-person meetings at the request of the community.

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Consultation Round 2: Part 2 - Alternatives Assessment

Evaluation of Alternative Supporting Infrastructure and Road Design

August 17, 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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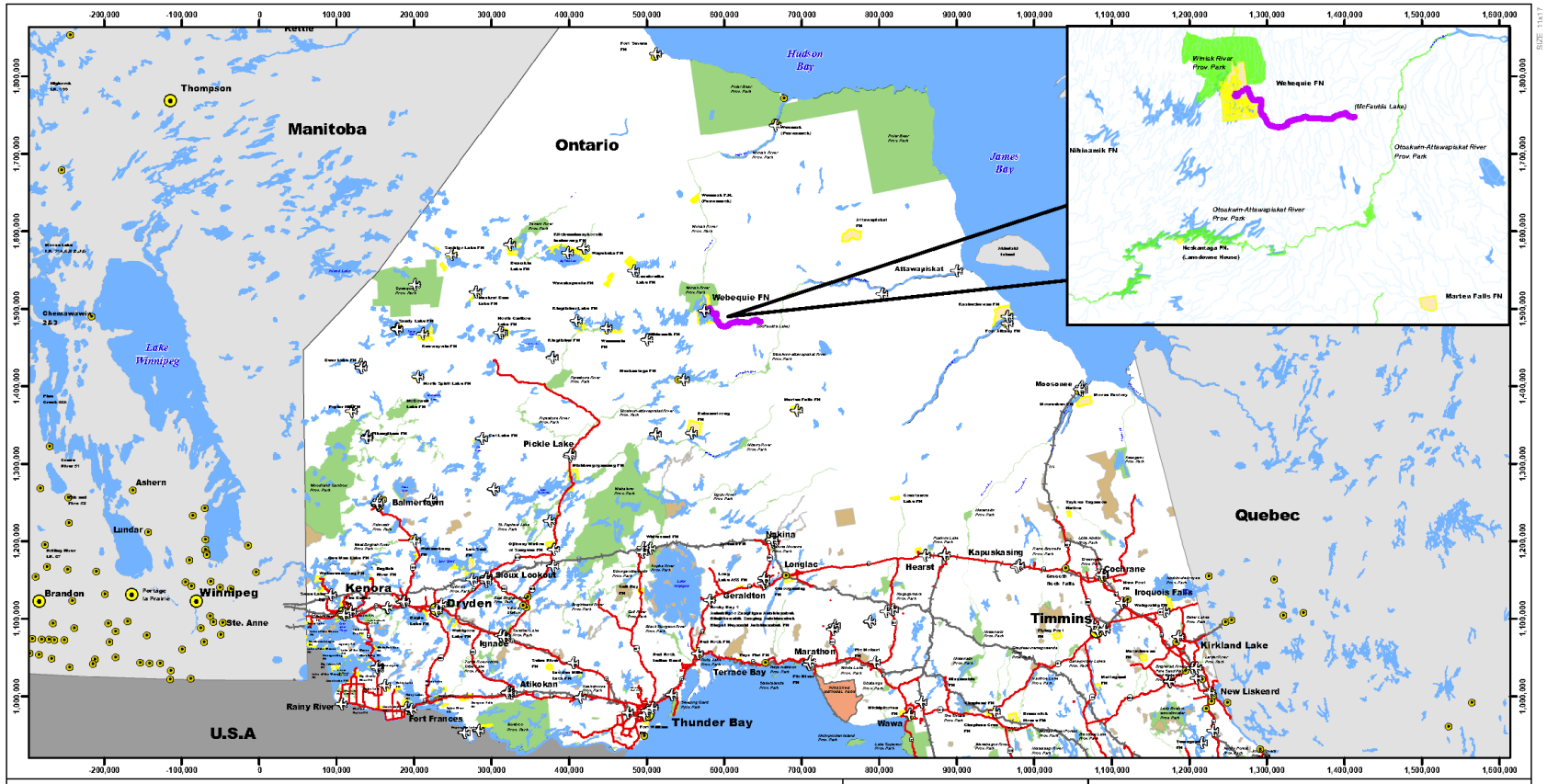
PROJECT LOCATION



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

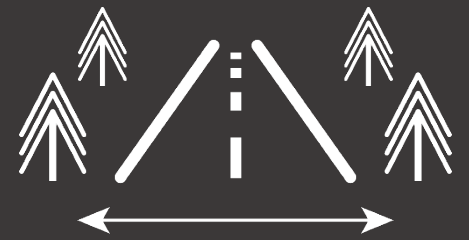
All-season road from Webequie First Nation (WFN) Airport to McFaulds Lake

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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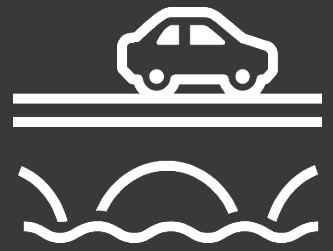
SUPPLY ROAD

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

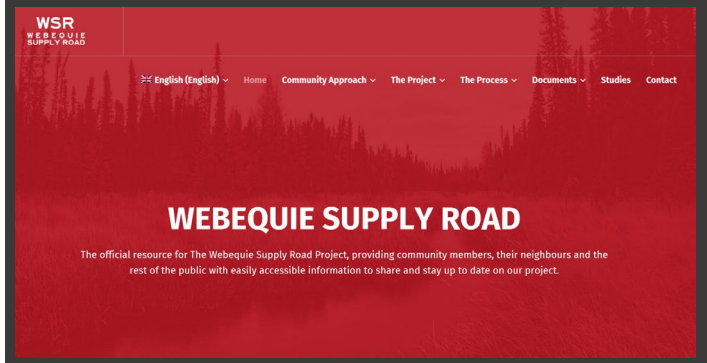
Construction camps (temporary) to accommodate construction crews and operation/maintenance office (permanent) including supportive facilities (wastewater treatment plant, potable water storage)

