

January 30, 2026

AtkinsRéalis Ref: 661910

**Webequie Supply Road Project
Environmental Assessment Report / Impact Statement**

**SECTION 16: ASSESSMENT OF
EFFECTS ON NON-TRADITIONAL
LANDS AND RESOURCE USE**



WEBEQUIE FIRST NATION

AtkinsRéalis



WSR
WEBEQUIE
SUPPLY ROAD

Contents

- 16. Assessment of Effects on Non-Traditional Land and Resource Use 16-7**
 - 16.1 Scope of the Assessment 16-8
 - 16.1.1 Regulatory and Policy Setting..... 16-8
 - 16.1.2 Consideration of Input from Engagement and Consultation Activities 16-12
 - 16.1.3 Incorporation of Indigenous Knowledge and Land and Resource Use Information..... 16-13
 - 16.1.4 Valued Components and Indicators 16-15
 - 16.1.5 Spatial and Temporal Boundaries 16-17
 - 16.1.5.1 Spatial Boundaries 16-17
 - 16.1.5.2 Temporal Boundaries..... 16-20
 - 16.1.6 Identification of Project Interactions with Non-Traditional Land and Resource Use 16-20
 - 16.2 Existing Conditions..... 16-24
 - 16.2.1 Methods 16-24
 - 16.2.1.1 Engagement and Consultation..... 16-24
 - 16.2.1.2 Collection and Analysis of Baseline Information 16-25
 - 16.2.1.3 Gender Based Analysis Plus (GBA+) 16-26
 - 16.2.1.4 Indigenous Knowledge and Land and Resource Use..... 16-27
 - 16.2.1.5 Summary of Data Sources 16-28
 - 16.2.2 Results 16-29
 - 16.2.2.1 Land Use Context 16-29
 - 16.2.2.2 Land Use Planning and Stewardship..... 16-38
 - 16.2.2.3 Commercial and Industrial Land Use..... 16-64
 - 16.2.2.4 Recreation 16-87
 - 16.2.2.5 Tourism 16-99
 - 16.2.2.6 Provincial and Federal Parks, Ontario Areas of Natural and Scientific Interest and Other Protected Areas..... 16-105
 - 16.2.2.7 Transportation 16-109
 - 16.3 Identification of Potential Effects, Pathways and Indicators 16-120
 - 16.3.1 Change to Land Use Compatibility and Stewardship 16-126
 - 16.3.1.1 Local Study Area 16-126
 - 16.3.1.2 Regional Study Area 16-134
 - 16.3.2 Change to Commercial/Industrial Land Use..... 16-137
 - 16.3.2.1 Local Study Area 16-137
 - 16.3.2.2 Regional Study Area 16-141
 - 16.3.3 Change to Recreation and Tourism..... 16-142
 - 16.3.3.1 Local Study Area 16-143
 - 16.3.3.2 Regional Study Area 16-150



Contents (Cont'd)

16.3.4	Change to Transportation	16-156
16.3.4.1	Local Study Area	16-156
16.3.4.2	Regional Study Area	16-160
16.3.5	Summary.....	16-162
16.4	Mitigation and Enhancement Measures	16-163
16.4.1	Changes to Land Use Planning and Stewardship	16-163
16.4.2	Change to Commercial/Industrial Activities	16-166
16.4.3	Changes to Recreation and Tourism	16-169
16.4.4	Change to Transportation	16-173
16.4.5	Summary.....	16-178
16.5	Characterization of Net Effects	16-181
16.5.1	Potential Effect Pathways Not Carried Through for Further Assessment .	16-183
16.5.1.1	Changes to Land Use Planning and Stewardship	16-183
16.5.1.2	Changes to Commercial/Industrial Activities.....	16-183
16.5.1.3	Changes to Recreation and Tourism	16-183
16.5.1.4	Changes to Transportation.....	16-184
16.5.2	Predicted Net Effects	16-185
16.5.2.1	Changes to Recreation and Tourism	16-185
16.5.2.2	Changes to Transportation.....	16-186
16.5.3	Summary.....	16-188
16.6	Determination of Significance	16-190
16.6.1	Methodology	16-190
16.6.2	Results	16-190
16.6.2.1	Recreation and Tourism.....	16-192
16.6.2.2	Transportation	16-192
16.6.3	Summary.....	16-193
16.7	Cumulative Effects	16-193
16.8	Prediction of Confidence in the Assessment	16-194
16.9	Predicted Future Condition of the Environment if the Project Does Not Proceed	16-195
16.10	Follow-Up and Monitoring	16-196
16.11	References.....	16-198



Contents (Cont'd)

In-Text Figures

Figure 16.1:	Local Study Area and Regional Study Area for Non-Traditional Land and Resource Use	16-19
Figure 16.2:	Treaty Lands and Indigenous Communities	16-32
Figure 16.3:	First Nations Areas of Interest for Planning based on Available Community Based Land Use Planning Documentation	16-40
Figure 16.4:	Webequie First Nation Three-Tier Model	16-42
Figure 16.5:	Webequie First Nation On-Reserve Land Use Plan – What Will We Build Where?	16-44
Figure 16.6:	Webequie First Nation On-Reserve Land Use Plan – Future Roads map	16-45
Figure 16.7:	Webequie Concepts of Comprehensive Community Plan	16-47
Figure 16.8:	Marten Falls First Nation Area of Interest for Planning	16-52
Figure 16.9:	Attawapiskat First Nation Planning Area	16-53
Figure 16.10:	Eabametoong First Nation and Mishkeegogamang First Nation Area of Interest for Planning	16-54
Figure 16.11:	Weenusk First Nation Area of Interest for Planning	16-62
Figure 16.12:	Existing Mining Claims and Tenure in the RSA	16-70
Figure 16.13:	Existing Aggregate Deposits in the LSA and RSA	16-72
Figure 16.14:	Existing Aggregate Deposits in the Project Footprint	16-73
Figure 16.15:	Transmission and Power Lines in Northern Ontario	16-86
Figure 16.16:	Outposts in the RSA	16-91
Figure 16.17:	Provincial Parks, Ontario ANSI in the RSA	16-108
Figure 16.18:	Webequie Winter Road Routes	16-110

In-Text Tables

Table 16-1:	Key Regulations, Legislations, Policies Relevant to Non-Traditional Land and Resource Use	16-8
Table 16-2:	Non-Traditional Land and Resource Use – Summary of Inputs received during Engagement and Consultation	16-12
Table 16-3:	Non-Traditional Land and Resource Use VCs – Summary of Indigenous Knowledge Shared with the Project	16-14
Table 16-4:	Non-Traditional Land and Resource Use VCs – Indicators and Rationale	16-16
Table 16-5:	Project Interactions with Non-Traditional Land and Resource Use VCs and Potential Effects	16-21
Table 16-6:	Dates of Project Team Visits to First Nations	16-27
Table 16-7:	Summary of Data Sources for Non-Traditional Land and Resource Use VCs	16-28
Table 16-8:	Existing Mining Claims and Mining Claims with Tenure in the LSA	16-69
Table 16-9:	Existing Aggregate Deposits within the LSA	16-71
Table 16-10:	Proposed and Planned Industrial Developments for Marten Falls First Nation	16-77
Table 16-11:	Existing Mining Claims and Mining Claims with Tenure in the RSA	16-82
Table 16-12:	Proposed and Planned Industrial Developments in the RSA	16-83
Table 16-13:	Status of Energy Resources and Connections of First Nations Communities in the RSA	16-85
Table 16-14:	Recreation Activities and The Needs and Barriers for Youth and Women in Webequie First Nation	16-88



Contents (Cont'd)

In-Text Tables (Cont'd)

Table 16-15:	Barriers to Recreation Perceived by Youth	16-93
Table 16-16:	Recreation in First Nations Communities in RSA.....	16-94
Table 16-17:	Socio-Economic Survey Responses for Recreation by Weenusk and Marten Falls First Nations.....	16-96
Table 16-18:	Summary of Indigenous Comments on Resources that Support Recreation.....	16-98
Table 16-19:	ANSI in the RSA	16-107
Table 16-20:	Ontario Winter Road Systems and Connected Communities in the Local Study Area	16-111
Table 16-21:	Local Study Area Communities Within or Nearby Secondary Watersheds.....	16-113
Table 16-22:	Ontario Winter Road Systems and Connected Communities in the Regional Study Area.....	16-115
Table 16-23:	Summary of Traffic Volume and Collisions in the RSA	16-116
Table 16-24:	Ontario Airlines with Services to Remote Communities in the RSA.....	16-117
Table 16-25:	First Nations Within or Near Secondary Watersheds in the RSA	16-119
Table 16-26:	Potential Effects, Pathways and Indicators for Non-Traditional Land and Resource Use Valued Components	16-122
Table 16-27:	WSR Length and Area on Lands.....	16-126
Table 16-28:	Summary of Webequie First Nation On-Reserve Land Use Plan – Development Review and Approval Guidelines.....	16-127
Table 16-29:	Weenusk First Nation Area of Interest for Planning and Attawapiskat First Nation Planning Area within Project Footprint, Local Study and Regional Study Area	16-135
Table 16-30:	Highlights of Priorities from First Nations CBLUP Terms of Reference for Transportation Infrastructure	16-135
Table 16-31:	Stewardship Highlights of First Nations and Tribal Councils in the RSA	16-136
Table 16-32:	Existing Mining Claims and Land Tenure in the Project Footprint and LSA.....	16-138
Table 16-33:	Number and Area of Existing Aggregate Sources in Project Footprint, LSA and RSA.....	16-140
Table 16-34:	Number and Locations of Camps, Tent Frames and Cabins in the Project Footprint, LSA and RSA	16-143
Table 16-35:	List of Navigable Waterbody Crossings for WSR.....	16-148
Table 16-36:	Summary and Conclusion of Potential Effects for the Non-Traditional Land and Resource Use VCs	16-163
Table 16-37:	Potential Federal and Provincial Policy Tools to Restrict Road Access.....	16-164
Table 16-38:	Summary of Potential Effects, Mitigation Measures and Predicted Net Effects for Non-Traditional Land and Resource Use VCs	16-179
Table 16-39:	Criteria for Characterization of Predicted Net Effects on Land and Resource Use VC	16-181
Table 16-40:	Summary of Predicted Net Effects on Non-Traditional Land and Resource Use VC	16-189
Table 16-41:	Determination of Significance for the Non-Traditional Land and Resource Use VCs.....	16-191
Table 16-42:	Summary of Follow-up and Monitoring.....	16-196



Disclaimer

Due to potential sensitivity and confidentiality of some features referred to in this Section 16 of the EAR/IS, mapping or locations of such features have been redacted.



16. Assessment of Effects on Non-Traditional Land and Resource Use

The valued components (VCs) under the Non-Traditional Land and Resource Use component were identified during the VC scoping and selection process as part of the Environmental Assessment (EA) / Impact Assessment (IA) processes. This section describes the potential effects the Project may have on the Non-Traditional Land and Resource Use VCs. Non-Traditional land and resource use refers to the use of the land and their resources for commercial and industrial purposes such as mining and aggregates, recreation and tourism activities. Non-Traditional land and resource use also refers to designation of lands, through federal, provincial or local policy instruments (e.g., transportation or provincial parks). Traditional land and resource use activities such as customary harvest of animals and plants are presented in Section 19 of the EAR/IS.

The existing conditions of Non-Traditional Land and Resource Use were established to determine the potential effects of the Project. The characterization of existing conditions and assessment of effects was based on a review of government regulations and policies, Treaty information, land use planning documents, literature and other online sources, socio-economic primary data collection program, the Indigenous Knowledge program, engagement and consultation activities with Indigenous communities, and other materials.

The results of the baseline studies are provided in the Socio-Economic Baseline Report (Appendix L of this Environmental Assessment Report / Impact Statement (EAR/IS)) as well as summarized in **Section 16.2**.

The assessment of potential effects on the Non-Traditional Land and Resource Use VCs is presented in the following manner:

- Scope of the Assessment;
- Existing Conditions Summary;
- Potential Effects, Pathways, and Indicators;
- Mitigation and Enhancement Measures;
- Characterization of Net Effects;
- Determination of Significance;
- Cumulative Effects;
- Prediction of Confidence in the Assessment;
- Predicted future Condition of the Environment if the Project does not proceed;
- Follow-up and Monitoring Programs; and
- References.

16.1 Scope of the Assessment

16.1.1 Regulatory and Policy Setting

The Non-Traditional Land and Resource Use VCs are assessed in accordance with the requirements of the *Impact Assessment Act* (IA Act) and the Impact Assessment Agency of Canada’s Tailored Impact Statement Guidelines (TISG) for the Project, the *Ontario Environmental Assessment Act* (EA Act), the provincial approved EA Terms of Reference (ToR) (Appendix A-2) and EA/IA guidance documents.

Key legislation, regulations, and policies relevant to the assessment of the Non-Traditional Land and Resource Use VCs for construction, operation and maintenance of the Project are presented in **Table 16-1**.

Table 16-1: Key Regulations, Legislations, Policies Relevant to Non-Traditional Land and Resource Use

Regulatory Agency	Regulation, Legislation, or Policy	Project Relevance
Federal		
Impact Assessment Agency of Canada (IAAC)	<i>Impact Assessment Act</i> (2023)	The Project is subject to the federal <i>Impact Assessment Act</i> (refer to Section 2). The TISG issued by IAAC (2020) for the Project (Appendix A-1) were used to identify requirements for the assessment of Non-Traditional Land and Resource Use VCs.
Impact Assessment Agency of Canada	Practitioner’s Guide to Federal Impact Assessments (2023)	The Project follows the policy frameworks, guidance documents and templates provided in the Guide to Impact Assessment (IA) by IAAC (2023).
Impact Assessment Agency of Canada	Guidance: Gender-based Analysis Plus (GBA+) in Impact Assessment (2021)	The Project refers to the guidance document on GBA+, which is a component of the Practitioner’s guide to federal IAs under the <i>Impact Assessment Act</i> .
Crown-Indigenous Relations and Northern Affairs Canada / Indigenous Services Canada (ISC)	<i>Indian Act</i>	Project development on designated reserve land (or implicated via spatial bounds) will be subject to provisions and oversight via the <i>Indian Act</i> . The assessment will also consider Project effects related to the land-use mandate associated with the <i>Indian Act</i> in relation to governance, reserve lands, land management and allotment, land use and development, claims and additions to reserves related to First Nation communities.
Crown-Indigenous Relations and Northern Affairs Canada / Indigenous Services Canada (ISC)	<i>Indian Act</i> and Indian Timber Harvesting Regulations	Timber removal on Federal land jurisdiction within the Project footprint may be subjected to regulations under the <i>Indian Act</i> . Currently, no regulation under this Act applies to Webequie First Nation; however, the <i>Indian Act</i> does have provisions for such. Project timber harvest may result in changes to the traditional economy and/or represent Crown stumpage fees.



Regulatory Agency	Regulation, Legislation, or Policy	Project Relevance
Crown-Indigenous Relations and Northern Affairs Canada / Indigenous Services Canada (ISC)	<i>Framework Agreement on First Nation Land Management Act</i>	If opted into the Framework, First Nations can develop their own land use regulation, the environment and natural resources, and take advantage of cultural and economic development opportunities with their new land management authorities.
Crown-Indigenous Relations and Northern Affairs Canada / Indigenous Services Canada (ISC)	<i>Federal Sustainable Development Act</i>	This Act sets out the federal government's goals, targets and implementation strategies for sustainable development that aligns with the Sustainable Development Goals of the United Nations 2030 Agenda for Sustainable Development. The Non-Traditional Land and Resource Use will review the Project in following the relevant federal department's sustainable development strategies.
Crown-Indigenous Relations and Northern Affairs Canada / Indigenous Services Canada (ISC)	<i>First Nations Commercial and Industrial Development Act (FNCIDA)</i>	Projects occurring on Federal land areas may benefit from the FNCIDA, which can develop regulations to support Project advancement in consideration of establishment of regulatory frameworks, and industrial development.
Environment and Natural Resources Canada	<i>Forestry Act and Timber Regulations, 1993</i>	Timber removal on Federal land jurisdiction within the Project footprint will adhere to the requirements of forest harvest agreements and/or permitting requirements of the <i>Forestry Act</i> and Timber Regulations, including security and/or stumpage fees owed to the Crown.
Transport Canada	<i>Canadian Navigable Waters Act (1985)</i>	The Project will cross navigable waterways which may affect the public, recreational users and Indigenous People's navigation abilities per the <i>Canadian Navigable Waters Act</i> , Section 9.1. There are no crossings of waterbodies listed in the Schedule to the Act designating Navigable Waters, but there will be major, minor, and other works on unlisted waterways deemed to be navigable that will be subject to the Act's provisions.
Provincial		
Ministry of the Environment, Conservation and Parks (MECP)	<i>Ontario Environmental Assessment Act (1990)</i>	The Project is subject to the <i>Ontario Environmental Assessment Act</i> . The Terms of Reference (Webequie First Nation, 2020), which was approved by the MECP on October 8, 2021, were used to identify requirements for the assessment of Non-Traditional Land and Resource Use Environment VC.
MECP	Ontario Declaration Orders MNR-71 and the former Order MNR-75 (Forest Management Planning Exemption) (1994)	Forest management and harvest activities on Crown land within the assessed area of undertaking has been exempted from the <i>Ontario Environmental Assessment Act</i> since 1994 following the outcome of the Class EA and Ontario Declaration Orders MNR-71 and the former Order MNR-75 (now revoked). The Project footprint does not overlap with the Class EA area of undertaking assessed for exemption and therefore does not apply to the Project.



Regulatory Agency	Regulation, Legislation, or Policy	Project Relevance
MECP	<i>Environmental Protection Act (1990), Ontario Water Resources Act (1990)</i>	Project effects assessed for the bio-physical environment (e.g., air, water) will be considered in relation to potential changes in the Non-Traditional Land and Resource Use and will follow from relevant Sections in the EAR/IS.
MECP	<i>Provincial Parks and Conservation Reserves Act, 2006, S.O. 2006, c. 12</i>	The assessment will consider Non-Traditional Land and Resource Use effects related to Winisk River Provincial Park.
Ministry of Natural Resources (MNR)	<i>Far North Act (FNA) (2010)</i>	Project components and activities that affect land use are generally will be consistent with land use areas and designations presented in the in-progress Draft Webequie First Nation Community Based Land Use Plan (CBLUP). As CBLUPs are finalized and made public approved, this Section will be updated following any changes. Community-based land use planning processes under the FNA provide a means for First Nations to produce land use plans for their areas of interest.
MNR	<i>Crown Forest Sustainability Act (1994)</i>	Sustainable management of Ontario Crown forests in the Far North region of Ontario are informed by the <i>Crown Forest Sustainability Act</i> and related regulations, licensing, and/or policies. The project footprint and Local Study Area (LSA) of this Project do not overlap with a forest management unit and therefore will not have relevance on the commercial forest industry.
MNR	<i>Aggregate Resources Act (1990)</i>	Project effects related to aggregate extraction will be considered for changes in the Non-Traditional Land and Resource Use.
Ministry of Municipal Affairs and Housing	Provincial Policy Statement of Ontario (2024)	The Project assessment considers and follows the policy directions of the Provincial Planning Statement of Ontario, which provides directives on land use planning and development.
Ministry of Energy and Mines	<i>Mining Act (1982)</i>	The assessment of the Non-Traditional Land and Resource Use VCs considers Project interactions with mining sector activities such as mining claims and tenure.
Ministry of Northern Economic Development and Growth (MNEDG)	Growth Plan for Northern Ontario (2011)	The Growth Plan for Northern Ontario, 2011, includes a commitment by the province to work with remote communities and other orders of government towards improved access for community residents (Ministry of Northern Development, Mines and Forestry [now Ministry of Northern Economic Development and Growth], 2011). This plan documents the growth plan for Northern Ontario for the next 25 years.
Ministry of Transportation	Northern Ontario Transportation Plan (2020)	The Project is aligned with the objectives of this and the endeavour of supporting sustainable development of northern Ontario.
Ministry of Transportation	<i>Highway Traffic Act</i>	The Project assessment considers government obligations for administration of the <i>Highway Traffic Act</i> , with respect to the WSR expanding Ontario provincial highway infrastructure.



Regulatory Agency	Regulation, Legislation, or Policy	Project Relevance
Ministry of Infrastructure	<i>Infrastructure for Jobs and Prosperity Act</i>	The assessment will describe changes in employment as a Project effect arising from road infrastructure development.
MNR	<i>Public Lands Act (1990)</i>	The <i>Public Lands Act</i> is relevant to the Webequie Supply Road because it governs the use and development of Crown land, including road construction, work permits, and land-use planning, ensuring legal authorization and environmental stewardship throughout the Project.
Webequie First Nation		
Webequie First Nation	Webequie First Nation On-Reserve Land Use Plan (2019)	The Webequie On-Reserve Land Use Plan provides information and guidance for community land use and development projects that occur on the reserve.
Webequie First Nation	Webequie First Nation Comprehensive Community Plan (2023)	The Comprehensive Community Plan is a process for Webequie First Nation designed to lay out a roadmap for the Webequie community's future. It is a planning process led by the community.
Webequie First Nation	Webequie First Nation in-progress/early version Draft Community Based Land Use Plan (2025)	The Webequie First Nation in-progress/early version Draft CBLUP outlines the vision, goals, objectives and principles set out by Webequie First Nation and Government of Ontario. The Draft CBLUP forms the basis for proposed land use areas and direction for land use activities and highlights the shared development and protection interests of Webequie First Nation and Ontario. It advances the Webequie community development goals and community direction for the protection of land, water, species habitat, cultural heritage features and community values. The in-progress/early version Draft CBLUP acknowledges Webequie community's customary stewardship responsibilities, including those that overlap with other First Nations, and <i>Far North Act, 2010</i> objectives that together, enable development benefitting First Nations, protecting areas of cultural and natural significance and providing for interconnectedness in protected areas. The Draft CBLUP remains pending joint final approval from Webequie First Nation and Ontario.
Additional First Nations		
Marten Falls First Nation	Marten Falls First Nation in-progress/early version Draft Community Based Land Use Plan	The Draft CBLUP may provide the vision, goals, objectives, community values, principles, land uses, direction for management of land uses and proposed activities to protect the territorial lands, waters, habitats, and cultural heritage features and values of Marten Falls First Nation. This document has not yet been shared with the Project Team or released publicly.



16.1.2 Consideration of Input from Engagement and Consultation Activities

Non-Traditional Land and Resource Use VCs were included in the engagement and consultation program for the socio-economic environment. The engagement and consultation program were guided by the Webequie First Nation Elders to ensure respect for the cultures and traditions of the Webequie people and their clans and neighbours outside the Webequie First Nation. In coordination with federal and provincial government agencies, 22 potentially affected Indigenous communities were identified to be consulted by the Webequie First Nation as the proponent for the Project.

The engagement and consultation activities for the socio-economic environment included Non-Traditional Land and Resource Use VCs.