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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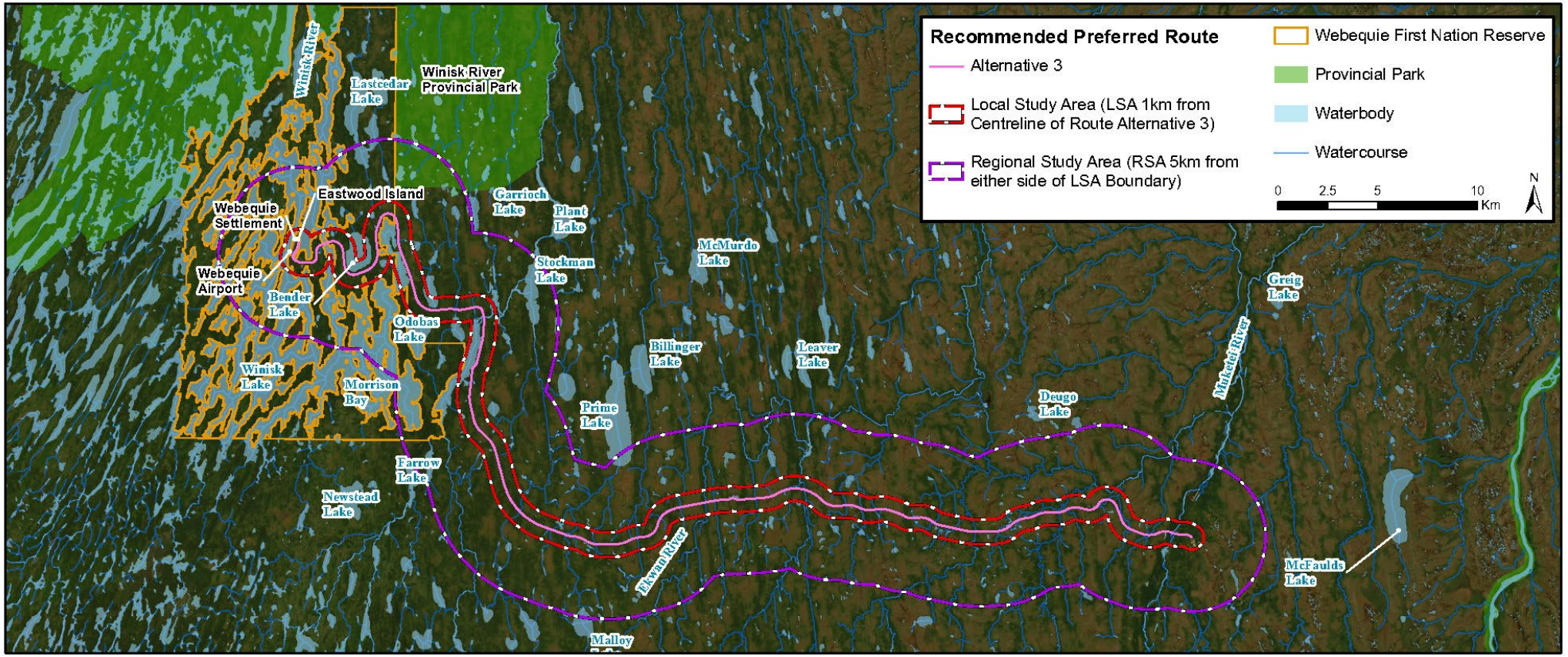
RECOMMENDED PREFERRED ROUTE

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 ASSESSMENT – SUPPORTING INFRASTRUCTURE

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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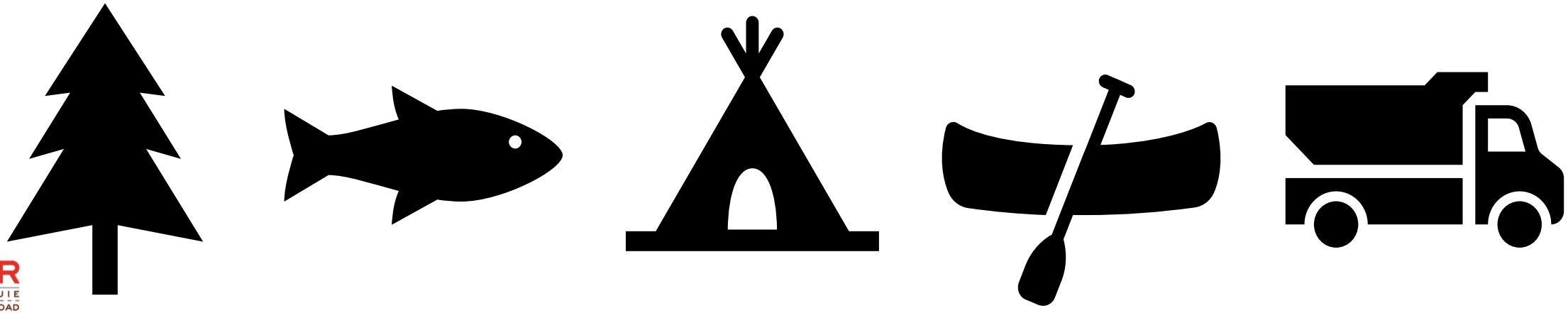
APPROACH FOR EVALUATION OF ALTERNATIVES

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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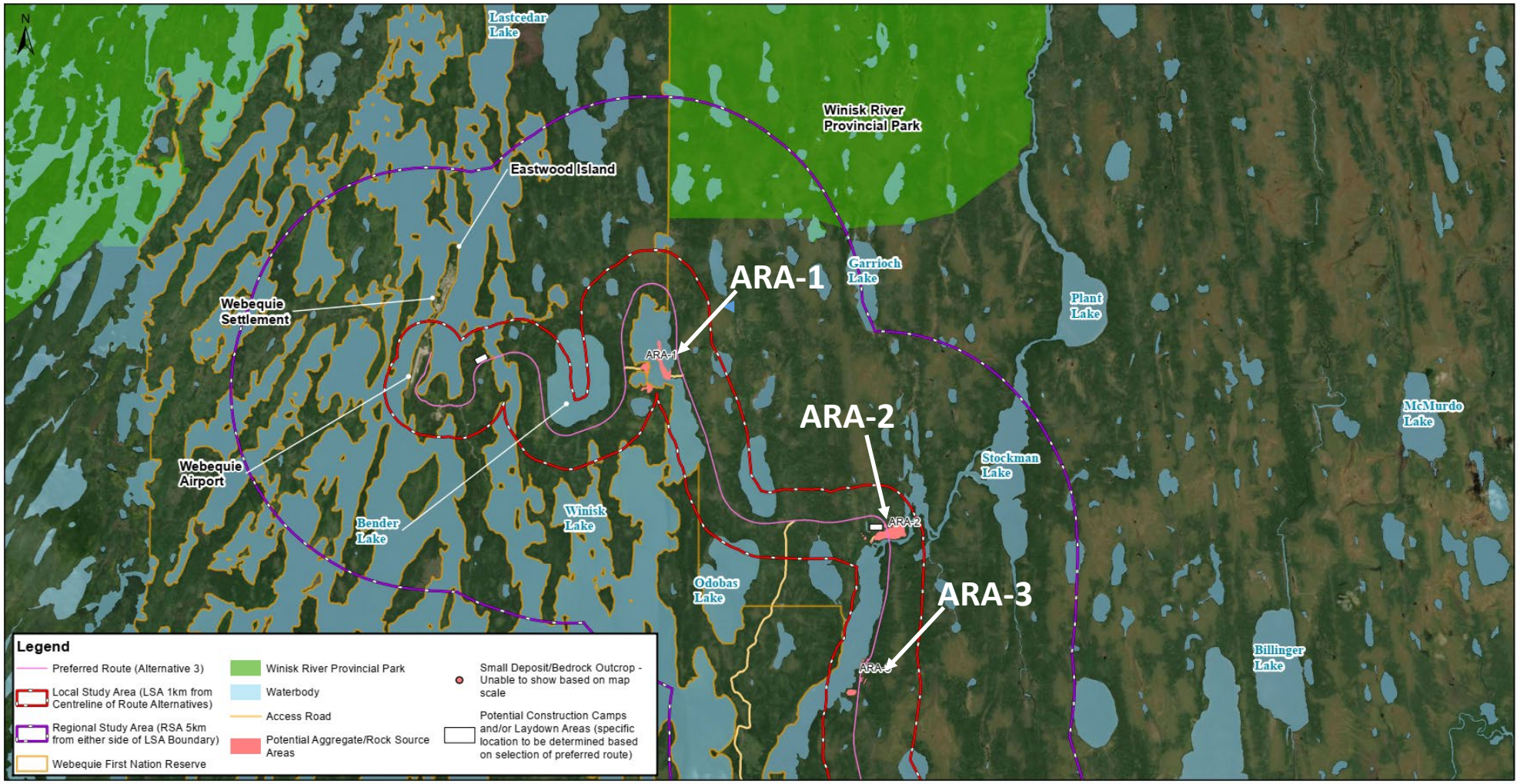
POTENTIAL AGGREGATE SOURCE AREAS (WEST)



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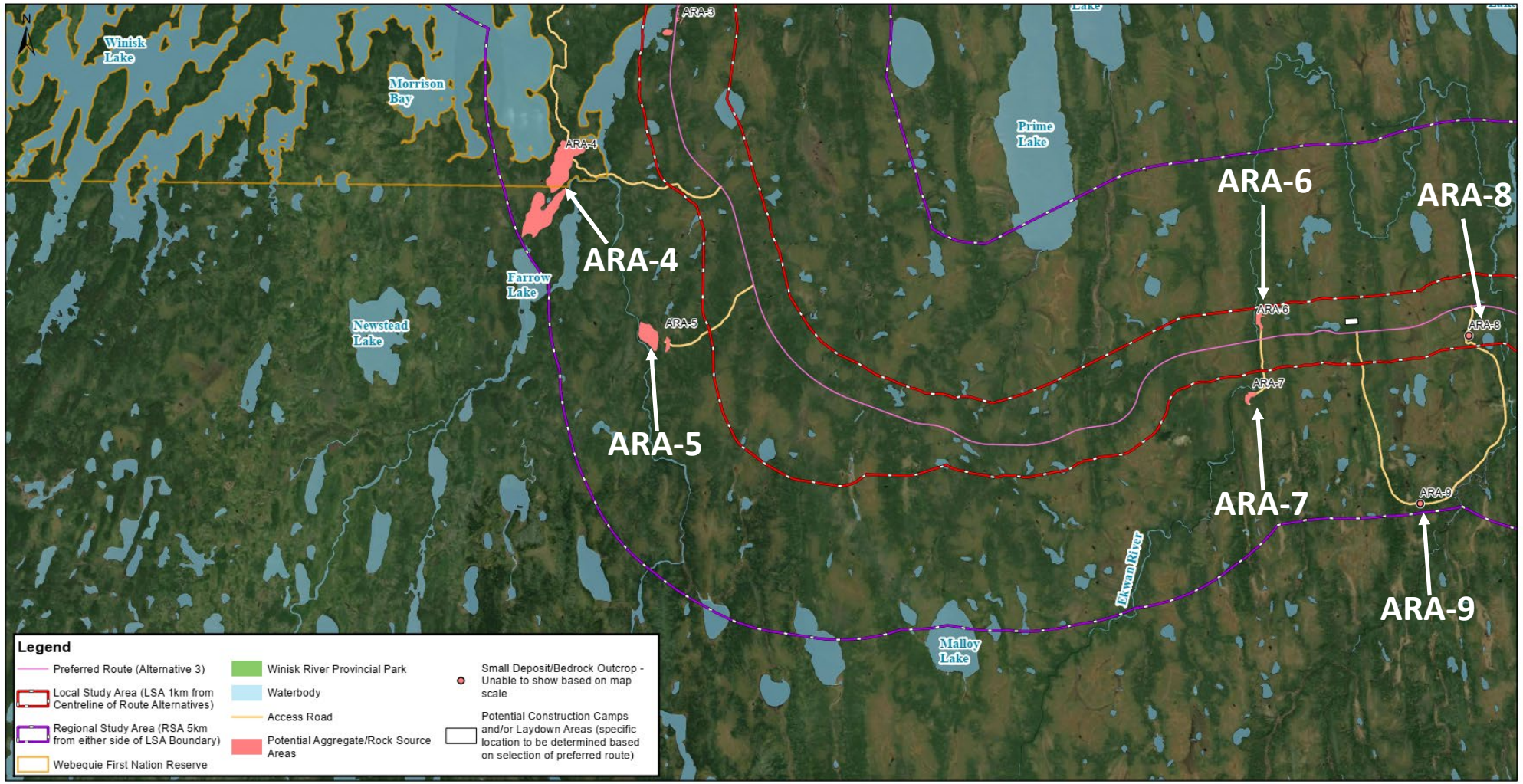
POTENTIAL AGGREGATE SOURCE AREAS (WEST-CENTRAL)



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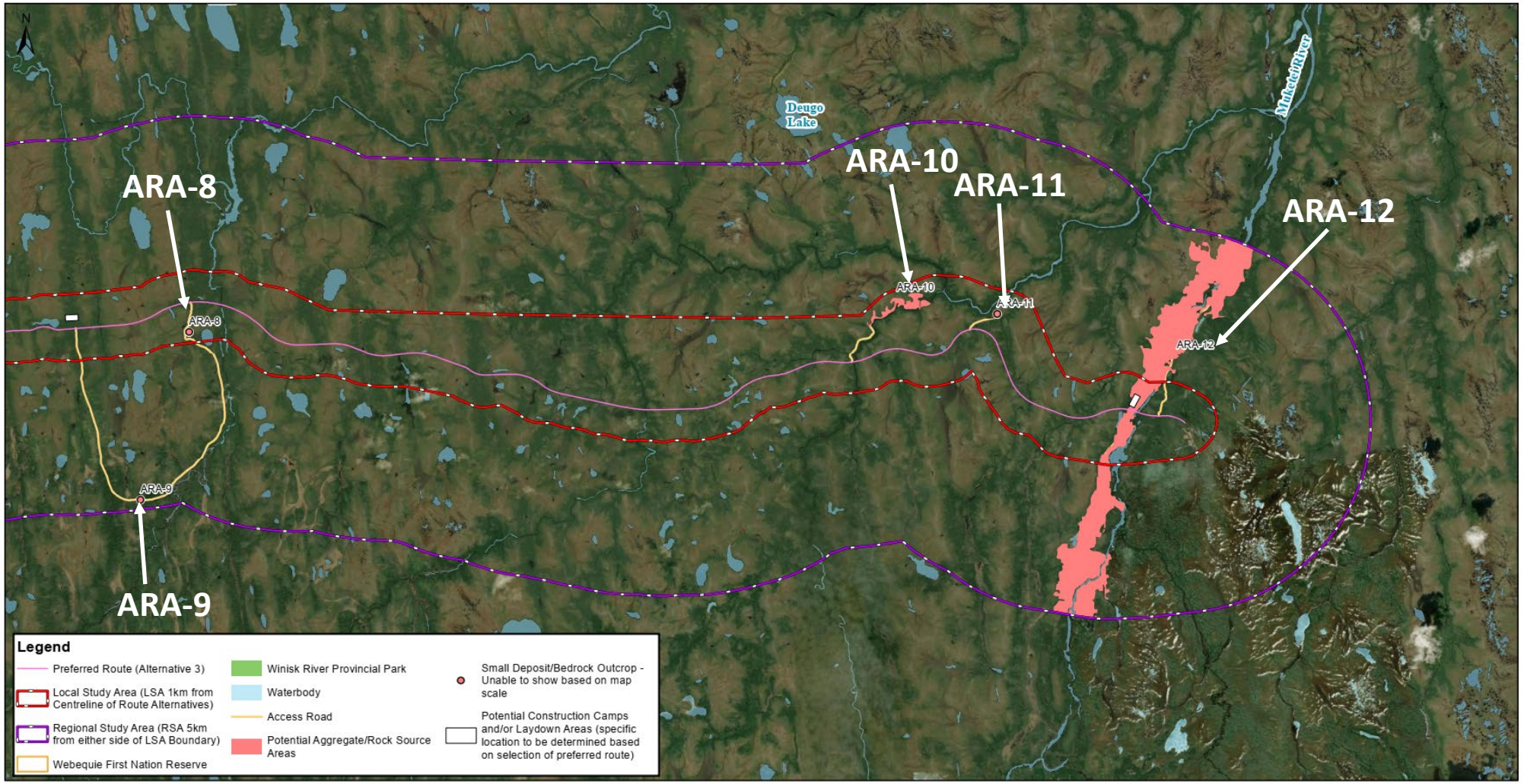
POTENTIAL AGGREGATE SOURCE AREAS (EAST)