Table 16-2 provides a summary of key feedback received during engagement and consultation activities further described in Section 2 (Engagement and Consultation Summary) of this EAR/IS, regarding the Non-Traditional Land and Resource Use VCs. This input includes concerns raised by the public, stakeholders and Indigenous communities/groups prior to the formal commencement of the federal IA and provincial EA, during the Planning Phase of the IA and ToR phase of the EA. The Project Team considered the comments received on the Draft EAR/IS in finalizing the EAR/IS. Details of responses and how the comments have been addressed are provided in the Record of Engagement and Consultation.

Table 16-2: Non-Traditional Land and Resource Use – Summary of Inputs received during Engagement and Consultation

Received Comment	How the Comments are Addressed in this EAR/IS	Indigenous Community or Stakeholder
Concerns about the Webequie Draft CBLUP (and the potential for related ministerial orders) under the <i>Far North Act</i> , as well as any possible future amendments that may be associated with Bill 5 (“Protect Ontario by Unleashing our Economy Act”).	The status of the Webequie Draft CBLUP and related orders under the <i>Far North Act</i> has been clarified with MNR. The Project Team will continue to monitor the status of the in-progress Draft CBLUP and any future legislative changes. The in-progress Draft CBLUP will continue to be included in the assessment as it reflects community’s determination to manage and steward their territory.	Ministry of Natural Resources (MNR)
Information on the progress of the draft Community Land Use Plan. Mapping of the document was done internally and with the Ministry of Natural Resources (MNR) team. However, there are concerns that Elders do not want to share direct information and suggestion that areas of “No-Go” should be shown on the publicly available mining and land system.	Potential effects from the Project on Land Use Compatibility and Stewardship, including where information is available on Community Based Land Use Plans, is considered in Section 16.3.1	Constance Lake First Nation – ATRI Forum
The community is revisiting the Community Based Land Use Planning Process. Incorporating the work done previously. Need to identify and protect areas of interest for harvesting. Need additional resources to do the work.	The proponent is seeking to collect information about Indigenous land and resource use from previous studies as well as well as from current dialogue with community members. The proponent will follow up with the community to request this information as it becomes available.	Marten Falls First Nation



Received Comment	How the Comments are Addressed in this EAR/IS	Indigenous Community or Stakeholder
	Potential effects from the Project on land use planning and stewardship, including where information is available on in-progress Draft CBLUP, is considered in Section 16.3.1 .	
Request that the mining and land system should include an “alienation” layer that indicates the areas where mineral prospecting is prohibited.	The Project has reviewed the alienation layer and included this in the relevant mapping across the EAR/IS as required.	Constance Lake First Nation – ATRI Forum
Concerns that there has been no long-range planning for Eabametoong First Nation. Prior to COVID, discussions were had with Marten Falls First Nation about land use planning and setting up a group with five remote Matawa First Nations Management to focus on jurisdiction issues, well-being and regional assessment. However, this never happened due to disagreements over issues such as traplines.	It is acknowledged that the Regional Framework Agreement did present some challenges amongst the First Nations and the Project looks forward to working collaboratively with the Matawa First Nations Management to strive for greater well-being for the communities. Potential effects from the Project on community land use planning and stewardship is considered in Section 16.3.1 .	Eabametoong First Nation – ATRI Forum
Describe how the potential positive and adverse interactions between the project and mineral exploration activities and mining operations will be assessed in the Impact Statement.	Please refer to Section 16.3.2 for impacts to mining and other industries in the Project area.	IAAC

16.1.3 Incorporation of Indigenous Knowledge and Land and Resource Use Information

To date, the following First Nations have provided Indigenous Knowledge and Land and Resource Use (IKLRU) information to the Project Team for consideration in the EA/IA for the Project.

- Webequie First Nation IKLRU Study for the Webequie Supply Road, Interim Report (Stantec, 2024);
- Marten Falls First Nation Indigenous Knowledge, Land Use and Occupancy Study for the Northern Access Roads, Proposed Webequie Supply Road (Suslop Inc., 2024);
- Weenusk First Nation Existing Conditions Report, Webequie Supply Road Project, (MNP LLP, n.d.);
- Kashechewan First Nation Existing Conditions Report, Webequie Supply Road Project, (MNP LLP, 2024); and
- Fort Albany First Nation Knowledge and Use Study for the Proposed Webequie Supply Road (Firelight Research Inc. and Fort Albany First Nation, 2024).

Key Indigenous Knowledge that was shared and subsequently incorporated and/or considered in the assessment of the Non-Traditional Land and Resource Use VCs is presented in **Table 16-3**. Further details related to methods of IKLRU data collection are provided in Section 19 of the EAR/IS and summarized in **Section 16.2.1.1**.



Table 16-3: Non-Traditional Land and Resource Use VCs – Summary of Indigenous Knowledge Shared with the Project

Topic	Key Information Shared	Response and/or Relevant EAR/IS Section
Forestry	<p><u>Information Shared</u></p> <ul style="list-style-type: none"> ▪ Some First Nations see opportunity for small-scale non-commercial forestry opportunities for Nations. <p><u>Concerns</u></p> <ul style="list-style-type: none"> ▪ Concerns around road accessibility allowing for Forestry companies to exploit resources. 	Business Environment, (Section 15.3.3)
Mining	<p><u>Concerns</u></p> <ul style="list-style-type: none"> ▪ Concerns around noise and pollution from mining operations ▪ <u>Concerns about increased traffic leading to changes in changes to patterns for moose</u> ▪ <u>Environmental damage was caused from mining operations</u> 	
Harvesting Fish and Wildlife	<p><u>Information Shared</u></p> <ul style="list-style-type: none"> ▪ Kistachowan Sipi (Albany River) system flows through First Nation traditional territory, providing vital support to terrestrial and aquatic habitats that maintain resources like fish, wildlife, and plant life. ▪ <u>According to community members, the connection to the Kistachowan Sipi is essential, influencing cultural, social, health, and economic aspects of their lives.</u> <p><u>Concerns</u></p> <ul style="list-style-type: none"> ▪ Concerns of heightened exposure to outsiders would result in overhunting and overfishing and decline in wildlife species and population sizes. ▪ Concerns of impacts to wildlife species by altering habitats. ▪ Roads intersecting wildlife migratory routes, impacting wildlife movement. ▪ Increased poaching of harvested resources. ▪ Congestion of select use areas, representing an encroachment. 	Public Access to Fish/Fish Habitat, (Section 10.3.5) Effects on Wildlife, (Section 12.3) Effects on Species at Risk (Section 13.3)
Recreation and Tourism	<p><u>Information Shared</u></p> <ul style="list-style-type: none"> ▪ Some First Nations see the potential for tourism collaboration opportunities for both indigenous and non-indigenous people. ▪ Excellent potential for recreation, ecotourism and cultural tourism and may also hold some potential for resource-based tourism focused on fishing and hunting. ▪ Opportunities to form partnerships towards the development of ecotourism, cultural tourism and resource-based tourism opportunities. ▪ View of some First Nations are that new tourism and recreation will be based on sustainable use of land and resources and respect for cultural and community values and features in the area. 	Parks, ANSI, Protected Areas, (Section 16.2.2.6) Recreation and Tourism (Section 16.3.3)



Topic	Key Information Shared	Response and/or Relevant EAR/IS Section
	<p><u>Concerns</u></p> <ul style="list-style-type: none"> Concern that increased access to traditional lands could increase outside tourism. Provincial Parks access would increase. 	
Commercial and Industrial Development	<p><u>Information Shared</u></p> <ul style="list-style-type: none"> Proposed roads (including WSR) will bring other forms of development, such as mining or other infrastructure projects, and possibly towns. <p><u>Concerns</u></p> <ul style="list-style-type: none"> Development will limit their ability to use the land and engage in harvesting practices that are not only important for maintaining balance, but also important for sustenance, culture, and identity. Participants were apprehensive of the Project's connection to the Ring of Fire region and future mining activity in the area facilitated by the Project. Concerns about other developments, like dams, drying up area and flooding lands. Concerns about existing mines in the area due to contaminants and spills. 	Overall Economy, (Section 15.3.2) Business Environment (Section 15.3.3)
Land Use Compatibility and Stewardship	<p><u>Information Shared</u></p> <ul style="list-style-type: none"> <u>Traditional Territory is relatively untouched by development</u> <u>Stewardship is viewed as honouring past generations and safeguarding the land for future generations.</u> <u>Cumulative effects of mining development which may negatively impact aspects of Omushkegowuk/Cree cultural practice</u> 	

Notes: Names of First Nations and associated location-specific description in some instances are not presented in this table due to potential sensitivity and confidentiality of IKLRU information.

16.1.4 Valued Components and Indicators

Valued Components, including the Non-Traditional Land and Resource Use, were identified in the TISG and ToR and serve as the basis for identifying Project-VC interactions and how potential Project effects on VCs will be assessed. Indigenous communities and groups, federal and provincial authorities, stakeholders and the public place high value on Non-Traditional Land and Resource Use VCs as these provide the basis of permitted and prohibited activities on different areas of lands for today's and future generations.

The Non-Traditional Land and Resource Use VCs were identified and are intended to capture features of the land use, commercial and industrial activities, recreation and tourism, parks and protected areas, and transportation VCs that may be affected by the Project. These VCs help inform the report structure and better assess and present the data and assessment results. The assessment was conducted using the methodology as outlined in EAR/IS Section 5 (Environmental Assessment / Impact Assessment Approach and Methods).



The identified VCs of the Non-Traditional Land and Resource Use are:

- Land Use Compatibility and Stewardship;
- Commercial and Industrial;
- Recreation and Tourism (i.e., camps, trails, waterways, etc.);
- Provincial and Federal Parks, Ontario ANSI (Areas of Natural and Scientific Interest) and Other Protected Areas; and
- Transportation.

"Indicators" are used to assess potential effects to a VC. In general, indicators represent a resource, feature or issue related to a VC that if changed from the existing conditions may demonstrate a positive or negative effect. The VCs and indicators used to assess the Non-Traditional Land and Resource Use VCs were refined following input received from the engagement and consultation activities.

Each VC is characterized by indicators that represent specific factors that reflect the status of a VC and include metrics that measure change (qualitatively or quantitatively) relative to existing conditions. Indicator metrics were informed by Gender Based Analysis Plus (GBA+) methods.

Non-traditional Land and Resource Use VCs, indicators and rationale for selection are presented in **Table 16-4**.

Table 16-4: Non-Traditional Land and Resource Use VCs – Indicators and Rationale

Valued Component (s)	Indicators	Rationale
Land Use Compatibility and Stewardship	<ul style="list-style-type: none"> ▪ Compatibility with existing and proposed land uses and stewardship. 	Communities have an interest in land use and stewardship of lands and wish to avoid changes to land use that are not compatible with existing or preferred future land use.
Commercial and Industrial	<ul style="list-style-type: none"> ▪ Changes to location, number, type of industrial and commercial activities. 	Indigenous communities identified the importance of managing resources and associated activities as the Project can cause changes to levels of exploration, access and control of resources and resource-based activities, including proposed mineral extraction and developments in the Ring of Fire area.
Recreation and Tourism (i.e., camps, trails, waterways, etc.)	<ul style="list-style-type: none"> ▪ Changes to location, number, type of recreation and tourism activities or users; ▪ Changes to access for land and waterway use; and ▪ Changes to resource availability of select species (fish, wildlife) or their habitat. 	The identification, maintenance and protection of recreational and tourist features were identified as important as the Project has the potential to increase access to non-traditional land uses.
Provincial and Federal Parks, Ontario ANSI and other Protected Areas	<ul style="list-style-type: none"> ▪ Total number and total disturbed area (ha) of Provincial parks and protected areas. 	The identification and protection of parks and protected areas have social, recreational, environmental, health and wellbeing values to Indigenous communities and users.



Valued Component (s)	Indicators	Rationale
Transportation	<ul style="list-style-type: none"> ▪ Road Transportation: <ul style="list-style-type: none"> ▫ Change in traffic volume (autos, trucks) on existing road connection (winter) to provincial road network; and ▫ Change in opportunities for travel and road use. ▪ Air Transportation: <ul style="list-style-type: none"> ▫ Change in demand for air and shipping services. 	The transportation network is limited in fly-in remote First Nation communities and its improvement could have lasting socio-economic benefits, while existing waterways for travel require protection.

16.1.5 Spatial and Temporal Boundaries

The following assessment boundaries have been defined for the Non-Traditional Land and Resource Use VCs.

16.1.5.1 Spatial Boundaries

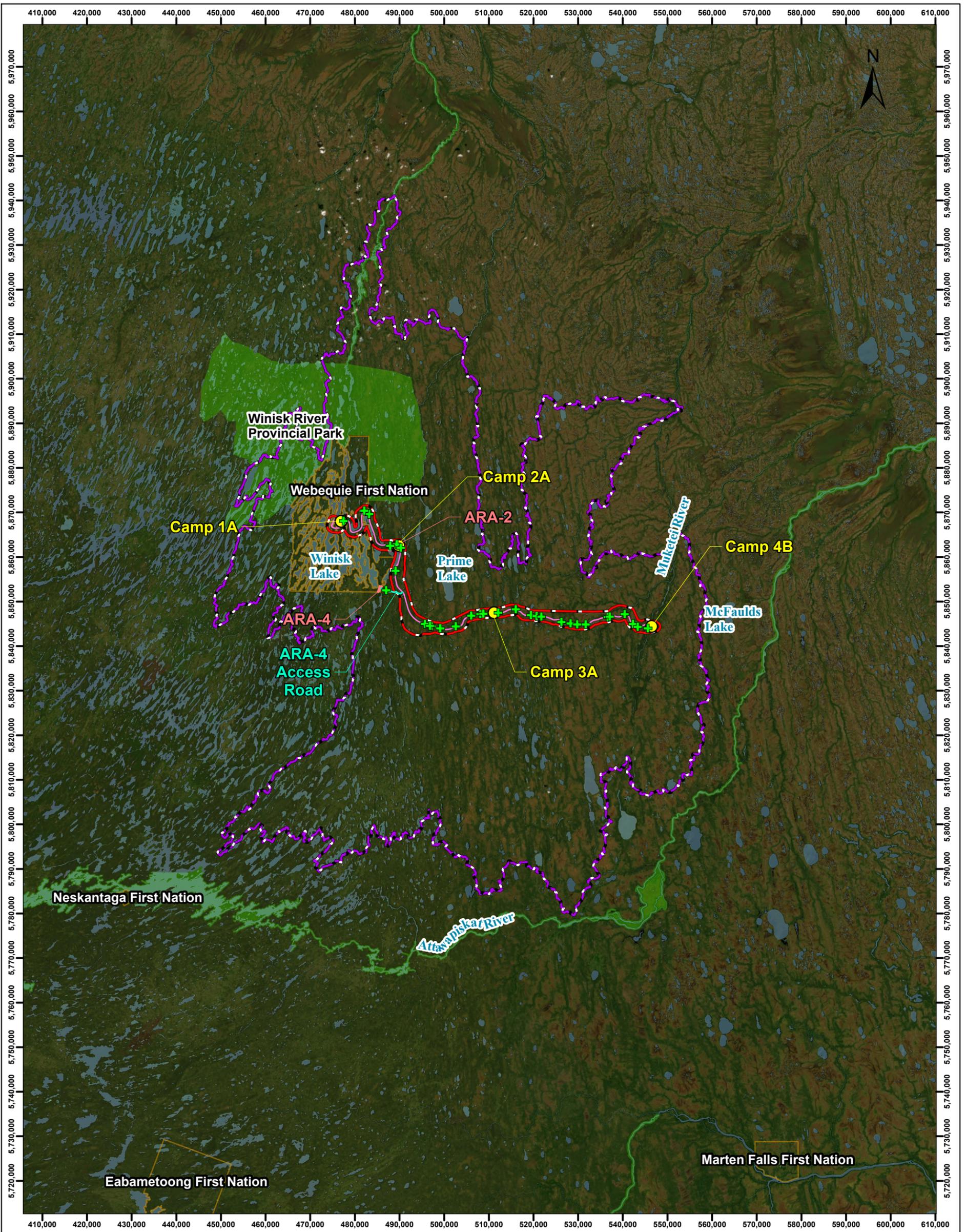
The spatial boundaries for the Non-Traditional Land and Resource Use (non-Indigenous) VCs are shown on **Figure 16.1** and include the following:

- **Project Footprint** – the area of direct disturbance (i.e., the physical area required for project construction and operations). The Project Footprint is defined as the 35 m wide WSR right-of-way (ROW); and temporary or permanent areas needed to support the Project that include laydown yards, storage yards, construction camps, access roads, aggregate extraction sites, and a Maintenance and Storage Facility.
- **Local Study Area (LSA)** – the area within which largely direct and indirect effects of the Project on land and resource use (non-traditional) conditions are likely to occur. The LSA extends approximately 1 km from the centreline of the preliminary recommended preferred route and 500 m from the boundary of the temporary and permanent supportive infrastructure. The LSA also encompasses the following community which may be beyond the 1 km delineation of the preferred route and 500 m for supportive infrastructure:
 - Webequie First Nation; and
 - Marten Falls First Nation.
- **Regional Study Area (RSA)** – the area where potential largely indirect and/or cumulative effects of the Project may occur in a broader, regional context. The RSA includes the LSA and extends on each side of the LSA to include quaternary watersheds crossed (i.e., Upper Winisk, Middle Winisk, Upper Ekwan, and Lower Attawapiskat) by the preferred route and corresponds to the combined RSAs for Fish and Fish Habitat, Surface Water Resources, Vegetation and Wetlands, and Wildlife and Wildlife Habitat VCs. The RSA also encompasses the following communities which may be beyond the quaternary watersheds:
 - Attawapiskat First Nation;
 - Eabametoong First Nation;
 - Kasabonika Lake First Nation;
 - Nibinamik First Nation;

- Neskantaga First Nation;
- Weenusk First Nation;
- Kingfisher Lake First Nation; and
- Wunnumin Lake First Nation.

See **Figure 16.2** or **Figure 16.3** for the locations of these First Nations.





Legend

- Preliminary Recommended Preferred Route
- Local Study Area (LSA 1km from Centreline of Preferred Route)
- Regional Study Area (RSA Includes Quaternary Watersheds that Traverse the Preferred Route)
- First Nation Reserve
- Provincial Park
- Waterbody
- + Waterbody Crossing
- Recommended Aggregate/Rock Source Areas
- Recommended Construction Camps
*Camp 2-A is proposed to include permanent Maintenance and Storage Facility (MSF) for operations of the WSR.
- ARA-4 Access Road



Webeque Supply Road (WSR)

Land and Resource Use Study Areas



Figure Number: 16.1 REV: PA

NOTES
 1. Coordinate System: NAD 1983 UTM Zone 16N.
 2. Cadastral boundaries are for informational purposes only and should not be considered suitable for legal, engineering, or surveying purposes.
 3. Topographic/landcover features obtained from CanVec v12.0 dataset, Natural Resources Canada Earth and Sciences Sector Centre for Topographic Information and Land Information Ontario (LIO) Warehouse Open Data (https://geohub.lio.gov.on.ca/), Ontario Ministry of Natural Resources and Forestry (OMNRF). Download Date: 2021-02-04

DISCLAIMER
 This drawing was prepared for the exclusive use of Webeque First Nation (the "Client"). Unless otherwise agreed in writing by AtkinsRéalis, AtkinsRéalis does not accept and disclaims any and all liability or responsibility arising from any use of or reliance on this drawing by any third party or any modification or misuse of this drawing by the Client. This drawing is confidential and all intellectual property rights embodied or referenced in this drawing remain the property of such parties, as determined by the applicable services contract or contracts between AtkinsRéalis and the Client.

Client: Webeque First Nation	Project Number: 661910	Date: 1/6/2026
DSC	DRN	CHK
	TE	AD
		APP
		CB

16.1.5.2 Temporal Boundaries

Temporal boundaries for the assessment address the potential effects of the Project over relevant timescales. The temporal boundaries for the Project consist of two main phases:

- **Construction Phase:** All the activities associated with the initial development and construction of the road and supportive infrastructure from the start of construction to the start of operation and maintenance of the Project and is estimated to be approximately 5 to 6 years in duration.
- **Operations Phase:** Includes all activities associated with operation and maintenance of the road and permanent supportive infrastructure (e.g., operations and maintenance yard, aggregate extraction, and processing areas) that will start after construction activities are complete, including site restoration and decommissioning of temporary infrastructure (e.g., access roads, construction camps, etc.). The Operations Phase of the Project is anticipated to be 75 years based on the expected timeline when major refurbishment of road components (e.g., bridges) is deemed necessary.

The Project is proposed to operate for an indeterminate period of time; therefore, future suspension, decommissioning and eventual abandonment was not evaluated in the EAR/IS (refer to Project Description, Section 4.4).

16.1.6 Identification of Project Interactions with Non-Traditional Land and Resource Use

The identification of Project interactions with Non-Traditional Land and Resource Use provides a basis for the subsequent assessment of the potential effects of the Project.

Provided below in **Table 16-5** is the list of project activities Non-Traditional Land and Resource Use VCs and their potential interactions. Potential adverse interactions between project activities and the Non-Traditional Land and Resource Use VCs are identified in the below table with a check mark (✓). Predicted positive interactions between the Project and the VCs are identified with a “P”. Where no interaction is anticipated, a dash (-) is shown in the table.

Project-VC interactions were strategically identified to reduce the need for duplicative discussion. The identified Project-VC interactions took into consideration that several activities are interconnected and/or overlap leading to similar effects. In this regard, interactions for employment and expenditures were presented as a separate activity, as nearly every activity would create a potential interaction. The presentation of Project-VC interactions in **Table 16-5** is aimed to streamline measurable parameters to one primary pathway, as appropriate.