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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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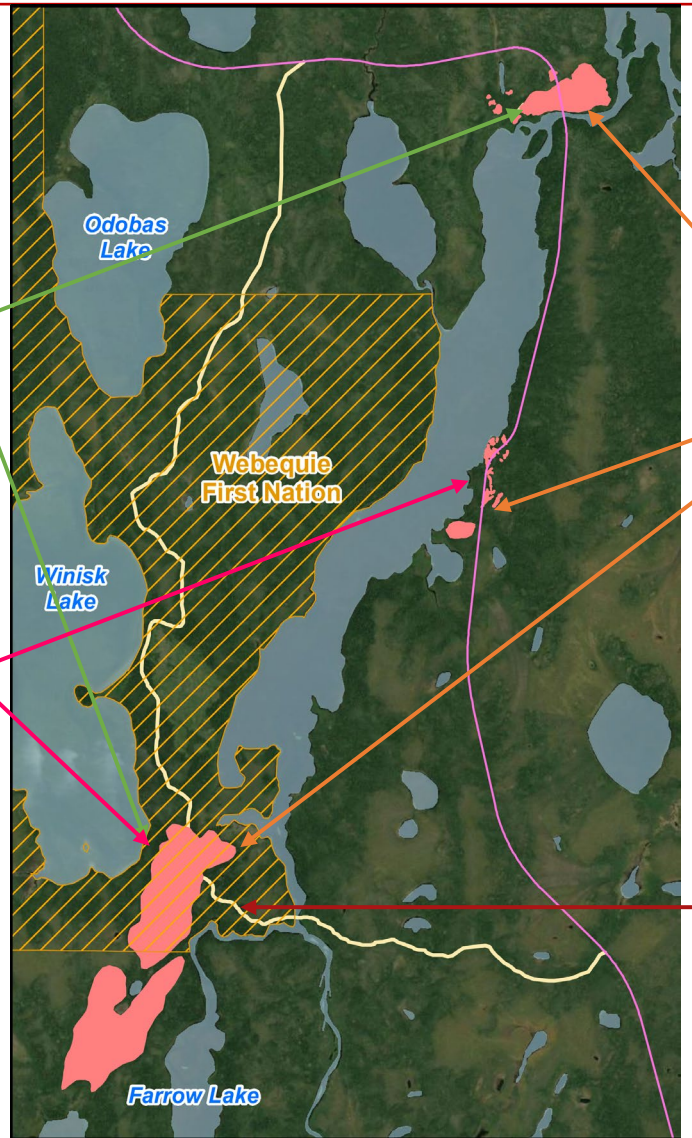
POTENTIAL AGGREGATE SOURCE AREAS (EAST)

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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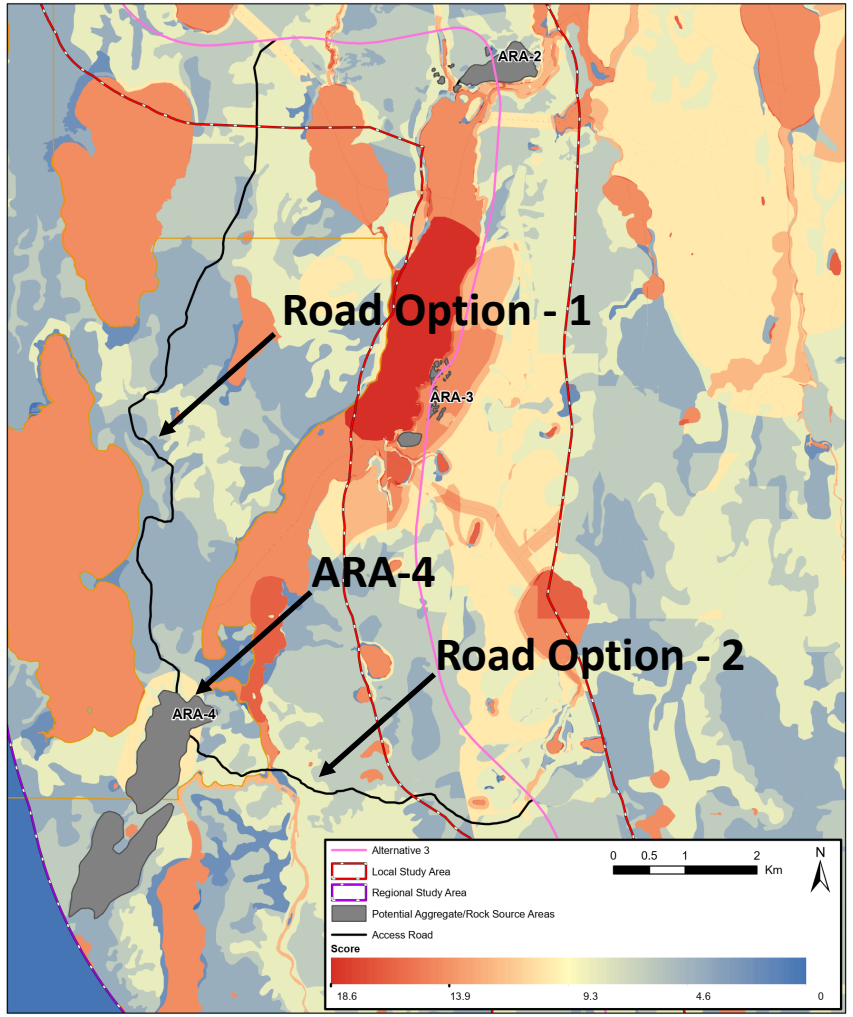
ALTERNATIVE AGGREGATE SOURCE AREAS (RESULTS)

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)