Table 16-5: Project Interactions with Non-Traditional Land and Resource Use VCs and Potential Effects

Project Activities	Potential Effects				
	Change to Land Use Compatibility and Stewardship	Change to Commercial and Industrial Land Use	Change to Recreation and Tourism	Change to Parks, ANSI and Protected Areas	Change to Transportation
Construction					
Mobilization of Equipment and Supplies: Transport of equipment, materials and supplies to the Project site area using the winter road network and airport in Webequie.	-	-	-	-	✓
Surveying: Ground surveys are conducted to stake (physically delineate) the road right-of-way (ROW) and supportive infrastructure components of the Project (i.e., construction camps, access roads, laydown/storage areas, and aggregate extraction and processing areas).	-	-	-	-	-
Vegetation Clearing and Grubbing: Clearing and grubbing of vegetation (forest & wetland), including removal, disposal and/or chipping.	-	-	-	✓	-
Construction and Use of Supportive Infrastructure: This includes temporary construction camps, access roads and watercourse crossings, laydown/storage areas, and aggregate extraction (pits & quarries) and processing areas (screening, crushing), including blasting.	✓	✓	-	-	-
Construction of Road: removal and stockpiling of organics, subgrade excavation, placement of fill and gravel, grading and drainage work (e.g., road ditches, erosion protection, etc.).	✓	✓	✓	-	-
Construction of Structures at Waterbody Crossings: Culverts and bridges – foundations (e.g., pile driving and concrete works), bridge girders, bridge decks, install of culverts.	-	-	✓	-	✓
Decommissioning / Closure of Temporary Aggregate Extraction and Processing Areas (pits and quarries): Demobilization of extracting and processing equipment, grading and site	-	-	-	-	-



Project Activities	Potential Effects				
	Change to Land Use Compatibility and Stewardship	Change to Commercial and Industrial Land Use	Change to Recreation and Tourism	Change to Parks, ANSI and Protected Areas	Change to Transportation
reclamation/revegetation. This also includes formalizing / re-purposing select pits and quarries proposed as permanent Project components during operations and maintenance					
Decommissioning of Temporary Construction Camps, Access Roads and Laydown / Storage Areas: Grading and site reclamation/revegetation. This also includes formalizing / re-purposing select access roads to permanent pits and quarries and a construction camp to an operations and maintenance facility as Project components for use during operations and maintenance.	-	-	-	-	-
Emissions, Discharges and Wastes ¹ : Noise, air emissions / GHGs, water discharge, and hazardous and non-hazardous wastes.	-	-	-	-	-
Completion of Project-Wide Clean-up, Site Restoration / Reclamation and Demobilization: Clean-up of excess materials, site revegetation and demobilization of equipment and materials.	-	-	-	-	-
Employment and Expenditures ²	-	-	P	-	-
Operations					
Road Use: Light and heavy vehicles and maintenance equipment with average annual daily traffic volume of less than 500 vehicles.	✓	✓	✓	-	✓
Operation, Maintenance and Repair of Road: Includes: vegetation management control within road ROW; repairs/resurfacing of road granular surface and shoulders; dust control; winter/seasonal maintenance (i.e., snow clearing); road drainage system cleanout/repairs to culverts, ditches and drainage outfalls; rehabilitation and repairs to structural culverts and bridges; and road patrols for inspection.	-	-	-	-	✓



Project Activities	Potential Effects				
	Change to Land Use Compatibility and Stewardship	Change to Commercial and Industrial Land Use	Change to Recreation and Tourism	Change to Parks, ANSI and Protected Areas	Change to Transportation
Operation of Pits, Quarries and Maintenance Yard/Facility: Includes periodic extraction and blasting and processing operations (i.e., crushing, screening) and stockpiling of rock and aggregate materials. Also includes operation and repairs of Maintenance Yard/Facility and components within (office buildings, parking, storage of equipment and materials).	-	✓	-	-	-
Emissions, Discharges and Wastes ¹ : Noise, air emissions / GHGs, water discharge, and hazardous and non-hazardous wastes.	-	-	-	-	-
Potential for Accidents and Malfunctions ² : Spills, vehicle collisions, flooding, forest fire and vandalism.	-	-	-	-	-
Employment and Expenditures ³	-	-	P	-	-

Notes:

✓ = Potential interaction

- = No interaction

P = Anticipated positive interactions between Project activities and the VC effects

¹ Emissions, Discharges, and Wastes (e.g., air, noise, light, solid wastes, and liquid effluents) can be generated by many project activities. Rather than acknowledging this by placing a checkmark against each of these activities, "Wastes and Emissions" is an additional component under each project phase.

² Accidents and Malfunctions including spills, vehicle collisions, flooding, forest fire and vandalism may occur at any time during construction and operations of the Project. Rather than acknowledging this by placing a checkmark against each of these activities, "Potential for Accidents and Malfunctions" is an additional component under each project phase. The potential effects of accidental spills are assessed in Section 23 – Accidents and Malfunctions.

³ Project employment and expenditures are related to most project activities and components and are the main drivers of many socio-economic effects. Rather than acknowledging this by placing a checkmark against each of these activities, "Employment and Expenditures" is an additional component under each project phase.



16.2 Existing Conditions

This section summarizes existing conditions of Non-traditional Land and Resource Use VCs based on socio-economic data collection, engagement and consultation conducted for the Project, and the integration of IKLRU. A detailed description of the existing conditions, study methods and results are provided in Appendix L (Socio-Economic Existing Conditions Report).

16.2.1 Methods

To characterize Non-traditional Land and Resource Use VC existing conditions within the spatial and temporal boundaries defined for the EA/IA, a mixed methods data collection approach was used. Data collection included secondary and primary data source research, combined with considerations such as: GBA+, Indigenous Knowledge, and input and feedback from engagement and consultation.

The existing conditions information are intended to present qualitative and quantitative metrics that define the indicators used for each VC (see **Table 16-4**). The following sections describe the mixed methods approach of using quantitative and qualitative data collection, with inputs from secondary and primary sources.

16.2.1.1 Engagement and Consultation

Engagement and consultation activities were conducted with Indigenous communities, municipalities, stakeholders, the public and government regulators with interests related to the Project and/or its potential effects. The identification of potential effects pathways was particularly focused on input related to the First Nation communities within the LSA. A full discussion of Project engagement and consultation is provided in EAR/IS Section 2 (Engagement and Consultation). Indigenous Knowledge integrated into the EAR/IS preparation was collected to support understanding of existing conditions and the assessment of effects of the Project on Non-traditional Land and Resource Use VCs, is described further below.

In addition to seeking input from Indigenous communities, government regulators, the public, and other stakeholders on VCs, indicators and spatial boundaries, Indigenous communities and groups were also invited to participate in the Socio-Economic Primary Data Collection Program. Section 2.3 Identification of Participants summarizes the First Nations communities and Tribal Councils that were invited to participate in engagement activities for the EA/IA of this Project.

16.2.1.1.1 Indigenous Knowledge and Land and Resource Use and Data Validation

To understand the social environment, engagement and collaboration with Indigenous communities and consider social information relative to each community's experience, an IKLRU program was initiated. This IKLRU program was undertaken by First Nations (and their selected advisors/ consultants/ contractors) with capacity support provided through the EA/IA process. The communities of Webequie, Weenusk, Kashechewan, Fort Albany and Marten Falls First Nations participated and provided IKLRU study reports for this Project.

Details of the engagement and consultation on IKLRU is presented in **Section 16.2.1.4**.



16.2.1.2 Collection and Analysis of Baseline Information

Collection of baseline information for the Non-traditional Land and Resource Use VCs involved a mixed method approach, which refers to a combination of quantitative and qualitative methods and associated data collection tools. By combining these methods, a better understanding of issues and complex phenomena can be developed than by either method alone (Creswell and Clark, 2007).

Quantitative and qualitative data methods serve different study purposes and are designed to address different types of research questions and information needs. The quantitative approach allows the Project Team to collect information at a broader scale, on a wide range and across several indicators. The qualitative approach complements the quantitative approach as its purpose is to understand topics more in-depth from the perspective of lived experience, and the meanings attached to that experience (Winchester and Rofe, 2010). The Project Team and community facilitators engaged interested communities where possible, to develop primary data using surveys, interviews, and focus groups.

The steps undertaken to collect and analyze data for social existing conditions, including the collection of secondary information, primary information and how GBA+ was incorporated, are described below and in Appendix L (Socio-Economic Existing Conditions Report).

16.2.1.2.1 Collection of Secondary Information

Secondary data research and analysis for the Non-Traditional Land and Resource Use included collection and analysis of information from a range of quantitative and qualitative information sources to present a narrative of the existing conditions in the LSA and RSA. Consideration was given to gender and other community subgroup attributes, where information was available.

Secondary data collection for aspects such as land use context, land use planning and stewardship, and commercial and industrial land use included gathering information from existing data sources such as government reports, academic studies, and industry publications. This data provides insights into historical land use patterns, regulatory changes, and their impacts.

Desktop research involved collecting and reviewing, where available and permissible, information and data from community websites, governmental databases, recent community documents such as Community Based Land-Use Plans, On-Reserve Land Use Plan, provincial and federal websites, Comprehensive Community Plan (CCP), and development plans. Supplementary information from the Census of Population, online service directories (e.g., 211 Ontario), community profiles with Crown-Indigenous Relations and Northern Affairs Canada, preliminary comments from and dialogue with First Nations, academic, industry and advocacy research were also used.

16.2.1.2.2 Primary Data Collection

Data collection related to the Non-Traditional Land and Resource Use VCs existing conditions of the LSA and RSA was augmented from data collection with Indigenous communities.

A Socio-Economic Primary Data Collection Program was established to work with Indigenous communities to support information gathering for the Non-Traditional Land and Resource Use VCs existing conditions. The methods to gather primary data included:

- **Community surveys:** The survey format (i.e., online, in-person surveys, and community sessions) and the survey content (i.e., questions posed to community members) tailored to the needs of the community as needed. Indigenous communities in the LSA and RSA were invited to participate in surveys through the Socio-Economic Primary Data Collection Program. Indigenous communities were



able to choose to complete some or all the surveys themselves and were provided with support via survey administrators or Project Team. All 22 Indigenous communities in the LSA and RSA were invited to participate in the Socio-Economic Primary Data Collection Program, with the aim to discuss and collect socio-economic information or verify information gathered. A plain language socio-economic survey guide was developed to accompany the survey electronically transmitted to each First Nation. Survey statistics were analyzed using Survey Monkey and NVivo, a qualitative software package that allows for systematic thematic analysis of large amounts of text-based information.

- **Focus groups:** Indigenous communities in the LSA and RSA were invited to participate in socio-economic focus group sessions, through the Socio-Economic Primary Data Collection Program. Focus groups allow for in-depth understanding of quantitative data, due to qualitative information that relates to individual experiences and issues for a particular topic or question. In May 2022 and February 2023, focus groups were undertaken with distinct sub-groups in the community relevant to indicator metrics, including youth, women, Elders, land users, knowledge keepers and/or off-reserve members. Focus groups were comprised of 3 to 6 participants each and lasted approximately 2 to 3 hours. Although all 22 Indigenous communities were invited to participate in the focus group discussions, only Webequie First Nation opted to engage in these discussions.
- **Knowledge holder interviews:** Indigenous communities in the LSA and RSA were invited to participate in Socio-Economic knowledge holder interviews, through the Socio-Economic Primary Data Collection Program. Knowledge holder interviews were conducted with knowledge holders and individuals possessing special knowledge or information. Although all 22 Indigenous communities were invited to participate in the Key Informant Interviews, only Webequie First Nation opted to engage in these interviews.

16.2.1.3 Gender Based Analysis Plus (GBA+)

Gender Based Analysis Plus (GBA+) is a required analytical approach for any project operating under Section 22 of the IA Act and is considered part of this EA/IA process. GBA+ is not a method unto itself, but an approach that is associated with a variety of standard quantitative and qualitative data collection tools.

GBA+ recognizes that historical and current power structures (e.g., laws, policies, governments, and other institutions) have shaped society and created inequalities. This is especially important with respect to legacies of colonialism and the impacts in particular on Indigenous women and 2SLGBTQQIA+ people.

In the context of the EA/IA, GBA+ is intended as means to understand and assess how potential Project effects could disproportionately impact more vulnerable groups including women, youth, two-spirited and gender diverse persons, disabled persons and Elders. It is particularly important to consider how the impacts, benefits, and risks of the Project could be unequally distributed across diverse groups within a community, and to develop targeted plans and mechanisms that can be put in place to avoid and mitigate impacts, and/or compensate these groups.

Qualitative primary data collection and analysis for GBA+ focuses on seeking input from diverse groups about their experiences and characteristics of the community, as well as conditions and services available to diverse groups.

For the purpose of the Non-Traditional Land and Resource Use VCs, where available, GBA+ data were incorporated into the results and analysis, including inputs and feedback received from the communities.



16.2.1.4 Indigenous Knowledge and Land and Resource Use

To understand the Non-Traditional Land and Resource Use context and consider information relative to each community's experience engagement and collaboration with Indigenous communities was undertaken. The IKLRU program was initiated to engage and collaborate with Indigenous communities and groups on the collection and consideration of IKLRU information throughout the EAR/IS. It is important to note that the IKLRU program was undertaken by the Indigenous communities and organizations / groups (and their selected advisors/ consultants/ contractors) with capacity support provided through the EA/IA process.

Indigenous Knowledge information collection was developed with multiple steps with respect to gathering, documenting and permission of use, as well as validating Indigenous Knowledge for the EAR/IS. Community validation is a process for the community and its knowledge holders to verify the accuracy, completeness and sensitivity of the Indigenous Knowledge that is collected for a project.

During Indigenous Knowledge data collection, the community's practitioners and/or contractors may meet with community members, especially Indigenous Knowledge holders that participated in the study, to review Indigenous Knowledge collected, to discuss, question, add to the information and verify that the community is comfortable and confident with the accuracy and completeness of the information presented. The process is consistent with the TISG prepared by IAAC and adheres to the following guiding principles- respect to Indigenous Knowledge holders, building relationships, carrying on an ongoing dialogue with community members, community involvement in ensuring the context and the meaning of the Indigenous Knowledge provided is understood and maintained, transparency of the process, gaining permissions from communities for usage, and Ownership, Control, Access and Possession ® (OCAP).

Community visits to First Nations are summarized in **Table 16-6**. The purpose of these visits helped provide information and context for the preparation of the EAR/IS, and validation of socio-economic and Indigenous Knowledge data gathered with First Nations participating in the Socio-Economic Primary Data Collection and IKLRU programs.

Table 16-6: Dates of Project Team Visits to First Nations

First Nation	Dates of Community Visits
Webequie First Nation	<ul style="list-style-type: none"> ▪ 2021: October 13, October 27, November 10. ▪ 2022: March 30, June 20, July 19. ▪ 2023: May 3, May 12, June 7, August 29, September 26. ▪ 2024: January 12, May 13-14, August 20-22, September 12, December 18. ▪ 2025: March 17, March 25, May 21-23, October 24, November 6, November 19, November 20.
Weenusk First Nation	<ul style="list-style-type: none"> ▪ 2022: July 19, August 26. ▪ 2023: August 17-18. ▪ 2024: August 29.
Constance Lake First Nation	<ul style="list-style-type: none"> ▪ 2023: June 22, June 29. ▪ 2024: September 12. ▪ 2025: January 28.
Nibinamik First Nation	<ul style="list-style-type: none"> ▪ 2024: January 16, August 6.
Marten Falls First Nation	<ul style="list-style-type: none"> ▪ 2023: August 24. ▪ 2025: July 21.
Kashechewan First Nation	<ul style="list-style-type: none"> ▪ 2023: September 6.

Webequie First Nation completed a document 'Webequie First Nation Indigenous Knowledge Study for the Webequie Supply Road', dated October 4, 2024. This draft document was made available to the Project Team on October 7, 2024 as confidential information, and as for inclusion and consideration for the EAR/IS (Stantec, 2024).

Weenusk First Nation completed a draft version of Weenusk First Nation Existing Conditions Report for the Project. This draft was made available to the Project Team on July 26, 2023, with the understanding that it was confidential, pending community verification/confirmation (MNP LLP, n.d.). In November 2023, the community completed a verification of the reports, and on January 24, 2024, the final report for the Weenusk First Nation Existing Conditions Report for the Project was made available to the Project Team (MNP LLP, n.d.).

Marten Falls First Nation completed a draft version of the Marten Falls First Nation Indigenous Knowledge, Land Use and Occupancy Study for the Northern Access Roads, dated March 20, 2024. The draft report was made available to the Project Team on May 17, 2024, and it was indicated that the report was subject to change (Suslop Inc., 2024).

Kashechewan First Nation completed a draft version of the Kashechewan First Nation Existing Conditions Report specific to the proposed Webequie Supply Road. The draft report was made available to the Project Team in March 2025 (MNP LLP, 2024).

Fort Albany First Nation completed a draft version of the Fort Albany First Nation Indigenous Knowledge and Use Study Specific to the proposed Webequie Supply Road. The draft report was made available to the Project Team in November 2025, and it was indicated that the report was subject to change (Firelight Research Inc. and Fort Albany First Nation, 2024).

16.2.1.5 Summary of Data Sources

Table 16-7 identifies the data sources that were used to define baseline information for each valued component.

Table 16-7: Summary of Data Sources for Non-Traditional Land and Resource Use VCs

Valued Component	Data Sources
Land Use Compatibility and Stewardship	<ul style="list-style-type: none"> ▪ Spatial data on existing planned land uses; ▪ Provincial Planning Statement 2024 (Ministry of Municipal Affairs and Housing, 2024); and Growth Plan for Northern Ontario (Ministry of Northern Development, Mines and Forestry [now Ministry of Northern Economic Development and Growth], 2011); and ▪ Community Based land use plan documents.
Commercial and Industrial	<ul style="list-style-type: none"> ▪ Economic development reports and plans; ▪ Government planning documents; and ▪ Primary data (focus groups, surveys, knowledge holder interviews).
Recreation and Tourism (i.e., camps, trails, waterways, etc.)	<ul style="list-style-type: none"> ▪ IKLRU studies; ▪ Indigenous engagement and consultation; ▪ Business Operators; and ▪ Community Based land use plan documents.
Provincial and Federal Parks, Ontario ANSI and Other Protected Areas	<ul style="list-style-type: none"> ▪ Indigenous consultation and Indigenous Knowledge; ▪ Ministry of Natural Resources reports; ▪ Business Operators; and ▪ Community Based land use plan documents.

Valued Component	Data Sources
Transportation	<ul style="list-style-type: none"> ▪ Knowledge holder interviews; ▪ Social surveys; ▪ Engagement and consultation activities; ▪ Local service providers (i.e., winter road); ▪ Industry reports; and ▪ Academic research.

16.2.2 Results

Information describing the existing conditions of Non-Traditional Land and Resource Use VCs were collected through the above-mentioned methods. The Non-Traditional Land and Resource Use VCs are described in relation to the indicators as presented in **Section 16.1.4**. The existing conditions are described in the following sections, and in Appendix L (Socio-Economic Existing Conditions Report).

16.2.2.1 Land Use Context

This section provides the context for various terms that are used throughout the Non-Traditional Land and Resource Use section, including the governing authorities, associated acts and treaties and the parties involved, and authorizations/permissions.

Information on legislative background of the area, and community-based initiatives for development, mentioned in this section provide crucial background and context for the proposed WSR.

16.2.2.1.1 Indigenous Homelands

The Project is situated within the traditional lands of the Anishiniimowin/Anishinaabe/Mushkeego Peoples located in the central expanse of northern Ontario. The proposed Project right-of-way (ROW) runs from the community of Webequie First Nation on Eastwood Island within Winisk Lake to the south and east. The western half of the WSR is in the upland area, and the eastern half is in the lowland/peatland area.

Before the first settlers arrived, Anishinaabe and Mushkeego sustainably shared the territory and lived Mino Bimaadiziwin (The good life) through guidance from Anishinaabe law, which governs their Kii'manitu'meano-goonan (Creator given) responsibilities to assure a good relationship with the Land (Webequie First Nation, 2023).

Generally, Anishinaabe and Mushkegowuk shared a common spiritual view with Indigenous Nations across the continent, and that is based on a profound respect for Shkagamik-Kwe (Mother Earth), which was also a relationship based on reciprocity (Thomas, 2020; Helin, 2008).

Colonial impacts have been devastating in Anishinaabe and Mushkeego Homelands. Before the Hudson Bay Company (HBC) established itself and exploited fur-bearing animals to support trade in Europe, the people lived sustainably with the land. Fur-bearing animals were hunted to near extinction, with the beaver population having been nearly decimated, which led to severe food insecurity for the people living in their homelands (SNC-Lavalin, 2022). Before that time, Anishinaabe had never before been subject to a commerce style economy (SNC-Lavalin, 2022).

The *Indian Act*, implemented in 1876 had an adverse impact on Indigenous Peoples across Canada. Perhaps the most harm was done while Indigenous children were forced to attend Indian Residential Schools, which were either government run, or church run institutions (SNC-Lavalin, 2022).

As the proponent for the Project, Webequie First Nation like many Indigenous Nations and communities across Turtle Island (North America) have been living with the effects of colonial impositions since the arrival of Europeans to the continent and the formation of Canada. The impositions, spanning more than seven generations have had a reverberating impact on Anishinaabe. Webequie First Nation has been striving for Mino Bimaadiziwin and to strengthen their Nation in a holistic way while reclaiming culture. Anishiniimowin/ Anishinaabe/ Mushkeego, as Indigenous Nations of Canada, are stewards of their traditional homelands, and hold Aboriginal and treaty rights as recognized and affirmed under Section 35 of the *Constitution Act, 1982*. Prior to the Treaty No. 9, the Indigenous communities' customary way of life was highly mobile while maintaining sacred connection to the land, with large territories to sustain themselves (Webequie First Nation and MNR, 2025).

Canada's legal framework has evolved in recent years, in particular, the recent adoption of the action plan to implement the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) (The United Nations, 2007), through it *United Nations Declaration on the Rights of Indigenous Peoples Act* that came into effect on June 21, 2021. The UNDRIP is the most comprehensive international instrument for the minimum protection of the human rights of Indigenous Peoples around the world. Canada's commitment to UNDRIP and the development of the action plan to implement the *UNDRIP Act* are two important calls to action for the government that came out of the Truth and Reconciliation Commission of Canada. Canada's five-year action plan (2023-2028) promotes and respects the inherent rights of Indigenous Peoples of Canada as they relate to lands, territories, resources, and autonomy. The measures identified in this plan considered various sections such as health, justice, education, land and environment and culture (Government of Canada, 2023a).

The assessment of the potential impacts of the Project on the exercise of Aboriginal and treaty rights is presented in Section 19 of the EAR/IS.

16.2.2.1.2 Treaty Lands

Treaties formalize the legally binding relationship of First Nations and the federal and provincial governments and set out the rights, responsibilities, and relationship. Each treaty is unique and may include elements such as the protection of traditional practices. The Project is within land covered by Treaty No. 9, also known as the James Bay Treaty (CIRNAC, 2013). The Treaty No. 9 area covers approximately two-thirds of Ontario's total landmass (see **Figure 16.2**) and includes:

“that portion or tract of land lying and being in the province of Ontario bounded on the south by the height of land and the northern boundary of the territory ceded by the Robinson Superior Treaty of 1850, and the Robinson Huron Treaty of 1850, and bounded on the east and north by the boundaries of the said province of Ontario as defined by law and on the west by a part of the eastern boundary of the territory ceded by the Northwest Angle Treaty No. 3.” (Crown-Indigenous Relations and Northern Affairs, 2013)

Treaty No. 9 was signed between Anishiniimowin/Anishinaabe/Mushkeego and the Crown in 1905-1906, with adhesions in 1929-1930. The treaty provides measures regarding land cessation, rights and benefits, resource development, and cultural preservation.

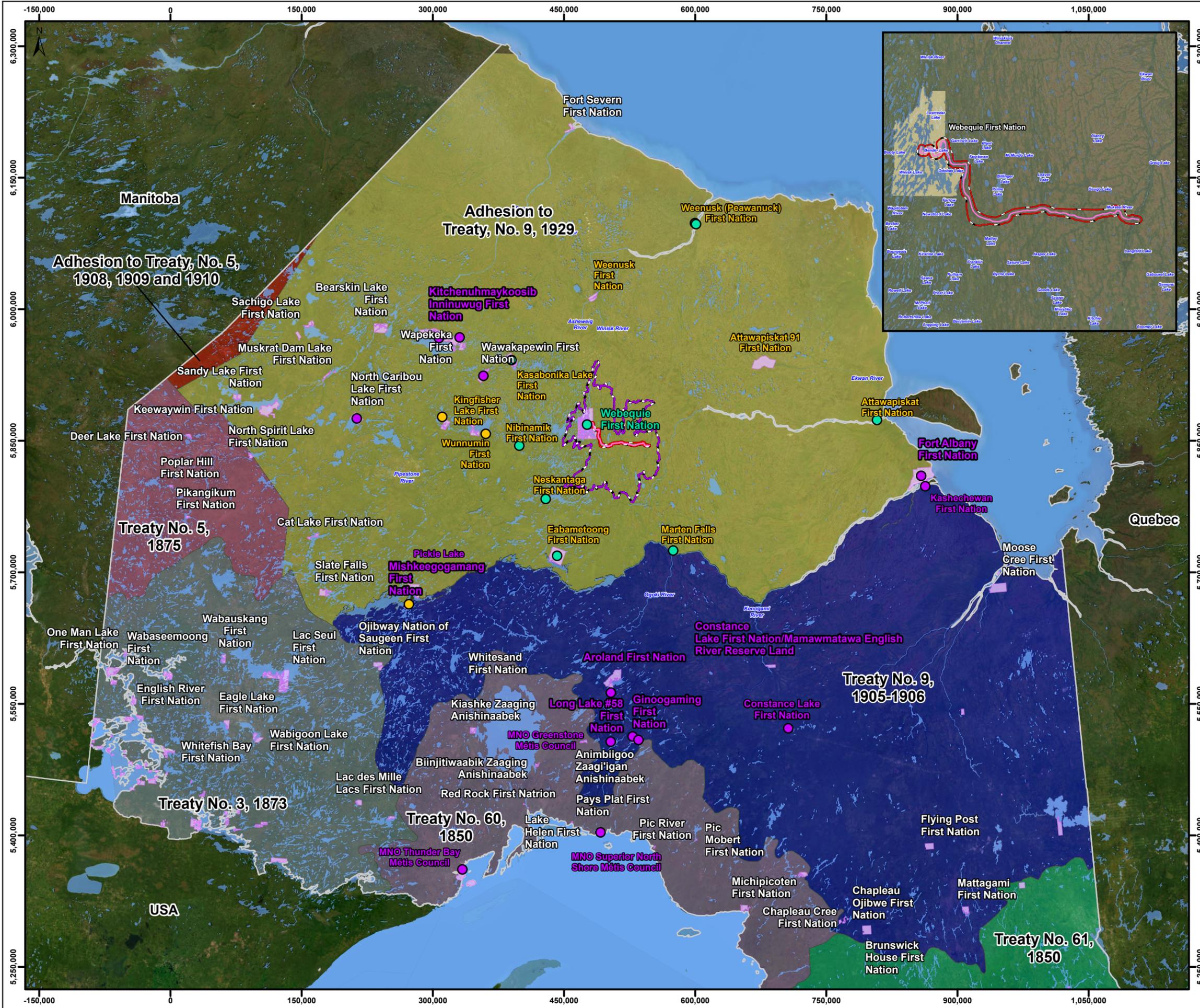
In April 2023, ten First Nations under Treaty No. 9 announced a lawsuit against the Ontario and federal governments regarding their right to govern their territorial lands (and waters), arguing that resource extraction has infringed upon their jurisdiction for over a century (McIntosh, 2023). The ten communities are Attawapiskat First Nation, Apitipi Anicinapek Nation, Aroland First Nation, Constance Lake First Nation, Eabametoong First Nation, Fort Albany First Nation, Ginoogaming First Nation, Kashechewan First Nation, Kitchenuhmaykoosib Inninuwug First Nation and Neskantaga First Nation. A “co-jurisdiction”



approach is one aspect of the litigation announcement, that the ten First Nations in Treaty No. 9 do not ascribe to the Crown's existing framework of decision making, approvals, prohibitions and policies (Pratt & Langlois, 2023). Treaty No. 9. Kitchenuhmaykoosib Inninuwug, Chief Donny Morris said in a statement "[w]e are putting Ontario and Canada on notice. "No more development – mining, forestry, hydro or any other similar activities without our consent" (McIntosh, 2023).

All communities described in the LSA and RSA for Non-Traditional Land and Resource Use are parties of Treaty No. 9, except for Long Lake #58 First Nation, which lies within the geographic boundaries of the Robinson-Superior Treaty of 1850, and the Métis Nation of Ontario, which is not part of Treaty No. 9.





Legend

- Preferred Preliminary Route
- Non-Traditional Land and Resource Use Local Study Area
- Non-Traditional Land and Resource Use Regional Study Area
- First Nations
- Land and Resource Use Local Study Area
- Land and Resource Use Regional Study Area
- First Nation Reserve
- Waterbody
- Provincial Boundaries

Treaty

- Adhesion to Treaty, No. 5, 1908, 1909 and 1910
- Adhesion to Treaty, No. 9, 1929
- Treaty No. 3, 1873
- Treaty No. 5, 1875
- Treaty No. 60, 1850
- Treaty No. 61, 1850
- Treaty No. 9, 1905-1906

Webequie Supply Road (WSR)

Treaty Lands and Reserves

Figure Number:	16.2	REV	PA
Client:	Webequie First Nation	Project Number:	661910
		Date:	1/13/2026
DSC		DRN	CHK
		LZ	AL
		APP	SV

NOTES

- Coordinate System: NAD 1983 UTM Zone 16N.
- Cadastral boundaries are for informational purposes only and should not be considered suitable for legal, engineering, or surveying purposes.
- Topographic/landcover features obtained from CanVec v12.0 dataset, Natural Resources Canada Earth and Sciences Sector Centre for Topographic Information; and, Land Information Ontario (LIO) Warehouse Open Data (<https://geohub.io.gov.on.ca/>), Ontario Ministry of Natural Resources and Forestry (OMNRF). Download Date: 2021-02-04

DISCLAIMER

This drawing was prepared for the exclusive use of Webequie First Nation (the "Client"). Unless otherwise agreed in writing by AtkinsRéalis, AtkinsRéalis does not accept and disclaims any and all liability or responsibility arising from any use of or reliance on this drawing by any third party or any modification or misuse of this drawing by the Client. This drawing is confidential and all intellectual property rights embodied or referenced in this drawing remain the property of such parties, as determined by the applicable services contract or contracts between AtkinsRéalis and the Client.

16.2.2.1.3 Reserves

The *Indian Act* established in 1876 is the primary federal legislation that administers “Indian” status, First Nations governance and the management of reserve lands. It states that land on reserves is owned by the Crown but is given to the First Nation or the Band to hold and use as a tenant. The key provisions of this Act are administration of Indigenous affairs, defining of the Indigenous status, governance of reserves, establishment of band councils, and control of cultural and social practices. The Act has undergone multiple amendments throughout the years.

16.2.2.1.4 Crown Land

In Ontario, 87% of lands are held by the province, where 77% of the province’s land mass is made up of Crown land managed under the *Public Lands Act*, with an additional 10% of Crown land held as provincial parks and conservation reserves (Government of Ontario, 2024). More than 95% of northern Ontario is Crown land. The remaining lands are held by the federal government, in the form of national parks, First Nation reserves, military bases, or is privately owned.

16.2.2.1.5 Road and Transportation Planning Studies

Various road/transportation studies undertaken by Webequie First Nation and others have been completed, or are on-going, in the region. These studies provide context on the transportation planning initiatives in the region. These studies have been previously described in Section 1.3 (Background and Project Purpose) and include:

- Winter Road Re-Alignment Study (2008);
- Cliffs Ferroalloys Black Thor Mine Integrated Transportation System (2011);
- Noront Resources Eagle’s Nest Mine Access Road (2013);
- All-Season Community Road Study (2016);
- All-Season Community Road Study – Phase 2 (2017);
- Marten Falls Community Access Road (2018, ongoing); and
- Northern Road Link (2021, on-going).

16.2.2.1.6 Provincial Plans and Policies

Ontario Provincial Planning Statement

The Provincial Planning Statement, 2024 (PPS) is issued under Section 3 of the *Planning Act* and provides province wide policy directions related to land use planning and development. The most recent PPS came into effect October 20, 2024. PPS 2024 guides local decision-making authorities to ensure their comments, submissions, and advice that affect planning matters “shall be consistent with” the policy statements of the PPS. The PPS sets the province’s vision on how lands are used, infrastructure is designed and built and how land and resources are managed to achieve long-term objectives of livable and resilient communities and the wise use and management of resources. The following policy directions for planned transportation improvements relevant to the Project include:

- Transportation systems that are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.
- As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and improved, where possible, including connections across jurisdictional boundaries.



- Transportation corridors and rights-of-way for infrastructure including transportation, transit, electricity generation facilities and transmission systems to meet current and projected needs.
- The co-location of linear infrastructure should be promoted, where appropriate.
- Development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from corridor and transportation facilities.
- In territories that do not operate under municipal organization, development that is related to sustainable management of resources and resource-based recreational uses, including recreational dwellings not intended as permanent residence is supported. Land use also considers compatibility issues to avoid, minimize and mitigate potential adverse effects from odour, noise and other contaminants that can affect the risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines and procedures (MMAH, 2024). Major facilities can include transportation corridors such as the WSR, and sensitive land uses can refer to residences, day care centres, education and health facilities and the natural environment.
- Adverse effects are defined by the *Ontario Environmental Protection Act* as impairment, injury, damage, loss or interference to the quality of natural environment, property, plant, animal, human health, human safety and discomfort, including loss of enjoyment or normal use, interference with normal business conduct, and rendering property, plant or animal life unfit for human use (Government of Ontario, 1990). If adverse effects cannot be avoided, permitted development adjacent to sensitive land users may be permitted if the need is identified, alternative locations have been evaluated, adverse effects are minimized and mitigated and potential impacts to industrial, manufacturing or other users are minimized and mitigated.

Growth Plan for Northern Ontario

The Growth Plan for Northern Ontario 2011 (GPNO) is a 25-year plan to align provincial decision-making and investment for economic and population growth in northern Ontario. It seeks to diversify resource-based industries, provide education and training, integrate infrastructure investments and planning, and build mutual understanding and work cooperatively with Indigenous communities in this vision. Section 5 of the plan recognizes the need for an integrated, long-term transportation plan to improve connectivity of Ontario's fly-in communities and their various forms of travel including air transportation, winter roads to provide vital lifelines for food, amenities, education and health services. It seeks to align investments in infrastructure with economic development priorities in GPNO, coordinate transportation and land-use planning, and planning a transportation system that:

- Optimizes capacity, efficiency and safety of the existing transportation system;
- Links major markets, resource development areas and economic and service hubs;
- Creates or strengthen linkages between economic and service hubs and rural and remote communities; and
- Reduces emissions and other environmental impacts associated with transportation.



The GPNO also included mineral and mining supply and tourism as priority existing or emerging economic development sectors as opportunities to develop collaboration, investment, growth, labour, research-related strategies. It also affirmed the province's commitment to working collaboratively with Indigenous communities to integrate efforts in economic development planning, regional economic plans and regional economic development strategies that include the above-mentioned transportation points as well as the mineral and mining supply and services, and tourism sectors. Relevant sections of the GPNO include:

- Facilitating partnerships among communities and industry to optimize community employment and benefits in the minerals sector;
- Facilitating the entry of new participants and entrepreneurs, including Indigenous businesses, co-operatives and commercial developers in the minerals sector;
- Investing in strategic infrastructure and provincial parks system to improve competitiveness of the tourism industry and visitor experience;
- Improve training and skills development related to business operations in the tourism industry to better serve domestic and international travelers;
- Encourage cultural planning to identify opportunities to promote tourism including Indigenous community based niche tourism opportunities; and
- The Growth Plan for Northern Ontario was prepared under the *Places to Grow Act, 2005*.

The Planning Act

The *Planning Act* sets up the ground rules to make land use planning decisions in Ontario. Its purpose is to integrate matters of provincial interest into provincial and municipal planning processes and decision-making frameworks that are consistent and conform with the Provincial Policy Statement and other plans. It ensures planning decisions are fair, open, accessible, timely, efficient while promoting sustainable economic development and healthy natural environment. The *Planning Act* does not apply to the Project location.

Ontario Environmental Protection Act

The *Ontario Environmental Protection Act* provides broad and comprehensive oversight into the activities that can affect or alter the natural environment. It seeks to protect and conserve the natural environment, by establishing a regulatory framework to evaluate activities that affect the air, lands, waters in Ontario. It covers waste, renewable energy, vehicle licensing, packaging, and spills. Two key features of the act include a registry of new or proposed changes to activities and the provision of an Environmental Compliance Approval.

Far North Act

The *Far North Act, 2010*, amended in December 2021, sets out a joint land use planning process between First Nations communities and the province that is consistent with existing Aboriginal and treaty rights affirmed by Section 35 of the *Constitution Act, 1982*. The Act promised a significant role for First Nations in land use planning on Crown land, in areas of interest defined by First Nations. The *Far North Act, 2010* enables First Nation and Ministry of Natural Resources to work together to develop the Terms of Reference to guide the development of CBLUPs to designate and protect areas of cultural, ecological, biological values and functions and permitted activities. It was intended to provide a consensus-based working relationship to consider potential economic development such as forestry, tourism, mining, renewable energy.



The Project is located within the boundaries defined by the *Far North Act, 2010* in northern Ontario, and includes areas of interest for planning (AIP) identified within CBLUPs or Terms of Reference prepared by some First Nation communities in the LSA and RSA.

Webequie First Nation undertook a community-based land use planning process under the *Far North Act, 2010* reflected in its in-progress Draft CBLUP in 2019. An updated Draft CBLUP was completed in July 2025. At this time, the Draft CBLUP remains pending joint final approval from Webequie First Nation and Ontario; however, the community-led participatory process has provided important insights into the community's values, goals and stewardship role and the results have been incorporated into the EAR/IS.

To some extent, other First Nation communities have participated in the CBLUP process, with some having finalized Terms of Reference with the Ministry of Natural Resources including:

- Attawapiskat First Nation;
- Marten Falls First Nation;
- Constance Lake First Nation;
- Weenusk First Nation;
- Kashechewan First Nation;
- Wawakapewin First Nation; and
- Eabametoong First Nation (with Mishkeegogamang First Nation).

The AIP as delineated in the Terms of Reference for the Marten Falls First Nation CBLUP overlaps with the LSA. Additionally, through the Webequie First Nation in-progress/early version Draft CBLUP, Webequie identified some areas of shared land uses with Marten Falls First Nation, Nibinamik First Nation, Kasabonika Lake First Nation, Weenusk First Nation, Attawapiskat First Nation and Neskantaga First Nation (Webequie First Nation and MNR, 2025).

In 2021, the *Far North Act* was amended (repealing Section 12), which previously stipulated that constructing infrastructure, such as the WSR, could not occur without a CBLUP in place. If a CBLUP was not in place, it also included special provisions for the Minister or Lieutenant Governor in Council in such a case.

Mining Act

The *Mining Act* manages mining claims and exploration of mineral development that is consistent with the Aboriginal and Treaty Rights in Section 35 of the *Constitution Act, 1982*. It establishes processes to work with third parties along the mining sequence and outlines rehabilitation and closure plan requirements. It also seeks to minimize the impact of mining activities on public health, safety and the environment. The mineral sector has played a significant role in northern Ontario's economic sector.

Northern Ontario Transportation Plan

The draft Northern Ontario Transportation Plan, 2020, is a living document and outlines a number of actions to help build a modern and sustainable transportation system. It recognizes the challenges and impacts of climate change on people in northern communities and indicates the need for strategic and resilient improvements including the vital service winter roads that connect fly-in First Nations communities. Sixty-seven actions are identified under six themes including reliable travel options which specifies the province's support for "Marten Falls and Webequie First Nations as they advance their Environmental Assessments on their individual road projects for all-season roads to connect their communities and connect their communities to the proposed Ring of Fire developments." (MTO, 2022).



As climate change brings extreme weather events that affects transportation system, it has also shortened the season for winter roads use, which carries essential supplies and services for fly-in communities.

In addition, the Northern Ontario Transportation Plan promotes safety awareness by partnering with the commercial trucking industry and Indigenous communities to align with Ontario's anti-human trafficking strategy and the Calls for Justice reported by the National Inquiry into Missing and Murdered Indigenous Women and Girls.

Crown Forest Sustainability Act

Forestry is one of the primary industries and land uses in northern Ontario as it covers 70.5 million ha of forest (MNR, 2021). The *Crown Forest Sustainability Act*, 1994, enables the regulation of forest planning, operations, licensing, processing and enforcement of forests on Crown lands. Forest Management Units segment the administrative areas with forest management plans which are prepared or approved for a ten-year period, determine where harvesting can occur, to establish a balance of social, economic and environmental values.

There are no Forest Management Units in the Project area, LSA or RSA.

Fish and Wildlife Conservation Act, 1997

This Act provides the regulatory framework to lawfully hunt and trap wildlife and fish as it also establishes conservation and wildlife protection measures for their habitats.

Public Lands Act, 1990

The *Public Lands Act*, R.S.O. 1990, c. P 43 allows the province to manage public lands also called Crown lands. It allows the management, sale, disposition, entrance into agreements, and delegate powers that cover the interest and goals of the province.

16.2.2.1.7 Federal Regional Assessment in the Ring of Fire Area

A Regional Assessment in the Ring of Fire area under the IA Act is being conducted by IAAC in partnership with Matawa First Nations Management, Mushkegowuk First Nations and Weenusk First Nation to understand effects of existing and potential future development in the Ring of Fire mineral development area (also known as Kawana 'bi 'kag). The Ring of Fire mineral development area has been studied over the past two decades following the discovery of rich mineral deposits in the northern Ontario region (see **Section 16.2.2.1.5**). All-season roads including the WSR have subsequently been proposed that will connect the Ring of Fire mineral development area to the provincial highway networks to the south. Resource and infrastructure development in the area may cause effects to First Nations that has been home to the people of the land since time immemorial and hold and exercise Aboriginal and Treaty Rights protected by Section 35 of the *Constitution Act, 1982*.

The Regional Assessment will take into consideration the effects of resource development activities as well as infrastructure projects such as proposed all-season roads in the area. The Minister of Environment and Climate Change committed that the regional assessment is described as a collaborative approach between the federal government agencies led by IAAC and representatives of First Nations communities, as described in the issued draft ToR (IAAC, 2024). The draft ToR was released in September 2024 for public comment and then finalized in January 2025 by fifteen First Nation partners and the IAAC (IAAC, 2025). The finalized Terms of Reference provides information on how the co-led regional assessment will proceed to the next steps of the assessment.



The participating First Nations of the Regional Assessment, that are within the Project LSA and RSA for non-traditional land and resource VCs are:

- Attawapiskat First Nation;
- Eabametoong First Nation;
- Marten Falls First Nation;
- Neskantaga First Nation;
- Nibinamik First Nation;
- Webequie First Nation; and
- Weenusk First Nation.

The Regional Assessment is independent of the EA/IA for the WSR and other IAs in the region and is a separate federal assessment process. As required by the TISG, the IA Act, and the Notice of Approval for the WSR ToR (amendment #1.3) for the Project, relevant information from the Regional Assessment, if available, will be used to inform the effects assessment for the Project.

16.2.2.1.8 Canada's United Nations Declaration of Indigenous Peoples Act, S.C. 2021, c. 14

Canada's *United Nations Declaration on the Rights of Indigenous Peoples Act* received Royal Assent in 2021. It is a key piece of legislation on renewing the Canada's relationship with Indigenous Peoples. This Act reflects the international human rights framework to interpret and apply across Canadian laws and their implementation. An action plan has also been created to present measures that achieve the Act's objectives.

16.2.2.2 Land Use Planning and Stewardship

This section provides a description of available land use planning information for LSA and RSA communities. It is noted that Indigenous communities in the LSA and RSA have traditional stewardship knowledge and practices that, although may not have been documented in western-style land use plans, deeply inform the conditions of the land and waters, and how Indigenous communities occupy and use the land and waters to sustain their communities. Although a critical source of understanding the landscape in this region, and potential effects to communities, the focus of this section is on non-traditional land use planning process and Non-Traditional Land and Resource Use. For the purposes of the EAR/IS, a distinction was made between traditional and Non-Traditional Land and Resource Use by Indigenous communities. This approach ensured that potential effects pathways related to Indigenous community involvement in land use planning processes could be described separately to the traditional stewardship role that Indigenous communities hold as part of their culture and Indigenous rights. The traditional land and resource use, cultural continuity and the assessment of potential impacts on the exercise of Aboriginal and treaty rights is presented in Section 19 of the EAR/IS.

A primary vehicle developed by the province for northern Ontario is the CBLUP under the *Far North Act, 2010*. The *Far North Act, 2010* is a process for First Nation communities in the Far North to engage in western-style land use planning in collaboration with the province. The *Far North Act, 2010* was envisioned by the province to help guide the process of resource and infrastructure development by collaboratively identifying designate land use areas permitted for potential development as well as protected areas for traditional Indigenous occupation and use. The Act was intended to guide preparation of plans lead by First Nation communities. While many First Nations were initially involved in the CBLUP process, most First Nations have not completed the planning process formally with the province.

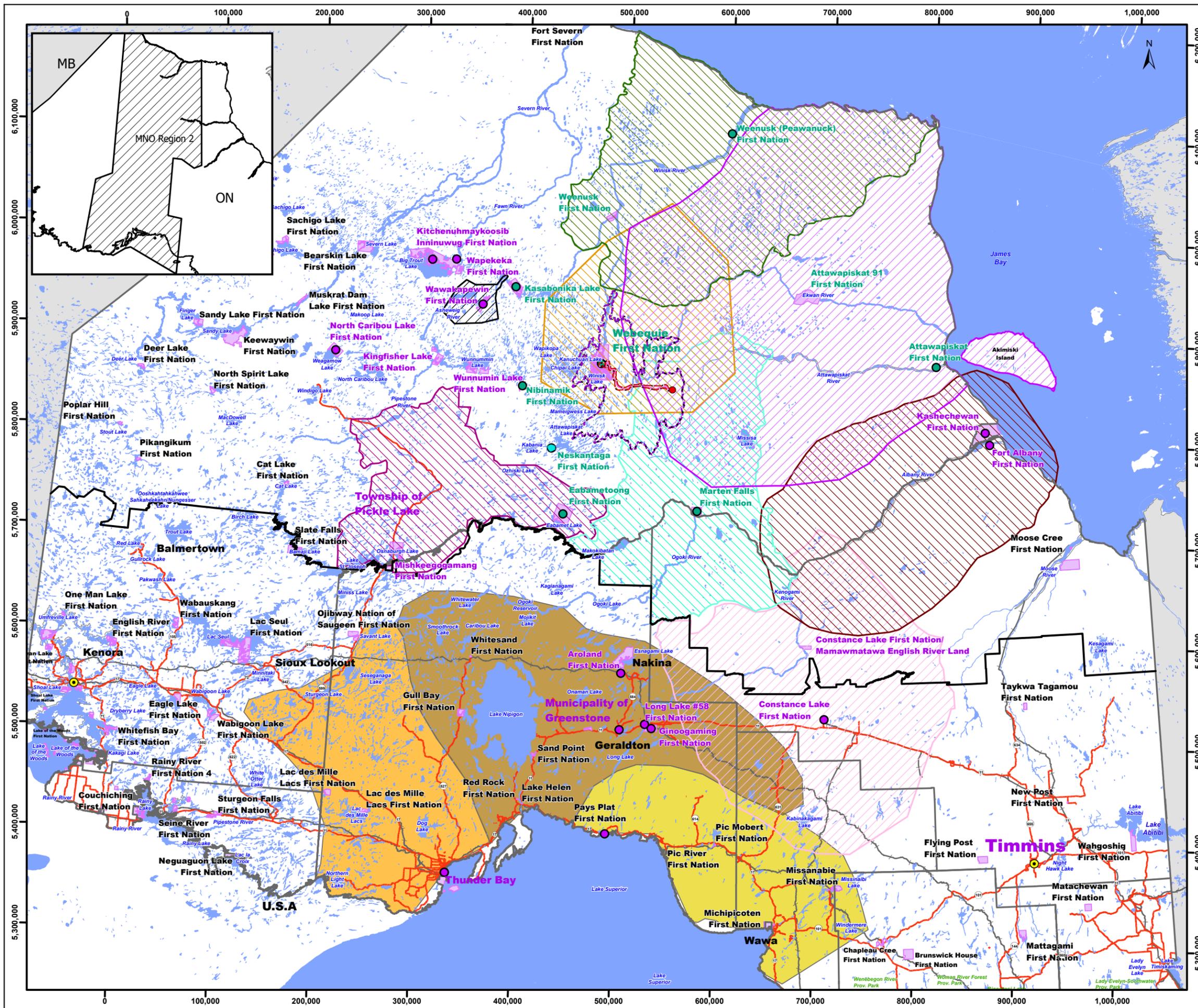


However, many First Nations have undertaken the CBLUP process under the *Far North Act, 2010* to a degree.