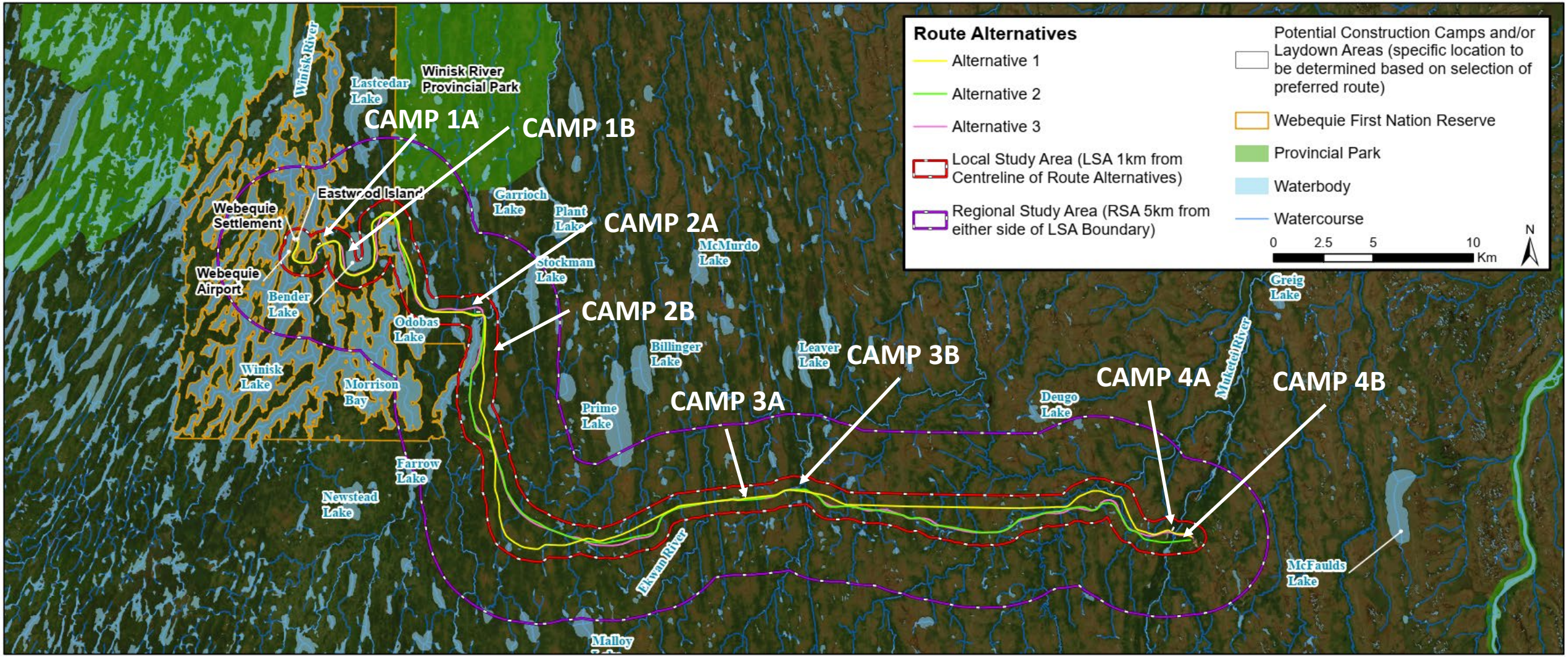
CONSTRUCTION CAMPS

The construction camps may include:

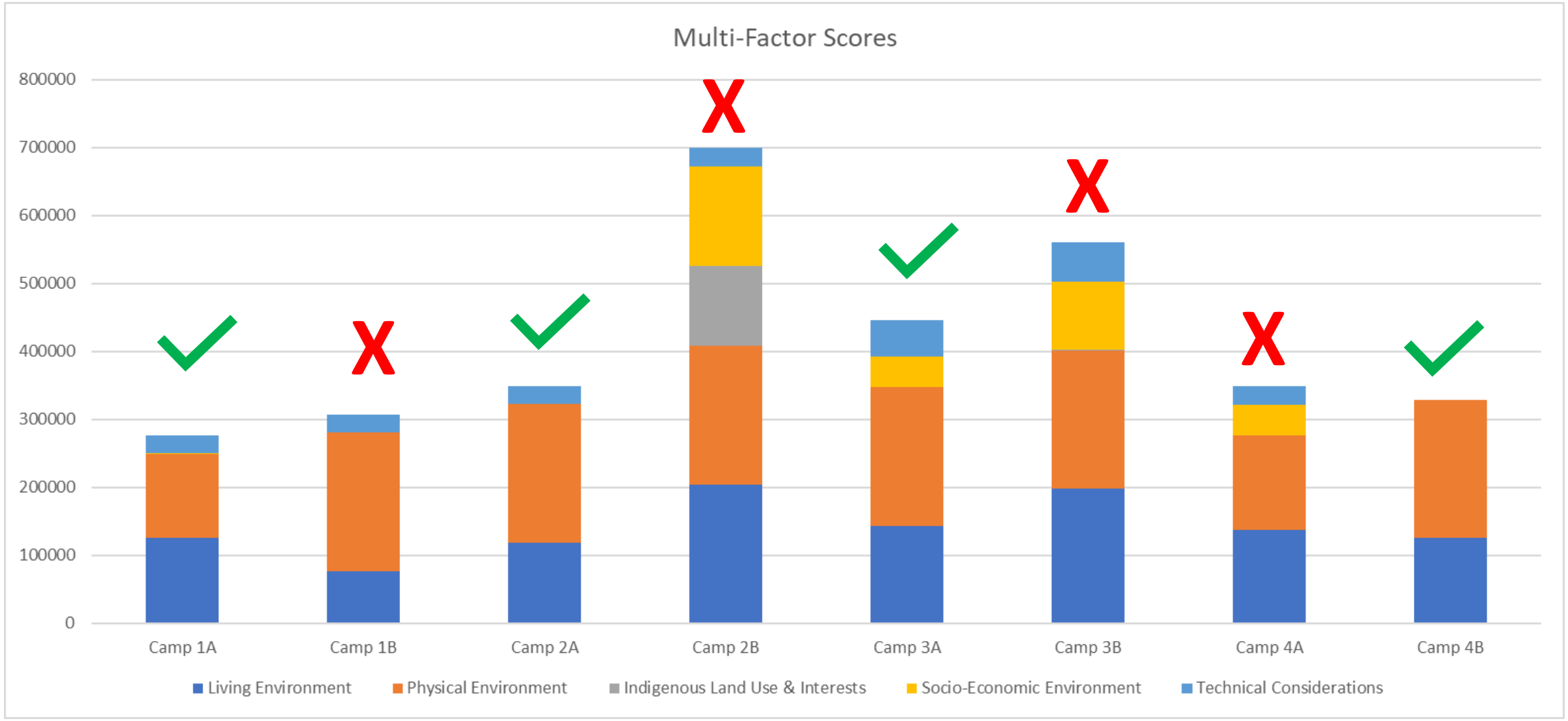
- Accommodations (bunkhouse) for workers
- Construction office(s)
- Kitchen and dining hall
- First aid station
- Communications system
- Wastewater treatment system
- Groundwater water supply well
- Waste handling and storage facility area
- Electricity supply from diesel generators
- Above ground fuel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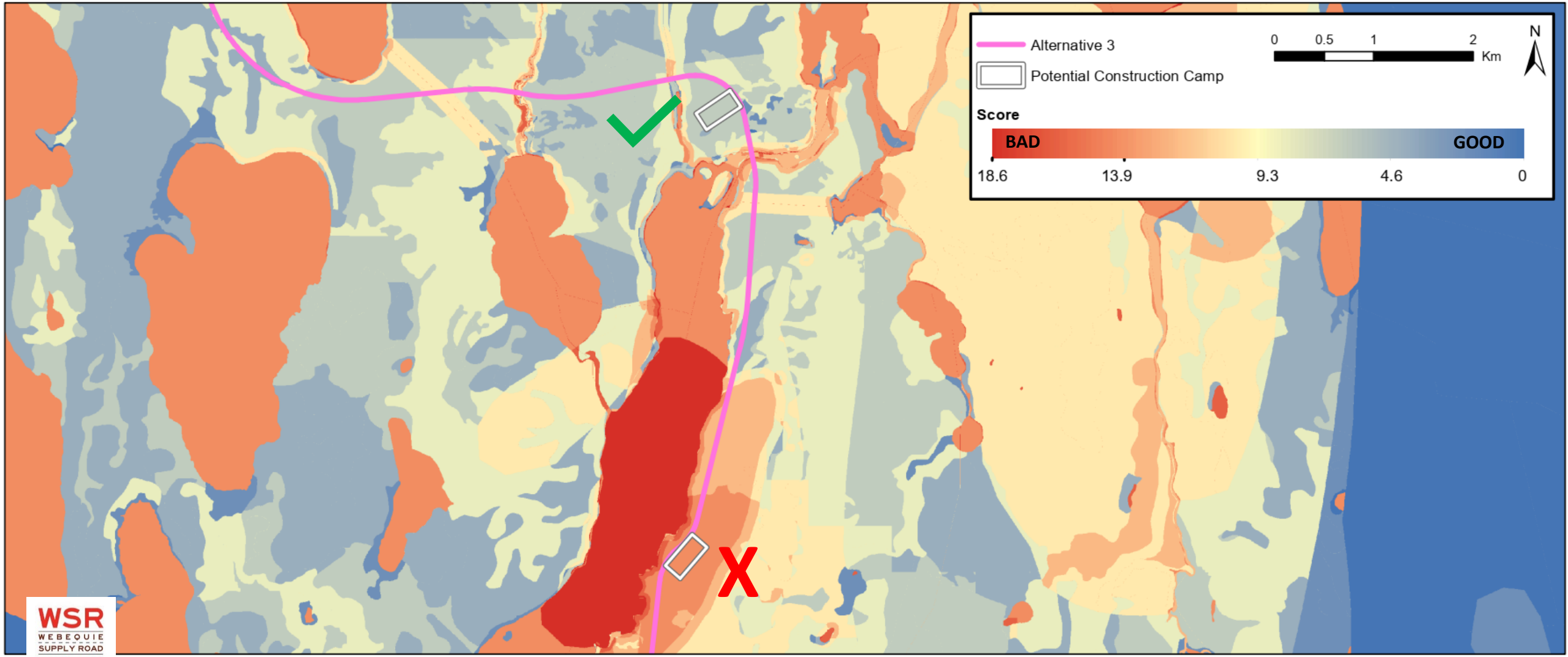
EVALUATION OF POTENTIAL CAMP LOCATIONS (2A AND 2B)