For the purposes of the EAR/IS, AIPs identified in Draft CBLUP documents under the *Far North Act, 2010* are shown in **Figure 16.3**. Areas of interest were identified by maps provided in ToRs for CBLUPs or identified in the Draft Webequie First Nation CBLUP as communities that have shared areas of interest (which included Kasabonika Lake First Nation, Neskantaga First Nation and Nibinamik First Nation) (Webequie First Nation and MNR, 2025). Based on currently available information, for the purposes of the EAR/IS, the Non-Traditional Land and Resource Use LSA and RSA were reviewed for potential overlap with the AIPs of the following First Nation communities (**Section 16.1.5.1**):

- LSA: Webequie First Nation, Marten Falls First Nation; and
- RSA: Attawapiskat First Nation Eabametoong First Nation, Kasabonika First Nation, Neskantaga First Nation, Nibinamik First Nation, Kingfisher Lake First Nation, Wunnumin Lake First Nation and Weenusk First Nation.





Legend

- Preferred Preliminary Route
- Socio-Economic Local Study Area
- Socio-Economic Regional Study Area
- Non-Traditional Land and Resource Use Local Study Area
- Non-Traditional Land and Resource Use Regional Study Area
- Attawapiskat First Nation Planning Area
- Weenusk First Nation Area of Interest for Planning (AIP)
- Webequie First Nation Area of Interest for Planning (AIP)
- Marten Falls First Nation Area of Interest for Planning (AIP)
- Kashechewan First Nation Area of Interest for Planning (AIP)
- Mishkeegogamang and Eabametoong First Nation Area of Interest for Planning (AIP)
- Wawakapewin First Nation Area of Interest for Planning (AIP)
- Constance Lake First Nation Area of Interest for Planning (AIP)
- First Nation Reserve
- Waterbody
- Municipality (Upper Tier and District)
- Far North Boundary
- All-Season Road
- Rail
- East terminus of the WSR in a proposed future mining development area

MNO Traditional Territories

- Lakehead
- Michipicoten
- Nipigon

Webeque Supply Road (WSR)

Available Community-Based Land Use Plan AIPs and Planning Area of First Nations in the LSA and RSA

Figure Number:	16.3	REV	PA
Client:	Webeque First Nation	Project Number:	661910
		Date:	1/13/2026
DSC		DRN	CHK
		LZ	VS

NOTES

1. Coordinate System: NAD 1983 Ontario MNR Lambert.
2. Cadastral boundaries are for informational purposes only and should not be considered suitable for legal, engineering, or surveying purposes.
3. Topographic/landcover features obtained from CanVec v12.0 dataset, Natural Resources Canada Earth and Sciences Sector Centre for Topographic Information; and, Land Information Ontario (LIO) Warehouse Open Data (<https://geohub.io.gov.on.ca/>), Ontario Ministry of Natural Resources and Forestry (OMNRF) Download Date : 2021-02-04

DISCLAIMER

This drawing was prepared for the exclusive use of Webeque First Nation (the "Client"). Unless otherwise agreed in writing by AtkinsRéalis, AtkinsRéalis does not accept and disclaims any and all liability or responsibility arising from any use of or reliance on this drawing by any third party or any modification or misuse of this drawing by the Client. This drawing is confidential and all intellectual property rights embodied or referenced in this drawing remain the property of such parties, as determined by the applicable services contract or contracts between AtkinsRéalis and the Client.

16.2.2.2.1 Local Study Area

Webequie First Nation

Draft Webequie First Nation Community Based Land Use Plan

The Webequie First Nation's strategic approach to land use planning encompasses both community-specific and broader territorial considerations. Through the formulation of the Webequie First Nation in-progress Draft CBLUP and the Webequie First Nation On-Reserve Land Use Plan (2019), Webequie First Nation is navigating the intricate balance between sustainable development and cultural preservation and revitalization. These plans, along with the Webequie First Nation CCP collectively reflect the community's commitment to harmonizing growth, resource utilization and the traditional values within the framework of its unique Three-Tier governance model. The following sections elaborate more on these comprehensive planning efforts and their strategic implications.

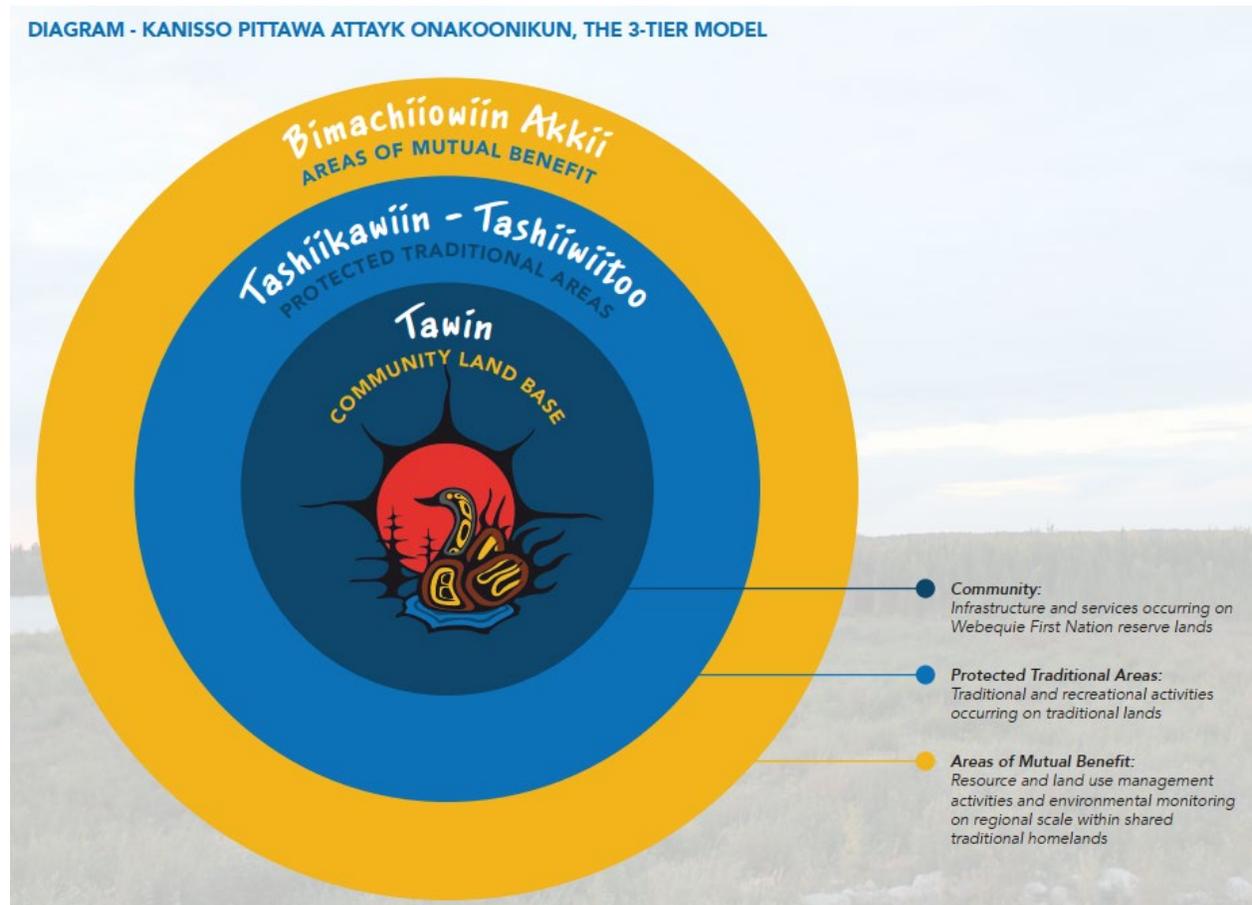
The *Far North Act, 2010* enables First Nations and the province to work together to develop a Terms of Reference and CBLUP to designate and guide the protection and development of a planning area following their cultural, ecological, economic, biological values, interests, functions, and activities. After the Terms of Reference for Webequie was finalized in 2014, the Draft CBLUP was developed in iterations starting in 2015 with the early version in 2019 and 2025 used as reference for this EAR/IS. The goals, objectives, and principles guide the development of the plan and define the existing ways the land is used, and how it will balance changes in the future within the planning area (approximately 2.8 million ha).

A joint planning team of Webequie community members worked to develop the in-progress Draft CBLUP. The process to develop the CBLUP also included discussions with neighbouring First Nations communities on shared areas of interest. The overlap of these shared areas recognizes the historic and community connections and requires continued engagement with neighbouring communities to align land use plans.

The planning area is also contextualized with Webequie First Nation's Three-Tier Model (see **Figure 16.4**) which has been passed down by generations and provides three land use objectives which forms the foundation of Webequie First Nation's land use approach, as follows:

- Tier 1: The reserve land base level includes the how the land use will provide services, homes, community at the local or on-reserve level.
- Tier 2: The cultural land base extends beyond the reserve to include lands that have ancestral values and traditional practices that embodies their cultural, spiritual and stewardship ties, values and identity to the lands.
- Tier 3: The economic land base reaches further and identifies the need to balance their traditional values of the land with the economic and development opportunities through sustainable approaches and agreements that respect other parties.

Figure 16.4: Webequie First Nation Three-Tier Model



Source: Webequie First Nation, 2023.

The Webequie First Nation in-progress Draft CBLUP is a land use planning policy and tool that not only recognizes how the community will make decisions that empower their future, self-sufficiency and responsible stewardship of the land but also builds in their rich culture, practices, values, principles, and philosophies. The goals and objectives include the harmonization of Webequie's stewardship responsibilities, promotion of their cultural, spiritual, emotional and physical connections to the land, protection of natural ecological systems with development and economic opportunities to foster self-reliance and become a self-sustaining community. In addition, a unique objective of the in-progress Draft CBLUPs includes the protection of lands with cultural value and ecological systems through an integrated network of protected areas.

The AIP for Webequie is 2,875,617 ha and surrounds the reserve (Webequie First Nation and MNR, 2025). Land use zones are defined in the Webequie First Nation Draft CBLUP with three land use designations: Enhanced Management Area (EMA), Dedicated Protected Area (DPA), and General Use Area. The Webequie First Nation Draft CBLUP cites all-season road options with opportunities for synergies for other linear infrastructure and nearby mineral sector development. EMAs balance the protection of sensitive Indigenous features with economic development opportunities that will support and develop Webequie's capacity, skills, and leadership. DPAs focus on the protection of sensitive Indigenous features, restrict economic development, support tourism, recreation, limit linear corridors to maintain remoteness, and shift development to avoid sensitive cultural values (Webequie First Nation and MNR, 2025).

Webequie First Nation On-Reserve Land Use Plan

The Webequie First Nation On-Reserve Land Use Plan was completed in 2019. It established a shared community vision that outlines what kinds of development and land uses are permitted and where, and sets out the decision-making process for those projects. Through input and feedback from the community, provides guidance for Webequie First Nation Chief and Council to make decisions on community land use and development projects within the 34,279 ha of Webequie reserve. For example, this includes plans for:

- Housing;
- Power;
- Water and sewer;
- Community buildings;
- Roads;
- Camps;
- Airport;
- Landfill;
- Pow wow area;
- Gardens; and
- Other uses.

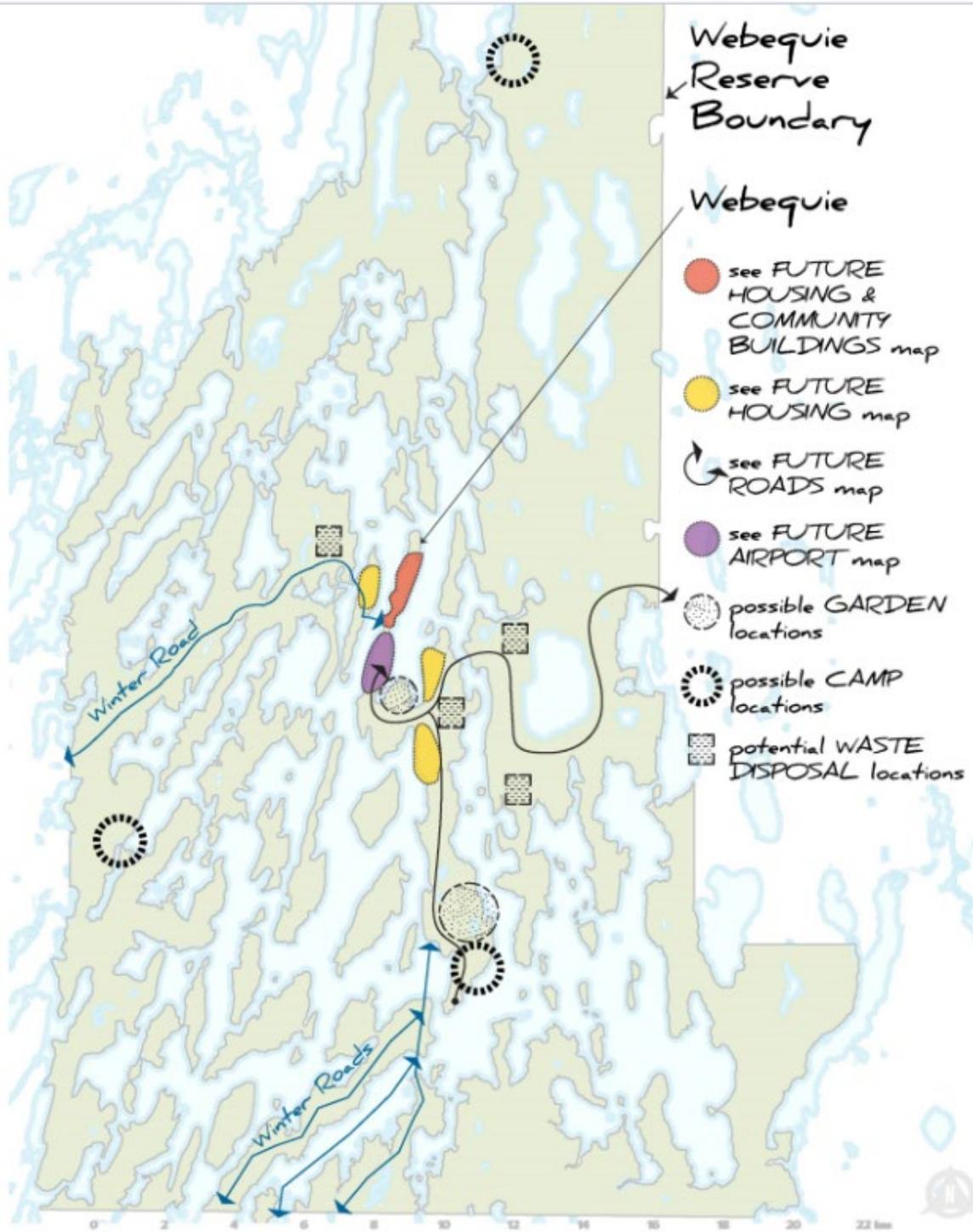
The Plan was developed in keeping with the Three-Tier Model approach as a path for Webequie First Nation to establish its approach to protect, manage and develop resources in such a way that it maintains traditional way of life, ancestral relationship with the land and equitable and sustainable resource development. This Plan is specific to Tier 1, the Webequie reserve lands, of the Three-Tier model (described above), and was developed with community member workshops and is aligned with other community planning processes, including the Webequie First Nation Draft CBLUP and the Webequie First Nation CCP.

As shown on **Figure 16.5**, the Webequie First Nation On-Reserve Land Use Plan includes an illustration of existing land uses as well as future land use options on the Webequie reserve. The Plan also includes more detailed information on cultural and environmental protection areas, with planning and design measures such as setbacks and runoff practices.

As shown on **Figure 16.6**, the Plan identifies the “all-season mine road” (WSR) that connects the Webequie community on Eastwood Island from the road near the Webequie airport eastward to the Ring of Fire mineral development area.

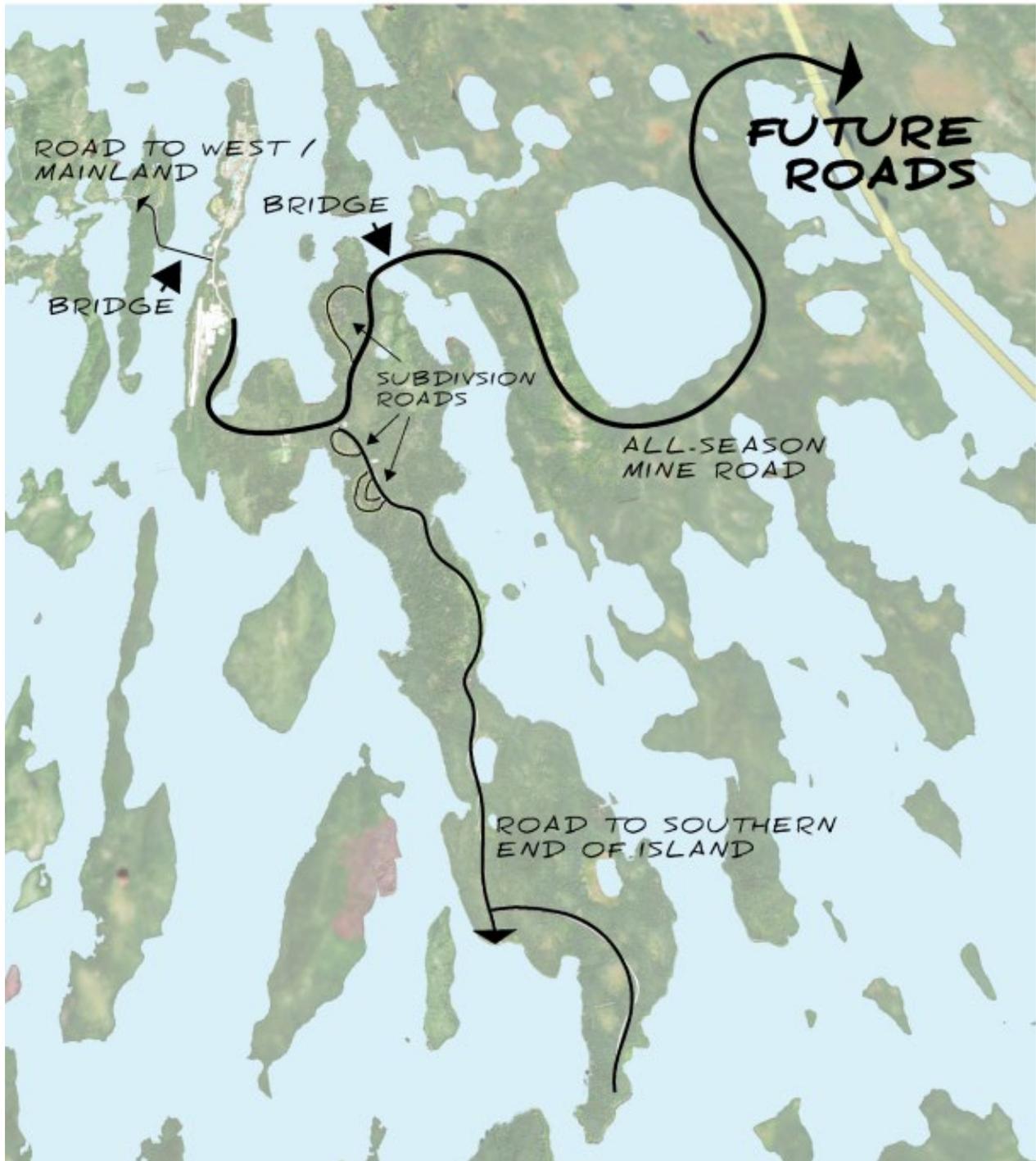


Figure 16.5: Webequie First Nation On-Reserve Land Use Plan – What Will We Build Where?



Source: Webequie First Nation, 2019a.

Figure 16.6: Webequie First Nation On-Reserve Land Use Plan – Future Roads map



Source: Webequie First Nation, 2019a.

Webequie First Nation Comprehensive Community Plan



The Comprehensive Community Plan is a result of the process of the community coming together to “dream for the future.” Seven goals of the Webequie First Nation Comprehensive Community Plan are the lenses that identify the direction of changes to build their community in the future.

The Webequie First Nation CCP was completed in 2023 over a 4-year process of engaging the community, Elders, staff and leadership. The purpose of the CCP was to lay out a roadmap for the future changes that will be coming and documented the Webequie community’s understanding of its current challenges, strengths, values, vision and required additional community studies and plans. It integrates other community plans and visioning processes, promotes working together to achieve the Webequie community’s seven directions/goals towards its vision of a “resilient, culturally vibrant, healthy, holistic and sustainable community [that] harmonize[s] traditional and modern knowledge” (Webequie First Nation, 2023).

The history of the Webequie community in its present-day location originated as a summer gathering site for clan families to live together. After Treaty No. 9 was signed and adhesions made in 1929-1930, the north side of Eastwood Island began to be developed. Land use concerns continued through the decades. The history includes requests by the Webequie First Nation were made for reserve land (1945), negotiations to stop building tourist camps for non-Indigenous users (1960s), tourism in Winisk Park (1960s), reserve recognition (1985), community infrastructure (1990s), reserve status (2001), Ring of Fire mineral development area discovered (2005), blockades to force negotiations (2010), Idle No More Movement (2012) and the development of land use plans (2010s). The Three-Tier Model (**Figure 16.4**) has been the central guide for land use planning as a traditional practice throughout this time period.

The history of the social context is woven through the Webequie First Nation timeline include the Sixties Scoop and devastation of residential schools, community services infrastructure such as education, retail and nursing stations, social and mental health crisis, forest fire fighting, youth speaking out on wellbeing issues, healthcare programs for substance abuse, and development of strategies and telecommunications.

As noted above, seven directions/goals capture the priority areas that the community need to live sustainably and want to improve. Working towards this vision takes a multitude of initiatives in all seven areas. Comprehensive lists of strengths, opportunities and challenges were devised for each goal by community leadership and community members through extensive community engagement activities. Highlights from each goal includes include (refer to **Figure 16.7**):

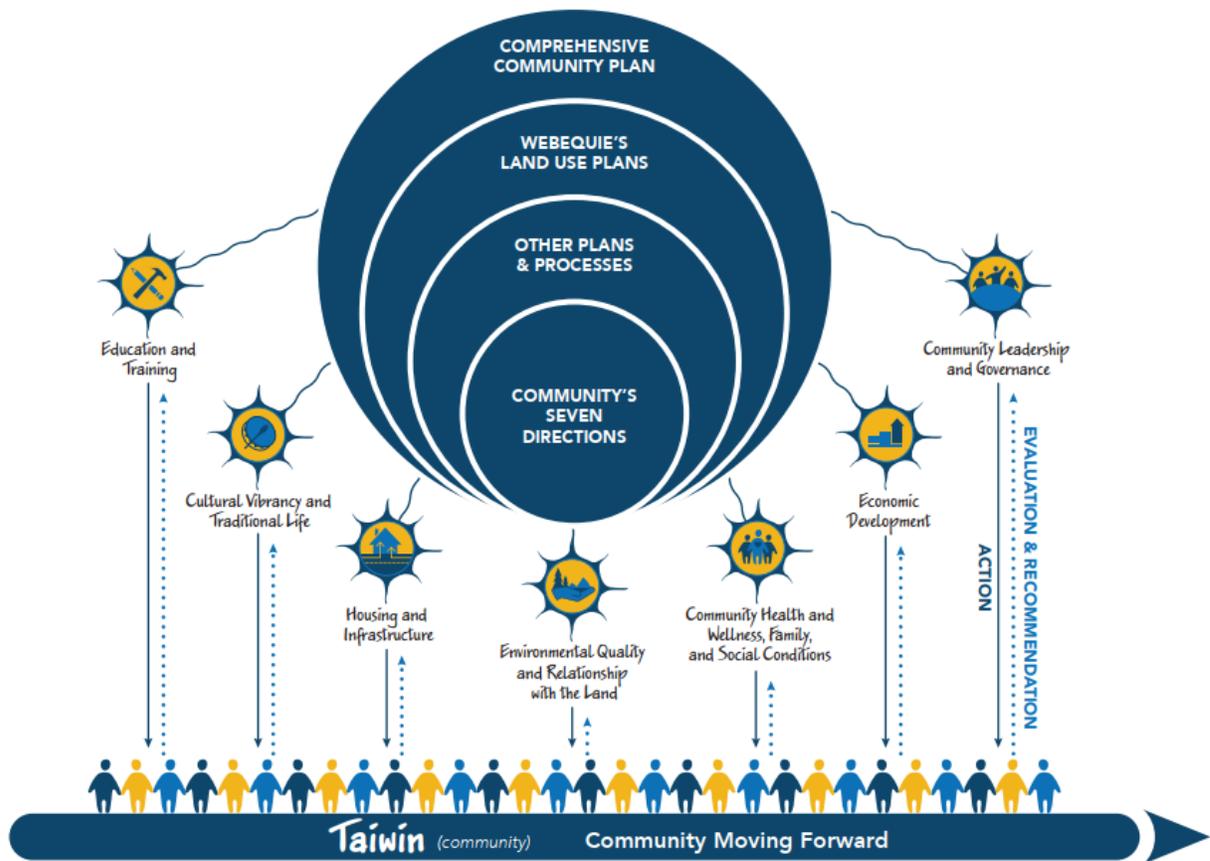
- Education and Training – primary and secondary education, retaining teaching, provision of childcare, training a young workforce, a health and wellness centre;
- Cultural Vibrancy and Traditional Life – proud of culture and history, importance of connection to land, Oji-Cree fluency, sustenance gathering and learning the culture;
- Housing and Infrastructure – housing needs, infrastructure upgrades and repairs, Elder Centre, airport development, broadband construction;
- Environmental Quality and Relationships with the Land – several monitoring initiatives, changes in plant, wildlife and weather, living off land to protect culture and heritage, Choose Life program;
- Community Health and Wellness, Family, and Social Conditions – expanding services, trauma, chronic health diseases and addiction, Eldercare, dedicated physician, employment and training opportunities;



- Economic Development – partnerships and business ventures, remote location and high cost of living, employment and training, resource development; and
- Community Leadership and Governance – self-governing community, transparency and accountability in decision making and reporting, hiring and training for better inter-departmental communications.

The Webequie First Nation CCP is an iterative or living document as it can be used as a guidepost to see what initiatives worked and learn from those that didn't. Management and monitoring of efforts is required as an ongoing process to ensure the community is engaged and lead the way in the future.

Figure 16.7: Webequie Concepts of Comprehensive Community Plan



Source: Webequie First Nation, 2023.

Marten Falls First Nation

In 2013, Marten Falls First Nation's CBLUP Terms of Reference was made publicly available (MFFN and MNR, 2013). Marten Falls First Nation is working on a draft CBLUP to address environmental and cultural issues, and to identify and plan socio-economic development strategies with the growing economic and resource development activities within Marten Falls First Nation historical traditional lands and waterways. Marten Falls First Nation identified an Areas of Interest for Planning that encompasses an area of 4,265,385 ha in the Terms of Reference for its in-progress Draft CBLUP, as shown on **Figure 16.3** and **Figure 16.8**. Marten Falls First Nation respects adjacent communities' shared uses and interests within the area of interest for planning and was intended to include direction for existing and potential land uses

and resource-based opportunities within the area of interest (MFFN and MNR, 2013). The Terms of Reference outlines that the CBLUP will address the following land uses:

- Historical and contemporary indigenous use;
- Protection/conservation/protected areas;
- Forestry, including non-timber forest products;
- Geoscience and the mineral sector;
- Renewable energy;
- Recreation;
- Tourism;
- Infrastructure;
- Water and Waterway use;
- Climate change mitigation and adaption;
- Fish and wildlife management; and
- Fire management.

The Terms of Reference acknowledges adjacent First Nations communities including the following located within the WSR LSA:

- Webequie First Nation;
- Attawapiskat First Nation; and
- Neskantaga First Nation.

Marten Falls First Nation also expressed interest in a CBLUP process that “identifies shared areas of interest to assist in relationship protocols with neighbouring First Nations” and “dialogue with adjacent communities to support understanding of shared areas and interests within the planning area” (MFFN and MNR, 2013).

The following five principles (MFFN and MNR, 2013) will help guide the planning process in the development of the CBLUP:

- “Kezhikanawabajikateg kaye ji tepwaaniwaang kekikinozhiwemakaang.” Everything on our land and water is living and needs to be respected;
- “Kawininitojikateg nikan onajikewining ineke.” The anishnabek relationship to the land should be seen as a cultured landscape; also, an area that is continuously being used by the anishnabek as a habitation and as a resource;
- “Kakina ji wiinda mawa nowaht anishnabek ka onjiwatch.” Engage the anishnabek on all issues that affect our shared and communal lands;
- “jih ishi kanawejikatey kakina kekon” Respect the natural and Anishinaabe customs and teachings at all times; and
- “Chi Mamow waban ji kateg emishiinonaniwang mashkawisiinaniwang” Looking at it together. In numbers there is strength.

The Marten Falls AIP overlaps with 131.6 ha of the WSR Project Footprint, 7,205.3 ha of the LSA, and 318,930.4 ha of the RSA.



Limited information is publicly available about Marten Falls First Nation’s documented plans for land use. As information becomes available through dialogue with the community, it will be integrated as part of the Project plans.

16.2.2.2.2 Regional Study Area

Land use planning information for the RSA consists of government plans and policies outlined in **Section 16.2.2.1** and First Nation communities that have a historic and existing interest in stewardship of the area, as well as occupancy and land and resource use.

In March 2024, the Draft Omushkego Wahkohtowin Conservation Plan was released which outlined the vision, model, funding, partnerships to develop coastal and land-based conservation plans from James Bay to Hudson Bay and inland shown on **Figure 16.17** (Mushkegowuk Council, 2024). It was one of four initiatives included in an \$800 million government fund in December 2022 (Government of Canada, 2025). The coastal plan proposed 86,000 km² area as a National Marine Conservation Area. A land-based plan which also proposes to cover the shoreline, estuaries and rivers from Fort Severn to Chapleau Cree First Nation is in development and may cover an area of 130,000 km² of wetlands, and 75,000 km² of boreal forest which combines for a total of 20,500,000 ha (McIntosh, 2024).

The land-based plan will require the involvement, agreement, and funding from federal and provincial governments, the private sector and other organizations. A project finance for performance (PFP) approach was identified for this initiative which will create a governance framework, identify areas for protection and conservation, and determine economic and cultural directions that will support livelihood and community well-being. Seven First Nations who are members of Mushkegowuk Council have signed onto this plan and another two, have agreed to be represented by the Council for the purpose of the PFP. The plan estimates a ten-year period to implement these goals and reach their vision to protect the ecological integrity of *Na-Taski-Nano* (“Mother Earth” and “that which sustains the people”).

The following section describes land use planning information from First Nation communities that may have interests that intersect with the Non-Traditional Land and Resource Use in the RSA.



The Project Team will continue engaging with First Nations communities in the RSA to understand their CBLUP or objectives to manage their traditional territories to uphold their ability to manage resources and steward their lands.

Attawapiskat First Nation

Attawapiskat First Nation initiated a territorial plan independent of the CBLUP process under the *Far North Act*. The Terms of Reference for this plan outlined the community’s values, proposed planning process and their guiding principles. It also summarized environmental and cultural issues, interconnectedness and economic development related to natural resources. The planning area, shown on **Figure 16.3** and **Figure 16.9** covers a land mass known as the community’s traditional area that extends from Kapiskau River in the south to Hudson Bay in the north and westward along Hudson Bay towards the Winisik River and from Akimiski Island in the east to Lake Missisa in the west (Neegan Naymowan Stantec LP, 2015). The planning principles within the Terms of Reference consist of (Neegan Naymowan Stantec LP., 2015):

- Cultural and heritage values;
- Biodiversity;
- Cumulative effects of land use activities;
- Climate change;



- Areas of natural resource value for economic development;
- Infrastructure;
- Tourism; and
- Protected areas.

In correspondence from Attawapiskat First Nation to the Proponent on the WSR draft ToR (Attawapiskat First Nation, 2019), Attawapiskat First Nation wrote:

“The industrialization of the western portion of Attawapiskat First Nation territory will have far-reaching regional impacts on the environment that supports our way of life. Our community must be able to explore the consequences of alternate future development scenarios and identify a preferred future, thereby setting limits to development and the downstream impacts of our territory.”

In correspondence from Attawapiskat First Nation to the Proponent on the WSR final ToR (Attawapiskat First Nation, 2020), Attawapiskat First Nation wrote:

“Attawapiskat has not yet finalized its CBLUP and that an exemption for Webequie will interfere with Attawapiskat’s decision-making authority over areas of shared use. The fact that Ontario is acting both as project facilitator and project regulator suggests that the exemption from Section 12(1) of the Far North Act will be granted, once all of the EA’s procedural requirements have been fulfilled. It is clear from the policy environment outlined in the ToR that First Nations jurisdiction over land use planning (other than that of Webequie First Nation) will not be recognized by Ontario in making a decision to permit development and exempt Webequie from sections of the Far North Act.”

Detailed information is not publicly available on Attawapiskat First Nation’s documented plans for land use. As information becomes available through dialogue with the community, it will be integrated as part of Project planning.

Attawapiskat First Nation is one of 10 northern First Nations who have launched a lawsuit against the Ontario and federal government in April 2023 (McIntosh, 2023). They have requested that the provincial and federal governments be barred from making any decisions about how land could be used without Indigenous consent. The lawsuit centres on Treaty No. 9 and the contrast between the verbal and written promises of Treaty No. 9 as recorded (McIntosh, 2023). The Nations are arguing that they did not cede or surrender their territories, and that Treaty No. 9 did not give the Ontario government the right to allow resource extraction (McIntosh, 2023).

Eabametoong First Nation

The Terms of Reference for the Eabametoong and Mishkeegogamang First Nations CBLUP was signed in July 2013 (Eabametoong and Mishkeegogamang First Nations and Ministry of Natural Resources, 2013). The Terms of Reference is intended to guide the CBLUP which outlines the communities’ values and objectives for land use planning. Eabametoong and Mishkeegogamang have identified an area of interest that encompasses an area of 2,487,752 ha, as shown on **Figure 16.10**. This area of interest is defined by Eabametoong First Nation and Mishkeegogamang First Nation and it includes the traditional land use areas (north of the *Far North Act, 2010* boundaries) that is bordered primarily by the Albany River on the south and approximately along the height of land of the Attawapiskat watershed on the north. Traditional harvest areas have been used to help define the boundaries of the planning area, with respect



for neighbouring First Nations. The Terms of Reference outlines that the CBLUP will address the following land uses:

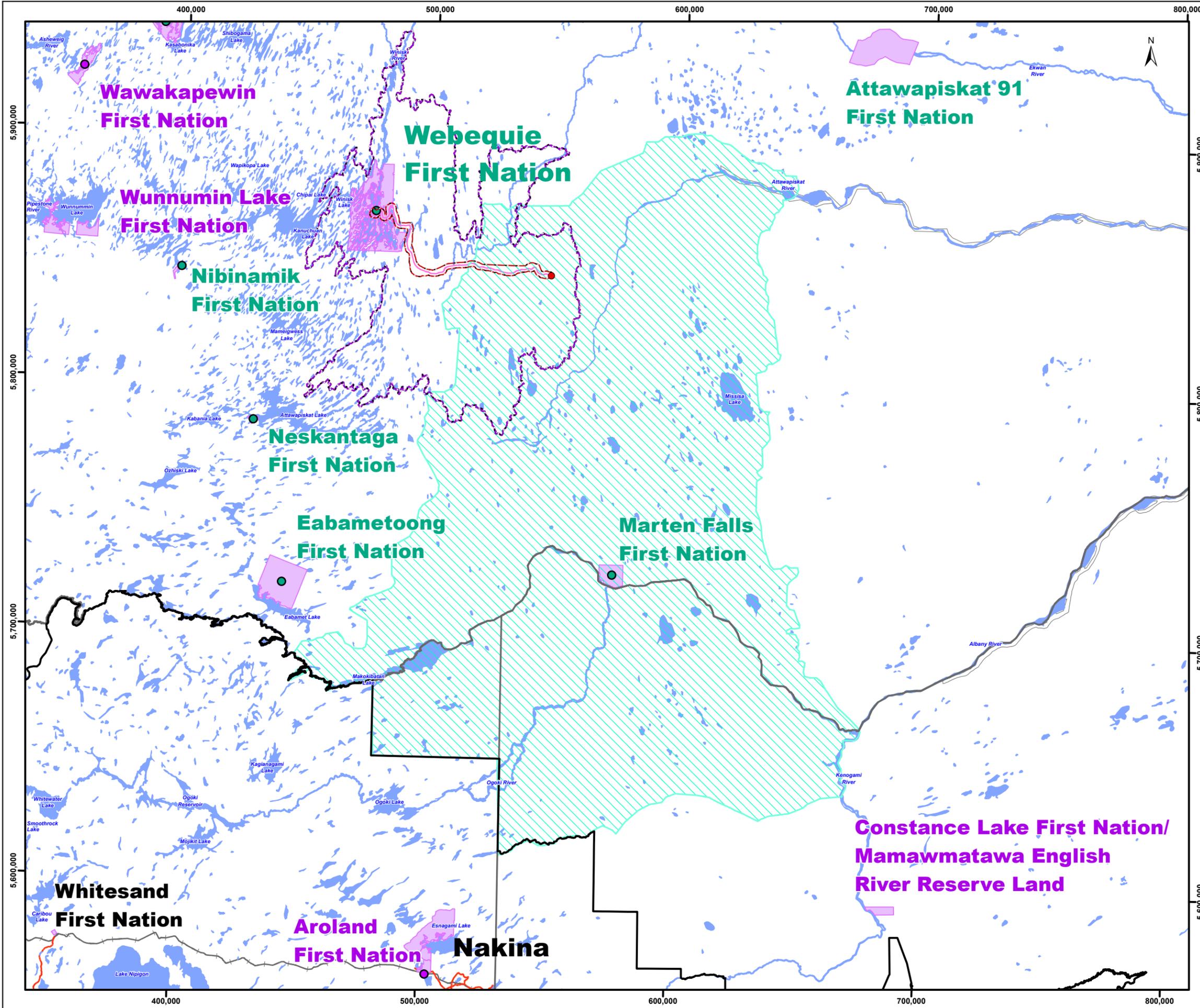
- Traditional and customary land use;
- Conservation and protection of land;
- Forest management;
- Tourism;
- Mineral sector;
- Recreation;
- Water conservation;
- Renewable energy;
- Access and infrastructure;
- Climate change; and
- Fire management.

Eabametoong First Nation and Mishkeegogamang First Nation describe their traditional use territory as Tassshikaywin, which means “our places on the Earth and in nature’s realm” (Eabametoong, Mishkeegogamang First Nations and Ministry of Natural Resources, 2013) and was used in the CBLUP planning initiative.

Limited information is publicly available about Eabametoong First Nation’s documented plans for land use. As information becomes available through dialogue with the community, it will be integrated as part of Project planning.

Eabametoong First Nation is one of 10 northern First Nations who have launched a lawsuit against the Ontario and federal government in April 2023 (McIntosh, 2023). They have requested that the provincial and federal governments be barred from making any decisions about how land could be used without Indigenous consent. The lawsuit centres on Treaty No. 9 and the contrast between the verbal and written promises of Treaty No. 9 as recorded (McIntosh, 2023). The Nations are arguing that they did not cede or surrender their territories, and that Treaty No. 9 did not give the Ontario government the right to allow resource extraction (McIntosh, 2023).





- Legend**
- Preferred Preliminary Route
 - Socio-Economic Local Study Area
 - Socio-Economic Regional Study Area
 - Non-Traditional Land and Resource Use Local Study Area
 - Non-Traditional Land and Resource Use Regional Study Area
 - Marten Falls First Nation Area of Interest for Planning (AIP)
 - First Nation Reserve
 - Waterbody
 - Municipality (Upper Tier and District)
 - Far North Boundary
 - All-Season Road
 - Rail
 - East terminus of the WSR in a proposed future mining development area

Webequie Supply Road (WSR)

Marten Falls First Nation
Area of Interest For Planning

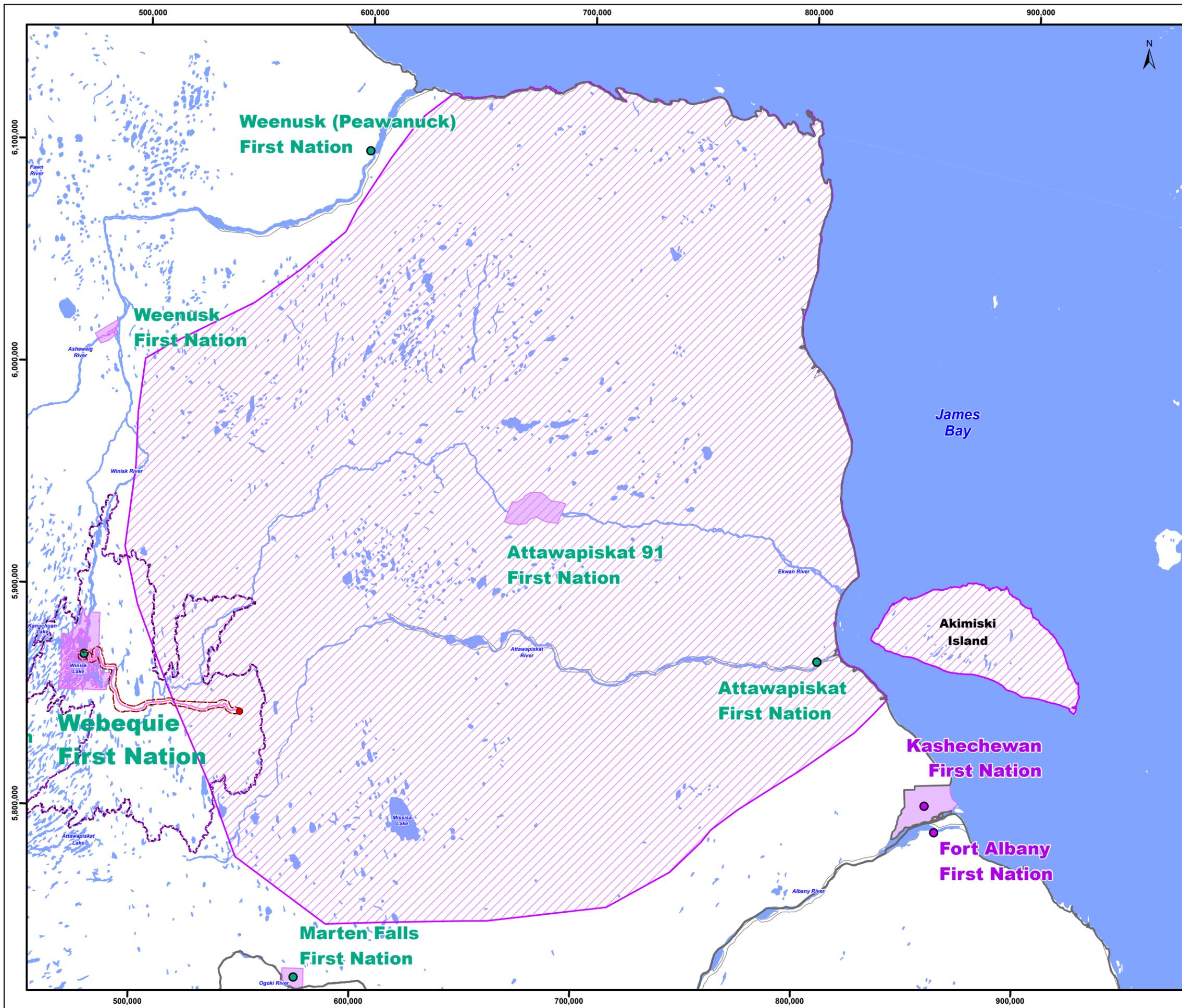
Figure Number:	16.8	REV	PA
Client:	Webequie First Nation	Project Number:	661910
		Date:	1/12/2026
DSC			DRN
			CHK
			APP
			LZ
			VS
			VS

NOTES

1. Coordinate System: NAD 1983 Ontario MNR Lambert.
2. Cadastral boundaries are for informational purposes only and should not be considered suitable for legal, engineering, or surveying purposes.
3. Topographic/landcover features obtained from CanVec v12.0 dataset, Natural Resources Canada Earth and Sciences Sector Centre for Topographic Information; and, Land Information Ontario (LIO) Warehouse Open Data (<https://geohub.io.gov.on.ca/>), Ontario Ministry of Natural Resources and Forestry (OMNRF) Download Date : 2021-02-04

DISCLAIMER

This drawing was prepared for the exclusive use of Webequie First Nation (the "Client"). Unless otherwise agreed in writing by AtkinsRéalis, AtkinsRéalis does not accept and disclaims any and all liability or responsibility arising from any use of or reliance on this drawing by any third party or any modification or misuse of this drawing by the Client. This drawing is confidential and all intellectual property rights embodied or referenced in this drawing remain the property of such parties, as determined by the applicable services contract or contracts between AtkinsRéalis and the Client.