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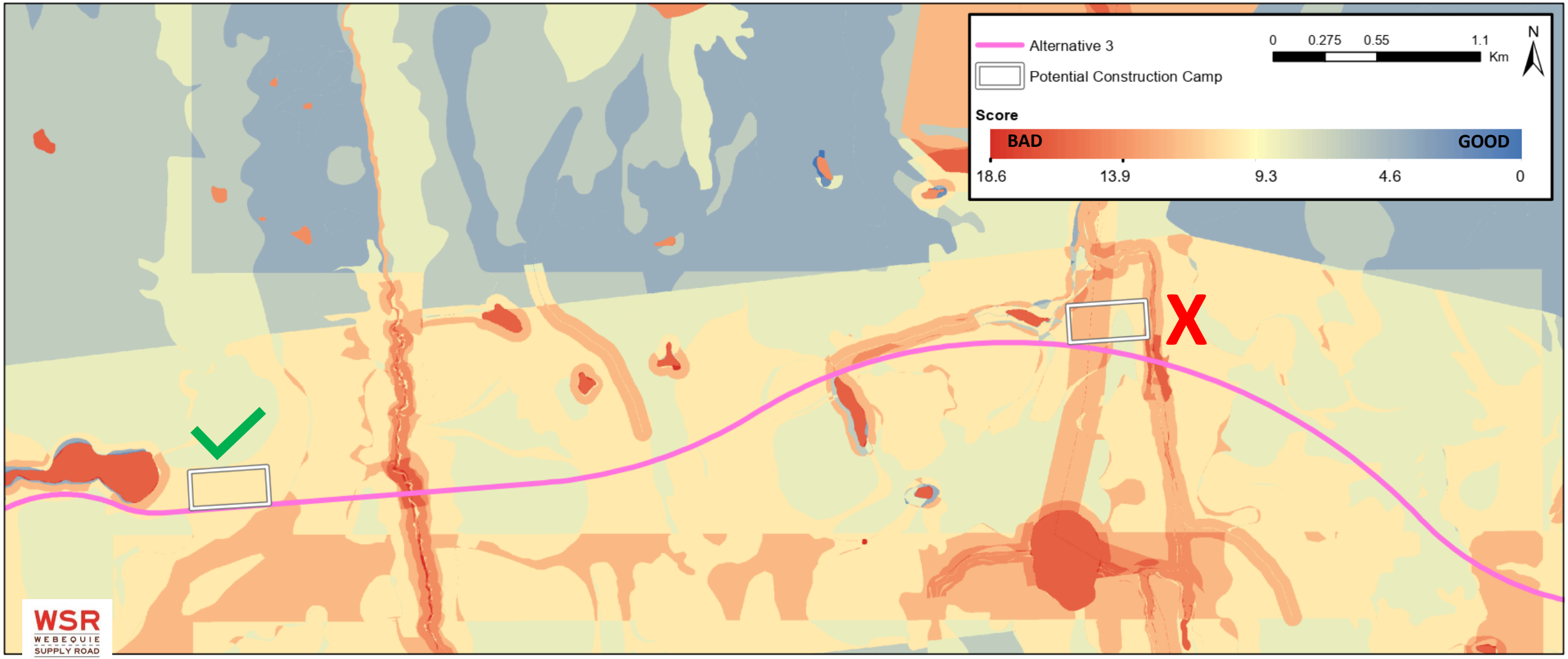
WEBEQUIE SUPPLY ROAD