- Legend**
- Preferred Preliminary Route
 - Socio-Economic Local Study Area
 - Socio-Economic Regional Study Area
 - Non-Traditional Land and Resource Use Local Study Area
 - Non-Traditional Land and Resource Use Regional Study Area
 - Attawapiskat First Nation Planning Area
 - First Nation Reserve
 - Waterbody
 - Municipality (Upper Tier and District)
 - Far North Boundary
 - All-Season Road
 - Rail
 - East terminus of the WSR in a proposed future mining development area

Webeque Supply Road (WSR)

Attawapiskat First Nation
Planning Area

Figure Number:	16.9	REV	PA
Client:	Webeque First Nation	Project Number:	661910
		Date:	1/12/2026
DSC			DRN LZ
			CHK VS
			APP VS

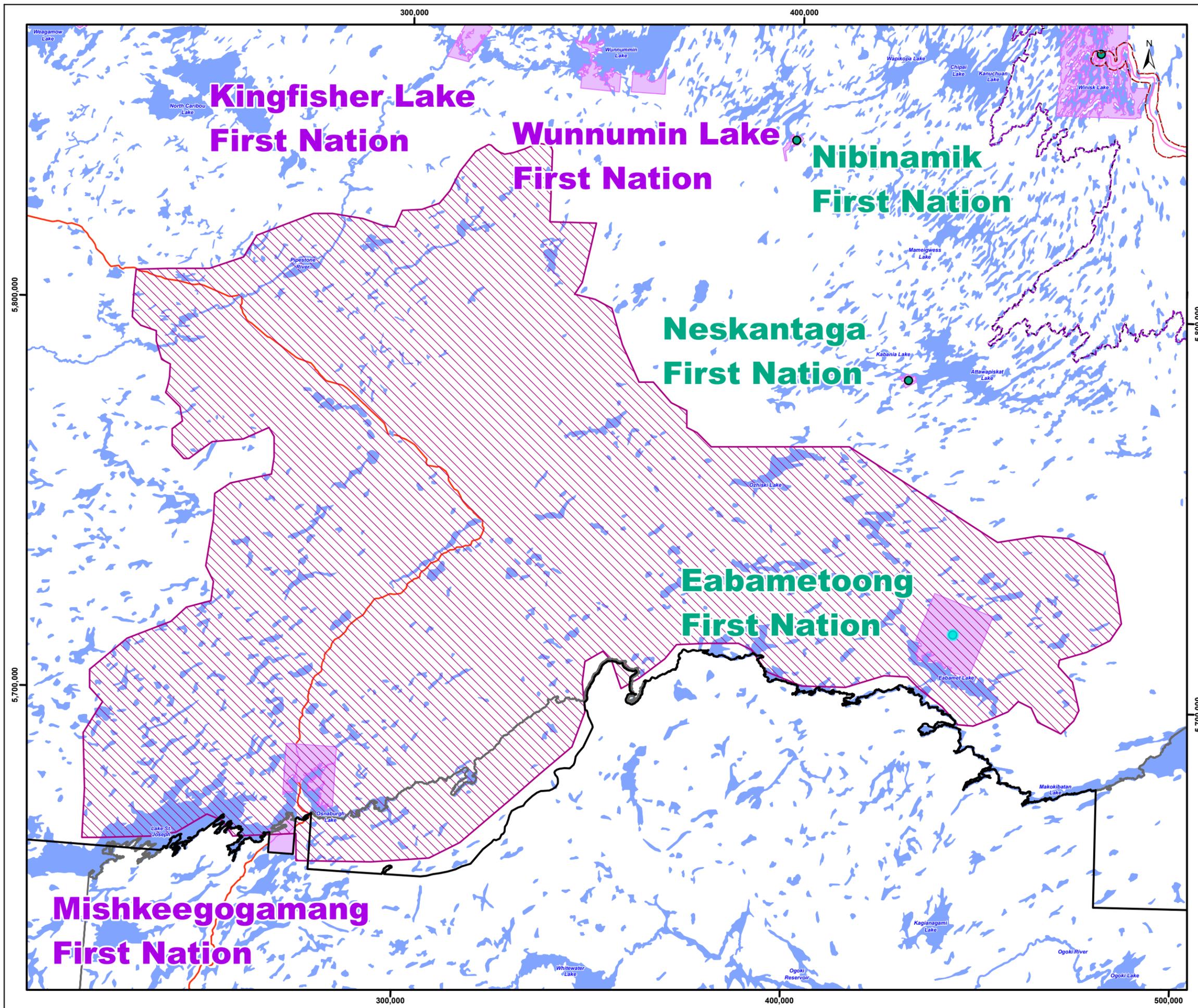


NOTES

1. Coordinate System: NAD 1983 Ontario MNR Lambert.
2. Cadastral boundaries are for informational purposes only and should not be considered suitable for legal, engineering, or surveying purposes.
3. Topographic/landcover features obtained from CanVec v12.0 dataset, Natural Resources Canada Earth and Sciences Sector Centre for Topographic Information; and, Land Information Ontario (LIO) Warehouse Open Data (<https://geohub.io.gov.on.ca/>), Ontario Ministry of Natural Resources and Forestry (OMNRF) Download Date : 2021-02-04

DISCLAIMER

This drawing was prepared for the exclusive use of Webeque First Nation (the "Client"). Unless otherwise agreed in writing by AtkinsRéalis, AtkinsRéalis does not accept and disclaims any and all liability or responsibility arising from any use of or reliance on this drawing by any third party or any modification or misuse of this drawing by the Client. This drawing is confidential and all intellectual property rights embodied or referenced in this drawing remain the property of such parties, as determined by the applicable services contract or contracts between AtkinsRéalis and the Client.



- Legend**
- Preferred Preliminary Route
 - Socio-Economic Local Study Area
 - Socio-Economic Regional Study Area
 - Non-Traditional Land and Resource Use Local Study Area
 - Non-Traditional Land and Resource Use Regional Study Area
 - Eabametoong and Mishkeegogamang Area of Interest for Planning
 - First Nation Reserve
 - Waterbody
 - Municipality (Upper Tier and District)
 - Far North Boundary
 - All-Season Road
 - Rail
 - East terminus of the WSR in a proposed future mining development area

Webequie Supply Road (WSR)

Eabametoong First Nation and
Mishkeegogamang First Nation
Area of Interest for Planning

Figure Number:	16.10	REV	PA
Client:	Webequie First Nation	Project Number:	661910
		Date:	1/9/2026
DSC			DRN
			CHK
			APP
		LZ	VS
			VS



- NOTES**
1. Coordinate System: NAD 1983 Ontario MNR Lambert.
 2. Cadastral boundaries are for informational purposes only and should not be considered suitable for legal, engineering, or surveying purposes.
 3. Topographic/landcover features obtained from CanVec v12.0 dataset, Natural Resources Canada Earth and Sciences Sector Centre for Topographic Information; and, Land Information Ontario (LIO) Warehouse Open Data (<https://geohub.io.gov.on.ca/>), Ontario Ministry of Natural Resources and Forestry (OMNRF) Download Date : 2021-02-04

DISCLAIMER

This drawing was prepared for the exclusive use of Webequie First Nation (the "Client"). Unless otherwise agreed in writing by AtkinsRéalis, AtkinsRéalis does not accept and disclaims any and all liability or responsibility arising from any use of or reliance on this drawing by any third party or any modification or misuse of this drawing by the Client. This drawing is confidential and all intellectual property rights embodied or referenced in this drawing remain the property of such parties, as determined by the applicable services contract or contracts between AtkinsRéalis and the Client.

Kasabonika Lake First Nation

Documentation on CBLUP from Kasabonika Lake First Nation was not available for review when the EAR/IS was prepared. Although a formal land use plan for the Kasabonika Lake community was not available for review, information has been gathered from available sources on Kasabonika Lake First Nation for the purposes of the EAR/IS.

The Kasabonika Lake community is a fly-in Anishiniimowin (Oji-Cree) Nation in Treaty No. 9 territory located in northern Ontario. Kasabonika Lake First Nation is located 570 km north of Thunder Bay and 448 km northeast of Sioux Lookout. The community is situated on the southwestern shores of Kasabonika Lake within the Winisk River watershed.

The Kasabonika Lake community is only accessible by air, with seasonal road access in the winter months only. The Kasabonika Lake First Nation community is located primarily on Kasabonika Island on Kasabonika Lake, with some parts of the community situated across the bridge to the mainland, including the all-season Visual Flight Rules (VFR) Kasabonika Airport and other ancillary services. Land use on Kasabonika Island includes a mix of residential, commercial and community buildings, which house services typical of remote communities in Northern Ontario.

Kasabonika Lake First Nation is a signatory of Treaty No. 9 and received reserve status in 1979 (Shepherd and Orchard, 2022). Kasabonika Lake became a satellite community of Kitchenuhmaykoosib Inninuwug (Big Trout Lake) in the 1970's (MacDonald, 2011). Kasabonika Lake First Nation has a long tradition of seasonal settlements throughout their traditional territory. Generally, these were erected or occupied during the spring when large game was abundant (Sieciechowicz, 1986). Camps are spread out along the lakeshore and represent a more diffuse pattern of settlement. Today homes in the community are packed more closely together.

The community chose the island location for several reasons: It is more convenient to land a float plane, it is a natural protection against forest fires, and it provides some protection from bears and wolves (MacDonald, 2011). During the fur-trade period, Kasabonika Lake First Nation settlement had a palisade encircling it (Kayahna Tribal Area Council, 1985). The Kasabonika Lake First Nation homeland is centred on the lakes of Kasabonika and Shibogama with heavy utilization on the lakes, and an overall east-west orientation and important connection with Big Trout Lake to the west. The Kasabonika Lake First Nation utilize the land for hunting, trapping, fishing, gathering and travelling between communities (Kayahna Tribal Area Council, 1985). The land north of Kasabonika Lake was historically used more extensively compared to the other areas around Kasabonika Lake. As the Kasabonika Lake First Nation was an established community site even before the signing of the Treaty, there was no need for families to settle in Kitchenuhmaykoosib Inninuwug so there are almost no historical records of people from Kasabonika Lake First Nation utilizing the territories further to the north (Kayahna Tribal Area Council, 1985). Additional information on traditional land and resource use and cultural continuity is presented in Section 19 of the EAR/IS.

The community has a land use planning program, which oversees the land use initiatives and ensures preservation of the traditional lands. The program is in charge of acting as liaison between the community, Ministry Natural Resources (MNR) and governmental agencies on land related matters, liaising with companies on mining developments, forestry and renewable energy projects, negotiating on behalf of the community in relation to agreements and memorandums, and works with other Band departments for land use planning (211 Ontario North, 2024a). The community also has a housing authority which is responsible for housing related matters, resolving problems, addressing requests, and planning for future requirements (211 Ontario North, 2024b).



In 2008, the Northern Ontario Heritage Fund Corporation (NOHFC) invested \$50,000 for the Kasabonika Community Development Corporation to undertake a community consultation project on mineral resource development, which would provide community members with information regarding the benefits, impacts and issues surrounding mineral development projects (Government of Ontario, 2008). An additional \$132,140 has also been planned by NOHFC to build a warehouse to accommodate mineral exploration companies working in the area and enable the community to benefit from resource development.

To partake in the growing mining sector in the region, Becker (Nimkie Mining Services) has struck a number of agreements with business partners including Asabanaka Drill Services, a majority First Nation-owned company out of Kasabonika Lake First Nation, to assist with the start-up of a 10-week diamond driller training course (Northern Ontario Business, 2017). This training offers in diamond drilling services, exploration and geophysics, infrastructure project management, and common core training in drilling, surface mining and heavy equipment (Northern Ontario Business, 2017).

ThawiKayhiGan Group (TKG Group) was established in 2018 and is owned equally by Kingfisher Lake, Kasabonika Lake, Kitchenuhmaykoosib Inninuwug (Big Trout Lake), Wapekeka, Wawakapewin and Wunnumin Lake First Nations. The group, based in Thunder Bay, works to generate new economic opportunities for its communities. “This is our first business acquisition that will directly service our First Nations,” said Jonathon Mamakwa, President of the TKG Group. “This is key in our overall plan in contributing to the development of healthy First Nation communities with vibrant economies that support future generations,” he adds (TKG Group, 2023).

Limited information is publicly available about Kasabonika Lake First Nation’s documented plans for land use. As information becomes available through dialogue with the community, it will be integrated as part of Project planning.

Neskantaga First Nation



Neskantaga First Nation shares traditional territory with Webequie First Nation, has close ties to the land and seeks to balance development and conservation that is based in consent.

CBLUP documentation for Neskantaga First Nation was not available for review when the EAR/IS was prepared, including information as part of a CBLUP or similar process. Although a formal land use plan for the Neskantaga community was not available for review, information has been gathered about the Neskantaga community for the purposes of the EAR/IS.

Neskantaga First Nation is an Anishiniimowin (Oji-Cree) Nation in Treaty No. 9 territory located in northwestern Ontario, approximately 435 km north of Thunder Bay. The community is situated on the north shore of Attawapiskat Lake. It is one of the closest Indigenous communities to Webequie First Nation, which is located less than 100 km to the north.

Neskantaga First Nation is closely tied to the land and the community strives to balance conservation and resource development along with economic development (Neskantaga First Nation, 2023).

Dialogue between Webequie First Nation and Neskantaga First Nation is ongoing, acknowledging their shared common history of movement and traditional use in their territories, including the recognition of Neskantaga's traditional use area in the southern portion of the Webequie First Nation AIP (Webequie First Nation and MNR, 2025).

In correspondence from Neskantaga First Nation to the Proponent on November 6, 2019 (Neskantaga First Nation, 2019), Neskantaga First Nation wrote:

“The development of the mines and roads in the Ring of Fire region, and other forms of induced development, will have strategic level impacts on Neskantaga’s Aboriginal and Treaty rights throughout our territory. Those strategic level issues are not part of the current EA. Neskantaga seek a comprehensive and integrated consultation process to address the strategic level impacts of opening up the region to development beyond the Supply Road EA”

In correspondence from Neskantaga First Nation to MECP dated October 13, 2020 (Neskantaga First Nation, 2021), the community indicated:

“Neskantaga’s land use options will be permanently altered by the Project as the Webequie Supply Road will bisect Neskantaga’s lands and change forever the options for ensuring the continued practice of Neskantaga’s way of life on Neskantaga territory.”

And,

“Neskantaga has strong family ties to the project area since time out of mind. The project directly impacts Neskantaga traplines and falls within Neskantaga’s Area of Interest. Neskantaga has a sacred, legal obligation to protect, defend and steward the water, land, air, and resources of our territory. From Neskantaga’s perspective, we are uniquely vulnerable to the impact of the Supply Road and induced development of the entire Ring of Fire region, and will bear the burden of significant risks arising from the roads and mines.”

Neskantaga First Nation is one of 10 northern First Nations who have launched a lawsuit against the Ontario and federal government in April 2023 (McIntosh, 2023). They have requested that the provincial and federal governments be barred from making any decisions about how land could be used without Indigenous consent. The lawsuit centres on Treaty No. 9 and the contrast between the verbal and written promises of Treaty No. 9 as recorded (McIntosh, 2023). The Nations are arguing that they did not cede or surrender their territories, and that Treaty No. 9 did not give the Ontario government the right to allow resource extraction (McIntosh, 2023).

Limited information is publicly available about Neskantaga First Nation's documented plans for land use. As information becomes available through dialogue with the community, it will be integrated as part of Project planning.

Nibinamik First Nation

CBLUP documentation for Nibinamik First Nation was not available for review when the EAR/IS was prepared, including information as part of a CBLUP or similar process. Although a formal land use plan for the Nibinamik community was not available for review, information has been gathered about the Nibinamik community for the purposes of the EAR/IS.

Nibinamik First Nation (Summer Beaver Settlement) is an Anishiniimowin (Oji-Cree) Nation in Treaty No. 9 territory in Northwestern Ontario. Nibinamik First Nation is located 480 km north of Thunder Bay. It is located on the Summer Beaver settlement along the eastern shores of Nibinamik Lake on the Winisk River system.



The community is situated on land surrounded on three sides by Nibinamik Lake. To the south, a road leads out of the community to the airport and other ancillary infrastructure. The community is small and compact with a mix of residential, commercial and community buildings. Education, health, Band administration and other community services and infrastructure are provided in the community.

Protection of the land is very important to Nibinamik community members for both economic and spiritual reasons (Nibinamik First Nation, 2014). A 2014 study showed that approximately half of community members in Nibinamik First Nation hunt, trap and fish to provide for their families with a small number engaging in these activities for a source of income (Nibinamik First Nation, 2014). The Nibinamik people consider land to be somewhere to heal and where they feel at home. The land is tied to their culture and traditions (Nibinamik First Nation, 2014). There is an overall lack of trust with the mining companies due to concerns that they will destroy the environment and the land to which the community is so closely tied (Nibinamik First Nation, 2014).

A letter from Nibinamik First Nation's Chief to MECP in February 2021, outlined their preliminary comments on the supply roads to Webequie and Marten Falls and the Northern Road link (Nibinamik First Nation, 2021). While Nibinamik is generally supportive of First Nation groups working to connect to the provincial road system, they have flagged major concerns with the structure of the assessment process and the siloed approach to consultation (Oskineegish, 2021).

Limited information is publicly available about Nibinamik First Nation's documented plans for land use. Where information becomes available through dialogue with the community, it will be integrated as part of Project planning.

Weenusk First Nation

Weenusk First Nation is a Muskkegowuk (Cree) Nation in Treaty No. 9 territory located in Northwestern Ontario, approximately 770 km north of Thunder Bay. The community settlement, known as Peawanuck, is located on the western shore of the Winisk River, at the mouth of the Asheweig River, approximately 35 km upriver of the Winisk River confluence with Hudson's Bay.

Weenusk First Nation has a registered population of 607 with 280 members living on-reserve (CIRNAC, 2023h). As per the 2021 Census of Population, 247 people live on-reserve (identified as Peawanuck, Indian settlement) (CIRNAC, 2025). It is a fly-in community that is currently serviced by the all-season VFR Peawanuck Airport, and a winter road which links them to the winter road network via the Fort Severn First Nation (Government of Ontario, 2023). Peawanuck is a community with newer infrastructure and housing, much of it proudly built by the community members themselves after moving from the old settlement. The community hosts a suite of education, health and administrative and other community services and infrastructure to support remote community operations.

The Hudson Bay-James Bay coastline in Northern Ontario has always served as a home to Weenusk First Nation (Weenusk First Nation & MNRF, 2017). The mouth of the Winisk River was always a gathering place in the spring and summer for Weenusk First Nation people (Weenusk First Nation & MNRF, 2017). Weenusk first made contact with European settlers in the 1600s, which led to the colonization of many traditional areas. The colonization by European settlers resulted in establishing a trading post for the Hudson Bay company in 1670, which later became a permanent post in 1924. A trading post was established on the Winisk River in the 1800's with a permanent Roman Catholic Mission in the early 20th century (Lemelin et al., 2010). Members would travel to the nearby towns with the HBC Post and Catholic mission as a base and then travel from the mouth of the bay to their hunting grounds (Weenusk First Nation & MNRF, 2017).



“In 1953, the Army set up a radar base and donated housing to community members” (Weenusk First Nation & MNRF, 2017). Members of the Weenusk community worked at this radar base and were provided housing by the Royal Canadian Air Force. This would become the Weenusk community site. From 1940-1960’s, the community saw an increase in infrastructure a wage economy with permanent dwellings (Lemelin et al., 2010). In the 1970’s the village of Weenusk was more of a meeting place for families, rather than a permanent settlement. Although the area was suitable for a radar station, the area was susceptible to seasonal flooding (Weenusk First Nation & MNRF 2017). Seasonal flooding became a major issue for Weenusk with a flood disaster occurring in 1986 (Weenusk First Nation & MNRF, 2017). After this, the community moved inland to its current location, known as Peawanuck, which is located approximately 35 km from the Weenusk River’s confluence with Hudson Bay (Lemelin et al., 2010).

Protection of their traditional way of life and protection of water is of primary interest to the Weenusk First Nation people (Weenusk First Nation & MNRF, 2017). The goal of the community is “To ensure the health of future generations, our land and water by maintaining traditional lifestyle, guided by the knowledge of our Elders, harvesters and hunters. By protecting what the ancestors preserved, our future generations may live in a healthy environment” (Weenusk First Nation & MNRF, 2017). Members of the Weenusk First Nation identify the traditional lands and waters as an important aspect of their identity and a key component that distinguishes Weenusk from other communities, as it is described by members as “clean” and “natural and untouched [by development]” (MNP LLP, n.d.).

“[Weenusk traditional area] is very diverse and very lovely land.”

“Well, I would say [the land is] unique because we still have this untouched, remote land, natural [land]. Everything is just perfect. There's no contaminations, no (...) major consequences yet of development. Sure we might start seeing changes in migrations with the caribou that do migrate in these areas. But besides that, everything's natural and untouched, and it's preserved. Everything's safe. We can go down to the bank, drink the water, and do all that and, you know, have no issues” (MNP LLP, n.d.).

Stewardship of the environment is critical to the identity and well-being of Weenusk First Nation as it ensures that culturally significant resources are available for future generations (MNP LLP, n.d.). Part of the stewardship is passing cultural knowledge and traditions to future generations to preserve the Weenusk First Nation identity. Stewardship of the environment is also closely associated with Weenusk governance, Weenusk’s harvesting rights, and the exercise of harvesting activities. As such, changes to stewardship can have potential impacts on Weenusk governance and traditional practices (MNP LLP, n.d.).



Stewardship of the lands is critical to the identity and well-being of Weenusk First Nation to pass on cultural knowledge and traditions to future generations.

Weenusk First Nation’s Cultural Landscapes and Connection to the Land is an important intrinsic value to the Weenusk way of life and being, where traditional knowledge and practices are held and transmitted (MNP LLP, n.d).

“It’s our way of life too (...) and we try and (...) to teach our children that too (...) It’s like a passed-on thing, (...) living off the land (...) and respecting the animals (...)”

“The land is so important and, in my family, (...) my grandparents taught us to respect the land, (...) and especially with the animals, respecting them (...) after you've killed [them] and you put tobacco down.”



The remote nature of Peawanuck and small community size is seen as a positive aspect of Weenusk First Nation as it also ties to the Weenusk identity, reinforcing the connection to community, Weenusk traditional areas, and traditional ways of living (MNP LLP, n.d.).

"We're so remote, nobody (...) really pays attention to us, in a good way (...) so we've learned to be self-sufficient (...) very self-sufficient (...) very community oriented, and (...) still practice traditions that [are] discontinued in some communities."

"Everybody knows each other here, it is a small community."