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



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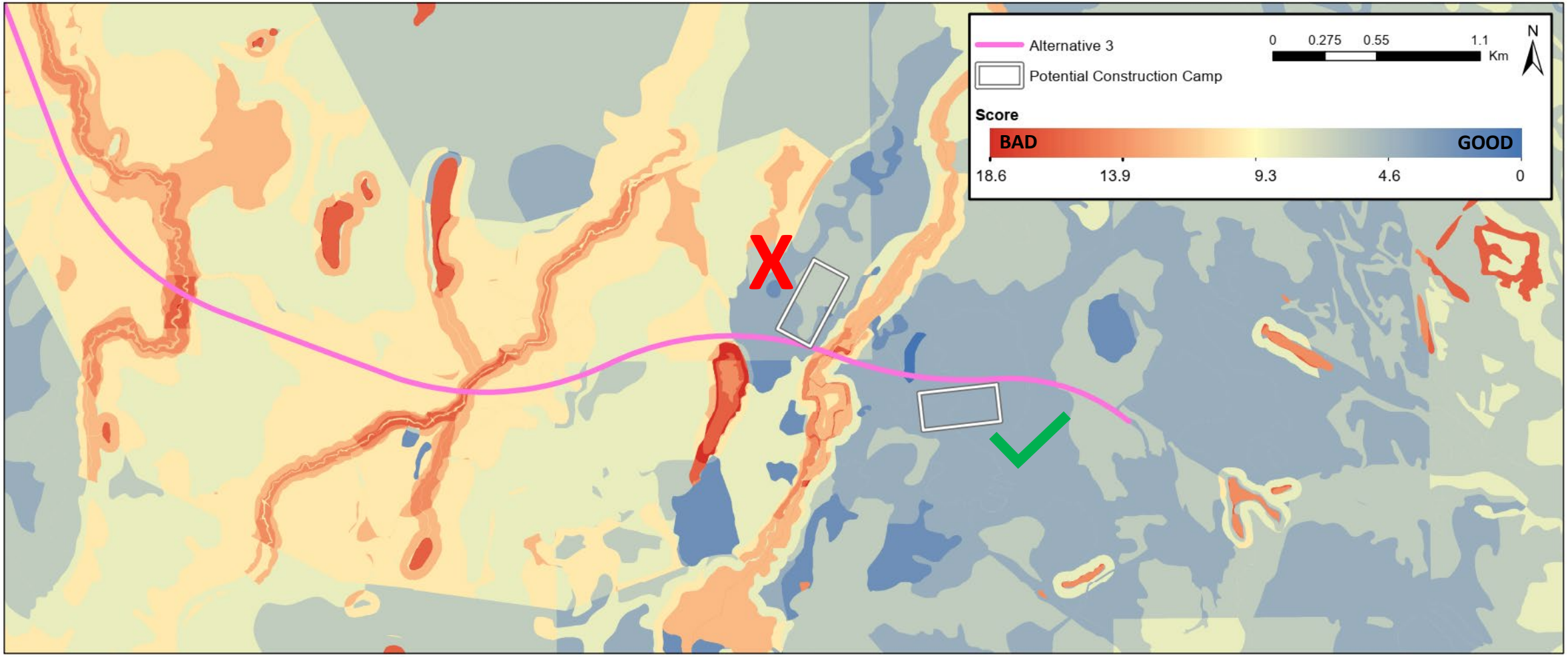
WEBEQUIE SUPPLY ROAD

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



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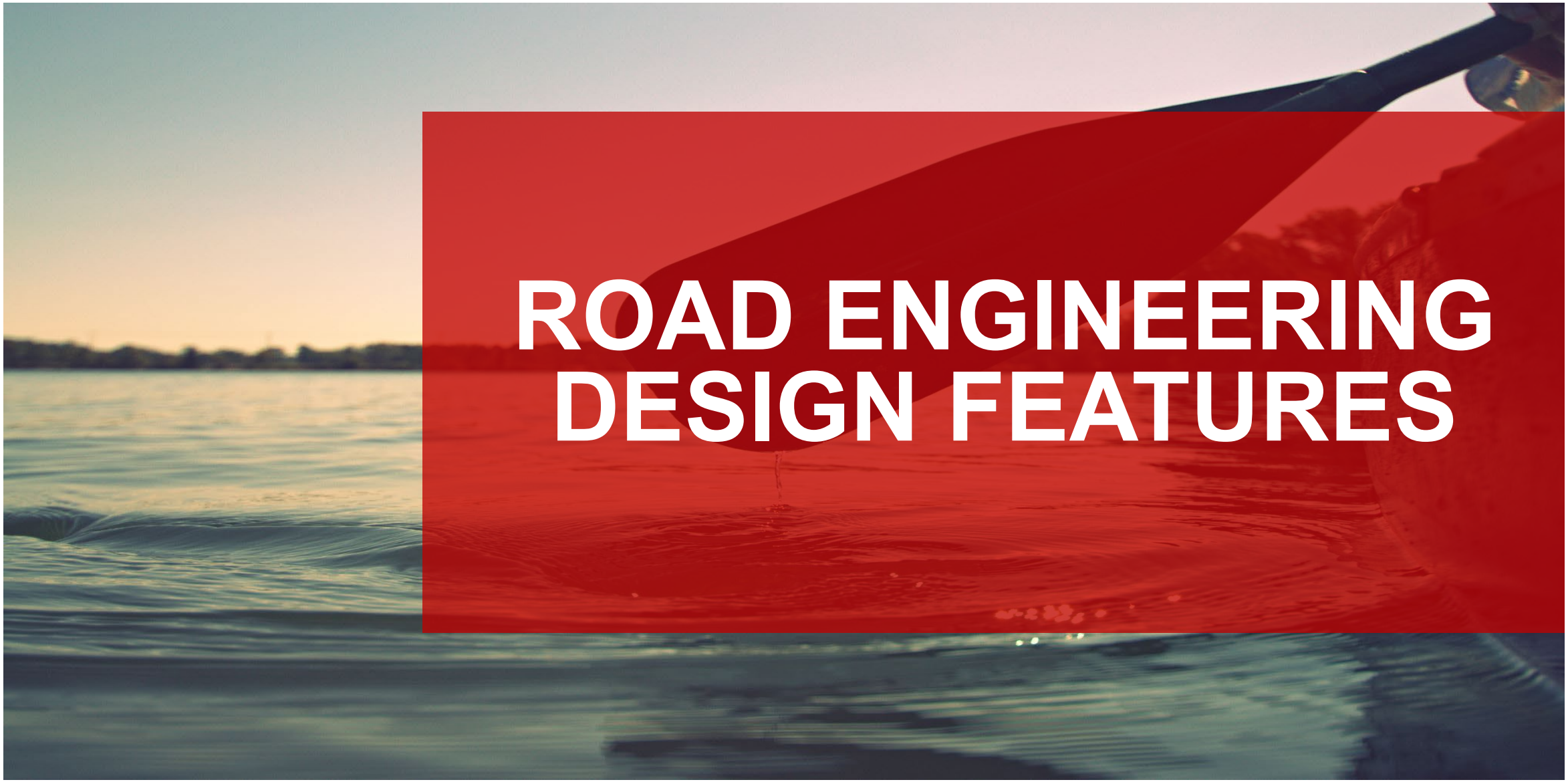
WEBEQUIE SUPPLY ROAD



ROAD ENGINEERING DESIGN FEATURES

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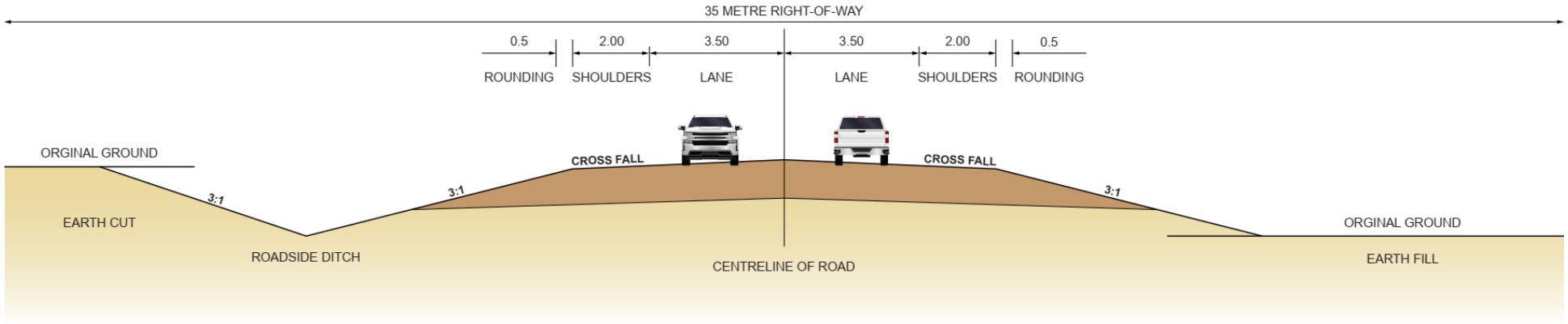
SUPPLY ROAD

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

WSR
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SUPPLY ROAD

ROAD FOUNDATION DESIGN

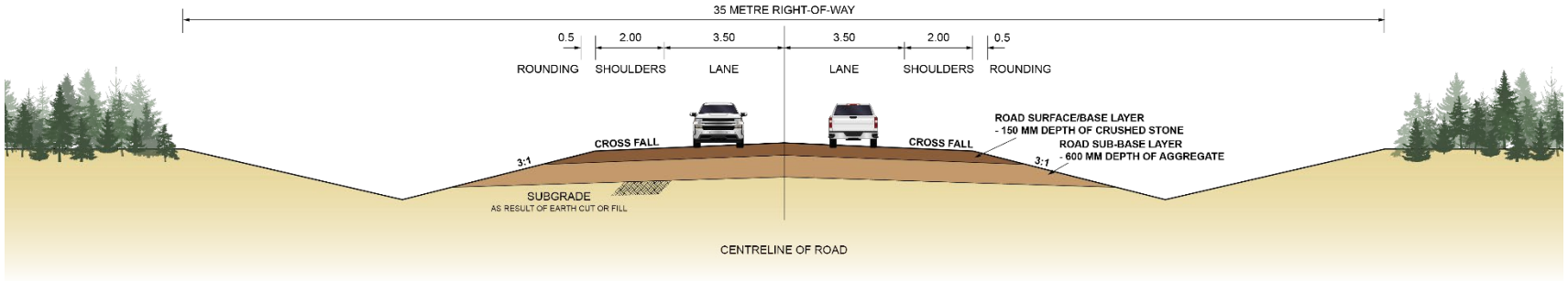
The west half of the road in upland area has “fair to good soil conditions” and east half of the road in lowland area (peatland/muskeg) has “poor to very poor soil conditions” for building a road

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

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



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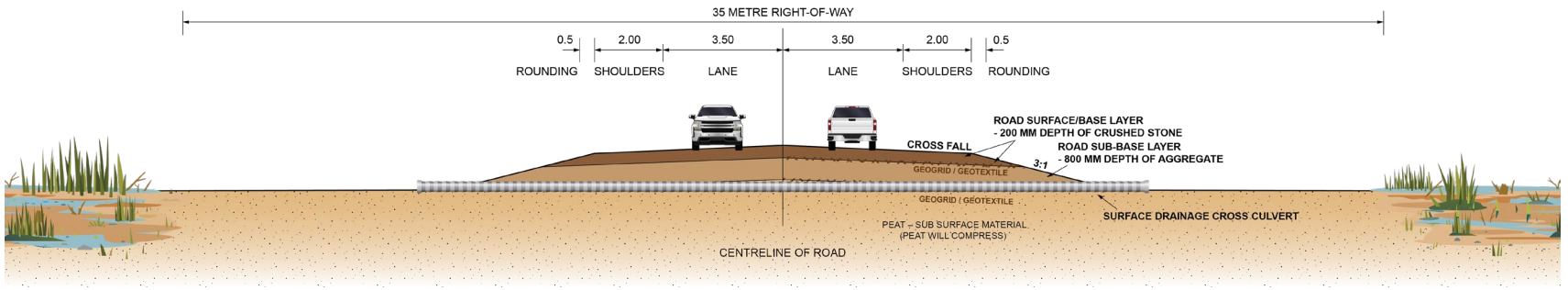
UPLAND AREA (NORTH-SOUTH SECTION)

ALL DIMENSION ARE IN METRES



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LOWLAND AREA (EAST-WEST SECTION)

ALL DIMENSION ARE IN METRES

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WATERCOURSE CROSSINGS

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

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

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

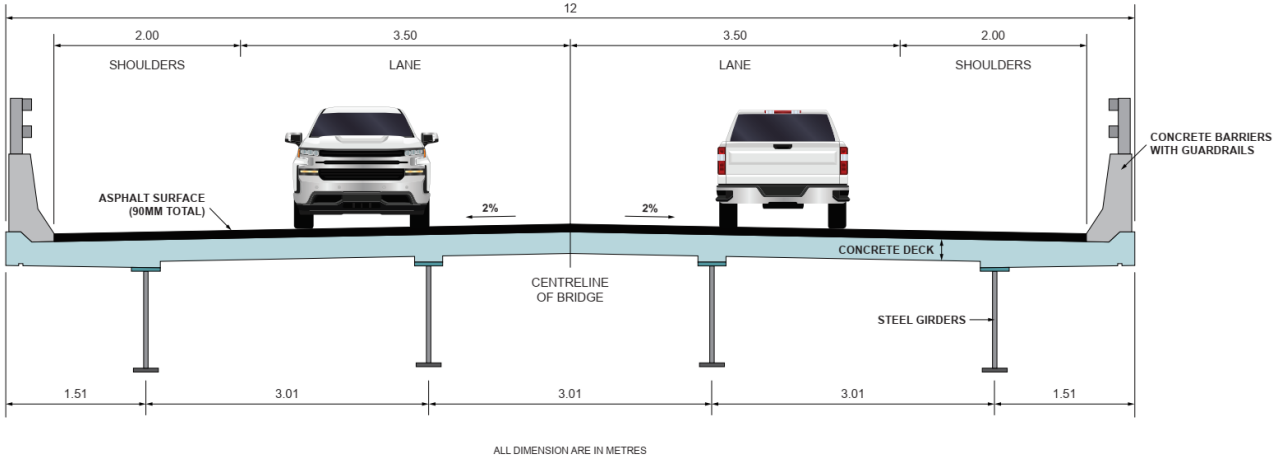
- Constructability and remoteness of location
- Maintenance and life cycle of structure type
- Hydrology/surface water flow
- Physical and biological characteristics at waterbody sites (e.g., soil conditions, width of waterbody, fish/fish habitat sensitivity)
- Navigation of waterways by boats

WATERCOURSE CROSSINGS - BRIDGES

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

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

Typical bridge proposed for WSR



View of Bridge Deck

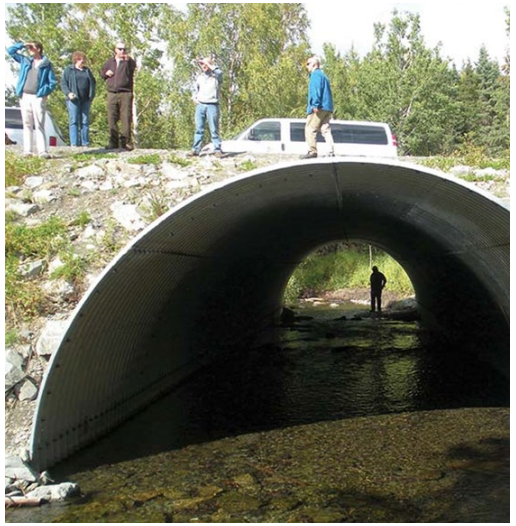
WSR
WEBEQUIE SUPPLY ROAD

WATERCOURSE CROSSINGS - CULVERTS

Three types of culverts are proposed for the WSR

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

Open Bottom Steel Arch Culvert Under Construction



Open Bottom Steel Arch Culvert In Service

Corrugated Steel Pipe

Steel Arch Culvert

WSR
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SUPPLY ROAD

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
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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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