"We're so rich, because we have so much land (...) our traditions are so strong around here."

Another aspect of Weenusk identity is the feeling of pride and personal and familial connections to the lands and waters in Weenusk's traditional areas (MNP LLP, n.d.).

"Families in town can be traced back to before they were forced onto [reserve]."

"[I'm] proud to be a (...) Weenusk First Nation, Peawanuck. I grew up in the Weenusk area, from 1953, that's when I came home. Even though I lost my culture, I regained everything. My mom did most of the work, [she] gave me back the language, and the people in the community helped me a lot too, about the hunting, and how to fish, how to survive on the land, they gave me the survival skills that I lost."

"What it means to him as a Peawanuck [is] that he is able to travel, [be] free, and there's no property signs whatsoever, so it's for him to harvest and it's also a (...) peace of mind."

"Just how isolated we are (...) we're really far, far north. Just how (...) clean it is, how fresh the air is. And that's something (...) a lot of people don't experience."

"Weenusk is very unique. We're very isolated. People have moved on from here, because life is hard. But there are people that stayed back, because no matter how difficult it is (...) this is home, it's freedom (...) It has so much to offer, like freedom, health. If you go through stress (...) you just go out to the land and go camping, regenerate."

In an interview (MNP LLP, n.d.), one member indicated that the ability to live off the land and exercise harvesting practices without interference is considered more important than development and money.

"We're rich the way we live. We're still living like we used to do a long time [ago] (...) people who go out every day almost every day on the weekends, especially people with family."

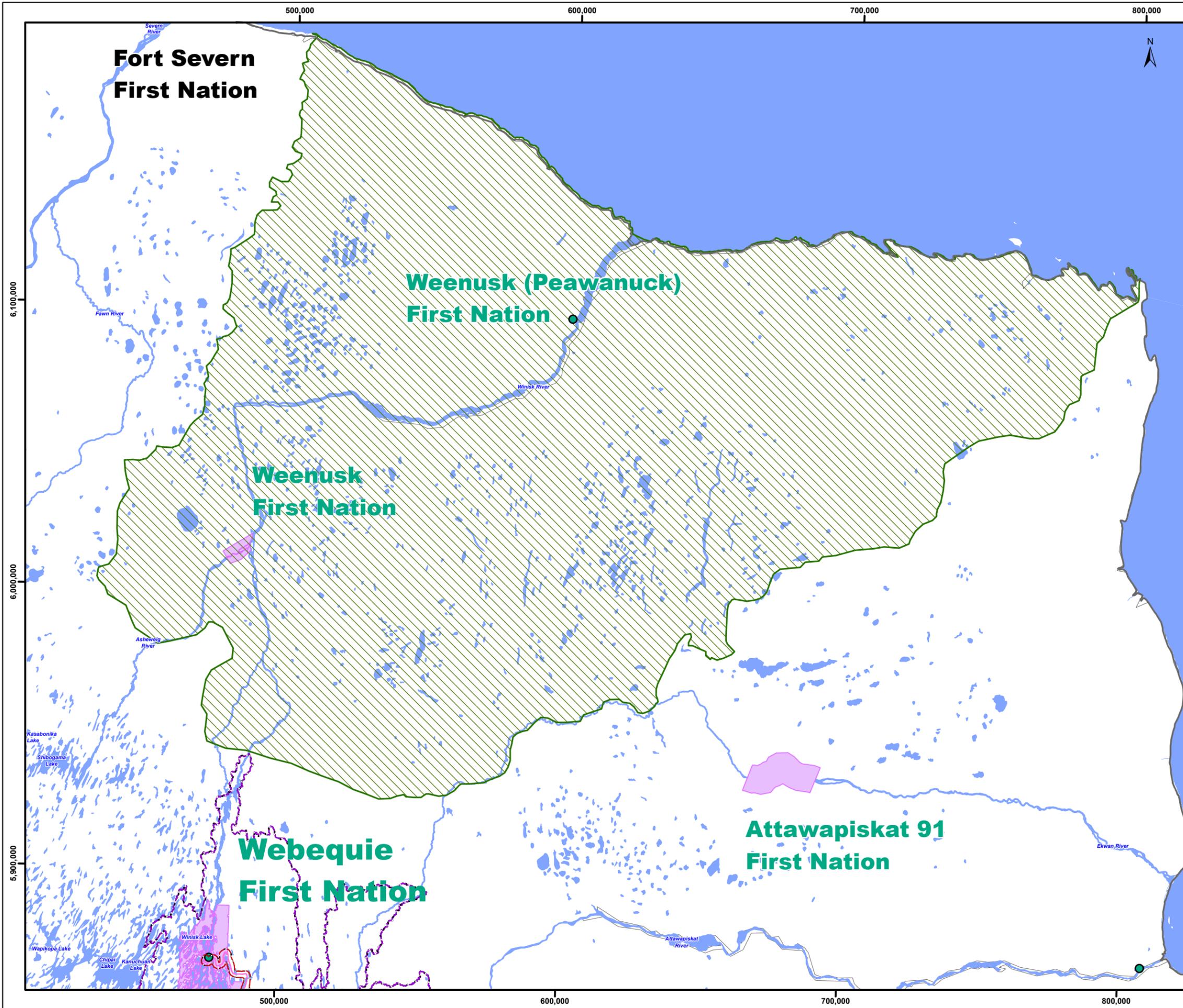
In 2017, Weenusk First Nation's Terms of Reference for their CBLUP was made publicly available (Weenusk First Nation & MNRF, 2017). The Terms of Reference for Weenusk First Nation outlines its area of interest for planning (AIP), which is based on an understanding of historical and traditional use. The Weenusk First Nation AIP is 5,302,486.87 ha in size as shown on **Figure 16.11** (Weenusk First Nation & MNRF, 2017). The CBLUP indicated that it will not alter traditional understandings and relationships to the land with adjacent communities. The CBLUP will inform decisions on proposal for land and resource use. The Terms of Reference outlined that the CBLUP will address the following land uses (Weenusk First Nation & MNRF, 2017):

- Indigenous traditional knowledge;
- Protected areas;
- Waterways;
- Fish, wildlife and plants;
- Mineral resources;



- Oil and natural gas;
- Forestry;
- Non timber forest products;
- Tourism and recreation;
- All season roads and infrastructure;
- Renewable Energy; and
- Climate change.





- Legend**
- Preferred Preliminary Route
 - Socio-Economic Local Study Area
 - Socio-Economic Regional Study Area
 - Non-Traditional Land and Resource Use Local Study Area
 - Non-Traditional Land and Resource Use Regional Study Area
 - Weenusk First Nation Area of Interest for Planning
 - First Nation Reserve
 - Waterbody
 - Municipality (Upper Tier and District)
 - Far North Boundary
 - All-Season Road
 - Rail
 - East terminus of the WSR in a proposed future mining development area

Webeque Supply Road (WSR)

Weenusk First Nation
Area of Interest for Planning

Figure Number:	16.11	REV	PA
Client:	Webeque First Nation	Project Number:	661910
		Date:	1/12/2026
DSC			DRN LZ
			CHK VS
			APP VS

NOTES

1. Coordinate System: NAD 1983 Ontario MNR Lambert.
2. Cadastral boundaries are for informational purposes only and should not be considered suitable for legal, engineering, or surveying purposes.
3. Topographic/landcover features obtained from CanVec v12.0 dataset, Natural Resources Canada Earth and Sciences Sector Centre for Topographic Information; and, Land Information Ontario (LIO) Warehouse Open Data (<https://geohub.io.gov.on.ca/>), Ontario Ministry of Natural Resources and Forestry (OMNRF) Download Date : 2021-02-04

DISCLAIMER

This drawing was prepared for the exclusive use of Webeque First Nation (the "Client"). Unless otherwise agreed in writing by AtkinsRéalis, AtkinsRéalis does not accept and disclaims any and all liability or responsibility arising from any use of or reliance on this drawing by any third party or any modification or misuse of this drawing by the Client. This drawing is confidential and all intellectual property rights embodied or referenced in this drawing remain the property of such parties, as determined by the applicable services contract or contracts between AtkinsRéalis and the Client.

Kingfisher Lake First Nation

Kingfisher Lake First Nation is located approximately 520 km north of the City of Thunder Bay and 165 km west of Webequie First Nation in northern Ontario. The community is situated on the western shore of Kingfisher Lake.

The community is formally affiliated with Shibogama First Nations Council, a registered not-for-profit Tribal Council, and the Nishnawbe Aski Nation provincial territorial organization. In 1808, HBC created an outpost at Big Beaver House, which is 12 km southwest of the present Kingfisher Lake reserve. From 1929-1930, leaders of Kingfisher Lake First Nation participated in the signing of Treaty No. 9 and as a result of this signing, they were considered part of Big Trout Lake Band (Kingfisher Lake, N.D.). In 1964, the leaders of Kingfisher Lake first Nation decided to move and establish a permanent community at the current community location. Kingfisher Lake First Nation gained Band status in 1975 (Kingfisher Lake, N.D.).

The collective vision statement of Shibogama First Nations Council, which Kingfisher Lake is part of, is a collective vision of “Payahtakenemowin” (peace of mind) for the Shibogama communities. “We are strong, healthy people who respect and support all creation according to the teachings of our Elders.” (Shibogama First Nations Council, 2023).

Thawikayhigan LP (TKG Group), was established in 2018 and is owned equally by Kingfisher Lake, Kasabonika Lake, Kitchenuhmaykoosib Inninuwug, Wapekeka, Wawakapewin and Wunnumin Lake First Nations. The Group, based in Thunder Bay, works to generate new economic opportunities for its communities. “This is our first business acquisition that will directly service our First Nations,” said Jonathon Mamakwa, President of the TKG Group. “This is key in our overall plan in contributing to the development of healthy First Nation communities with vibrant economies that support future generations” (Dryden Now, 2023).

Wataynikaneyap Power announced that Kingfisher Lake First Nation was energized by the Wataynikaneyap Power Project transmission line from Pickle Lake on November 8, 2022. Chief of Kingfisher Lake First Nation at that time stated that “Access to reliable energy will lead to many improvements for our people and the community. Schools, households, and businesses have been negatively impacted by frequent power outages. Improvements in healthcare, education, food security, and technology will no longer be constrained by the limited capacity of the diesel generators” (Wataynikaneyap Power, 2022).

Information is not publicly available about Kingfisher First Nation’s documented plans for land use. As information becomes available through dialogue with the community, it will be integrated as part of Project planning.

Wunnumin Lake First Nation

Wunnumin Lake First Nation is located 500 km north of Thunder Bay, 166 km from Pickle Lake and 125 km west of Webequie First Nation in northern Ontario. The community is closest geographically to Kingfisher Lake First Nation and Nibinamik First Nation. Wunnumin Lake is situated where the Pipestone River meets the Winisk River. Today the community is situated on a peninsula of Wunnumin Lake.

The community is formally affiliated with Shibogama First Nations Management, a registered not-for-profit Tribal Council (Shibogama First Nations Council, 2024), and the Nishnawbe Aski Nation provincial territorial organization.

Wunnumin Lake First Nation is located in the census District of Kenora.



Wunnumin First Nation and Kingfisher First Nation were historically connected with Big Beaver House as a meeting place and for trade. The Hudson's Bay Company (HBC) trading post was established at Big Beaver House in 1808 (Wunnumin First Nation, 2010a). As a result of a forest fire that destroyed the buildings at Big Beaver House, the location was abandoned and communities relocated to two areas – Kingfisher Lake – 12 km north, and Wunnumin Lake – 40 km east of Big Beaver House (Wunnumin First Nation, 2010a).

Wunnumin Lake and the Pipestone River took their names from a historical legend of the Broken Beaver Dam made by the Big Beaver that lived on the Pipestone River (Wunnumin First Nation, 2010a). In Oji-Cree, Wun-num-mun means red earth or red clay found in this area, which is explained by a historical legend (Wunnumin First Nation, 2010b).

During 1929-1930, the leaders of Wunnumin Lake First Nation were summoned to Big Trout Lake to participate in the signing of the adhesion to Treaty No. 9. Wunnumin Lake was established in the early 1960's and obtained reserve status on March 2, 1976 (Wunnumin First Nation, 2010a).

Wunnumin Lake First Nation is part of a formal agreement with Newmont Musselwhite Mine that outlines revenue sharing, employment, training and business development opportunities (Thunder Bay Community Economic Development Commission, N.D).

Wapekeka First Nation is a partner in the Thawikayhigan Limited Partnership (TKG Group), established in 2018, and which is owned equally by Kingfisher Lake, Kasabonika Lake, Kitchenuhmaykoosib Inninuwug, Wapekeka, Wawakapewin and Wunnumin Lake First Nations. The Group, based in Thunder Bay, works to generate new economic opportunities for its communities. "This is our first business acquisition that will directly service our First Nations," said Jonathon Mamakwa, President of the TKG Group. "This is key in our overall plan in contributing to the development of healthy First Nation communities with vibrant economies that support future generations" (Dryden Now, 2023).

Wunnumin First Nation is in a joint equal partnership, First Nation Limited Partnership (FNLP), with 24 First Nations in Northern Ontario that have a 51% interest in Wataynikaneyap Power LP. The company is leading the Wataynikaneyap Power Transmission Line Project to connect 17 First Nation communities that have relied to date on diesel generation for electricity needs. In May 2023, Wunnumin was connected to the provincial electricity system for the first time, via the newly constructed transmission line (Wataynikaneyap Power, 2023).

Information is not publicly available about Wunnumin First Nation's documented plans for land use. As information becomes available through dialogue with the community, it will be integrated as part of Project planning.

16.2.2.3 Commercial and Industrial Land Use

Commercial and industrial land uses, including established businesses and other income generating endeavors, are included in this section.

Commercial activities provide essential goods and services to members of the community not only for economic, but also social, cultural and environmental benefits, as well as goods and services for external commercial/industry enterprises. In general, local business is limited in fly-in communities due to limited demand in communities and the remoteness from wider markets. Business development is encouraged through community planning, as well as territorial organizations such as Matawa First Nations Management, Mushkegowuk Council, Shibogama First Nations Council and Nishnawbe Aski Nation, and provincial and federal government programs. Industry also provides employment and economic



opportunities and converges with community, cultural, social, environmental spanning the micro and macro scales.

Historically, land use in fly-in First Nations communities has been centered around community life, traditional practices, mobility and residential purposes. However, with economic development and the evolving needs of the community, there have been efforts to grow and benefit from commercial and industrial activities, such as through the proposed Project. There are several successful alliances that have created mutually beneficial opportunities in the mining and aggregates, forestry, energy sectors, joint ventures, partnerships, agreements. In addition, other formalized mechanisms are utilized to bring together interests with other Indigenous communities, government and/or third parties to develop education, employment, skills, training, goods and service provisions, and procurement in various economic strategies. Examples of these mechanisms include Impact Benefit Agreements, Resource Revenue Sharing, procurement strategies, and memorandums of understanding. In many cases, the intent to use the economic benefits gained by Indigenous communities is to circulate them back into the community to create, sustain or reinvest in Indigenous community development initiatives and/or new business activity.

The natural environment is and has been a significant resource and driver of the industrial economy in northern Ontario with a focus on resource extraction in mining, aggregate, and forestry sectors. Minerals include barite, chromite, graphite, lithium magnesium, uranium, gold, copper, nickel, zinc, diamonds, as well as the more recent discovery of critical minerals in the Ring of Fire including chromite, copper, zinc, gold, diamond, nickel and platinum (Mining Association of Canada, 2024; Ministry of Mines, 2024). Critical minerals have been identified as critical components to transition economies based on fossil fuels into renewables. Aggregates include sand, gravel and bedrock that are typically used in construction. In 2022, Ontario's mining sector contributed \$8.0 billion to Ontario's GDP, provided 31,000 direct jobs, 47,000 indirect jobs and paid \$373 million in taxes to all three levels of government (Ontario Mining Association, n.d.).

The Ring of Fire was estimated to generate up to \$9.4 billion in GDP, provide 5,500 jobs, generate \$2 billion in government revenue in the first 10 years of operations (Ontario Chamber of Commerce, 2014). This report also estimated its effects in other sectors in Ontario and would contribute \$2.7 billion in the financial sector, \$1.2 billion in wholesale and retail, \$600 million in manufacturing, and \$500 million in utilities (Ontario Chamber of Commerce, 2014).

Overall, the government of Ontario has estimated that critical minerals could create 70,000 jobs in industries across Canada and generate \$22 billion dollars for Ontario's economy over 30 years, while providing secure supply chains, and a more resilient and self-reliant economy (Government of Ontario, 2025a).

Forestry also contributes to the north Ontario economy. The Managed Forest Zone and Northern Boreal cover 84% of Ontario with the Northern Boreal area covering 44 million ha, of which 16.3 million ha is unmanaged Crown Forest, 12.3 million ha as tree wetland, and 8.9 million ha wetland amongst others (MNR, 2020). In 2020 Ontario's forestry provided \$4.3 billion to Ontario's GDP and shared \$93 million "to date" with 35 participating First Nations through Resource Revenue Sharing agreements (MNR, 2022). Forestry management zones are not located in the Project's LSA or RSA.

Commercial fishing also has a longstanding history in Ontario. As of 2022, it employed 1,000 people and contributed \$230 million a year to the economy (MNR, 2022). The Project is located with Fisheries Management Zones 2 and 3 which does not have monitoring reports, management plans or advisory council at this time (MNR, 2023). Federal and provincial legislation oversee the licensing provisions and details involved in commercial fishing and several programs across Canada develop and fund Indigenous



fisheries although the geographic focus of these programs on provinces with ocean coastlines (DFO, 2023). Indigenous commercial fishing has been a sensitive issue for First Nations as the right to sell fish has been raised in court cases (Slattery & Slattery Aboriginal Law Practitioners, 2020).

In addition, commercial tourism is a major economic driver in Ontario, contributing significantly to employment and regional development. As of 2024, the tourism sector supported thousands of jobs and generated billions in economic activity, with the province investing \$19.3 million into 11 Regional Tourism Organizations (RTOs) to promote unique experiences and natural landscapes (Ministry of Citizenship and Multiculturalism, 2025). These RTOs help coordinate tourism development, but not all regions have comprehensive monitoring frameworks or advisory councils in place, particularly in more remote or underdeveloped areas. The Project area falls within Ontario's northern tourism zones, which are rich in natural and cultural assets but often lack the same level of infrastructure and strategic planning as southern regions. While the Ministry of Citizenship and Multiculturalism (formerly Ministry of Tourism, Culture and Sport) oversees tourism development, regional disparities in planning and oversight remain a challenge (Ministry of Citizenship and Multiculturalism, 2025). At the federal level, the Indigenous Tourism Fund and its Micro and Small Business Stream have provided nearly \$8.1 million in funding to over 330 Indigenous tourism businesses across Canada (Government of Canada, 2025b). These investments support infrastructure upgrades, product development, and marketing initiatives, with a strong focus on Indigenous self-determination and cultural preservation. However, much of the funding and programming has historically focused on provinces with more established tourism markets, leaving gaps in support for northern and remote communities. More information on tourism is in **Section 16.2.2.5 Tourism**.

Resources and resource-based industrial activities including mineral development, potential aggregate sources, forestry, fisheries and energy resources and transmission, are described within the extents of the LSA and RSA in following sections.

16.2.2.3.1 Local Study Area

Webequie First Nation

Commercial Land Use

The Webequie Business Centre hosts the Northern store, post office, bank branch, and the Webequie motel, and Tikanigan services. Other commercial activities include a coffee shop, telecommunications, property management, heavy equipment service and radio station. Previous businesses included a sawmill in 1987, Simon Jacob store in 1940, Trapper Store, Kishebenaka Community Store, and Jackie's Video store (Webequie First Nation, 2023). Commercial fishing also took place in the winters prior to establishing the Webequie reserve. The Northern store retail outlet employs about ten people and sells groceries, fuel and household items through a mail order service. A community member operates a confectionary and there are about four "mom and pop" coffee shops operating out of homes.

Additional plans (Webequie First Nation, 2019a, Webequie First Nation, 2023; Webequie First Nation, 2025) consider several opportunities and pursuits to catalyze commercial local activity:

- Catering services;
- Ecotourism services;
- Land based camps as education and training opportunities;
- Sawmill;
- Community gardens;
- Community-owned grocery store;



- Craft and arts cooperative;
- Online training and sales;
- Large equipment rentals such as boats and mining supplies;
- Garage and engine repair;
- Fuel/gas provider;
- Hide and fur store;
- Community business holding enterprise;
- Warehouse/storage;
- Office rental;
- Laundry and cleaning services;
- Resort and output camps; and
- Bakery.

The Webequie community is also served by the Webequie airport and that is served by eight airlines directly or through connections to 16 First Nations, and three municipalities. There is also chartered service which also provides air ambulance/medvac services.

The draft Webequie CBLUP considers commercial activities in the broader area of interest outside of the reserve on their territorial lands. It recognizes the historical development of commercial activities such as commercial fishing, trapping and tourism but seeks to align economic and industrial development opportunities in appropriate contexts that fit with the direction and vision for their community, community members and future generations.

Commercial trapping and fur trade was a source of income prior to the 1970s, and today Webequie community members hold traplines, cabins and other infrastructure support trappers to support and educate youth on the community’s traditional trapping practices (Webequie First Nation, and MNR, 2025). Licenses were issued in the 1960s during the community’s active fishing operations but for multiple economic and administration reasons, have ceased (Webequie First Nation and MNR, 2025).



Webequie First Nation is interested in pursuing commercial tourism as there are areas with high potential for tourism. More information on tourism is in Section 16.2.2.5.

Mineral Resources

Mineral resources in the LSA includes the Ring of Fire, a region with significant mineral opportunities has long-term potential to contribute to the Ontario economy (Ministry of Mines, 2022). This has implications for land use through exploration, development, and potential mining operations. Indigenous communities in northern Ontario have been maximizing economic, legislative and judicial processes to be involved in resource-based decisions that ensure their inherent rights and responsibilities, and to enable and empower their communities’ environmental, economic and social wellbeing for today’s and future generations.

Ontario created the Critical Minerals Strategy in 2021, a five-year plan to secure the province’s position as a reliable global supplier of responsibly sourced critical minerals (Ministry of Mines, 2022a). Critical minerals are those with industrial, technological or strategic applications to help transform fossil fuel-based economies to renewables. There are few viable substitutions for these minerals which are at a supply risk due to geopolitical considerations and market demand (Ontario Mines Association, 2022). The Strategy consisted of the following six components:



1. Enhancing geoscience information and supporting critical mining exploration;
2. Growing domestic processing and creating resilient local supply chains;
3. Improving Ontario's regulatory framework;
4. Investing in innovation, research and development;
5. Building economic development opportunities with Indigenous partners; and
6. Growing labour supply and developing a skilled labour force.

Mining activity is a large driver of the regional economy. Mining is regulated under the provisions of the provincial *Mining Act*. The purpose of the *Mining Act* is to “encourage prospecting, online mining claim registration and exploration for the development of mineral resources, in a manner consistent with the recognition and affirmation of existing Aboriginal and Treaty Rights in Section 35 of the *Constitution Act, 1982*, including the duty to consult, and to minimize the impact of these activities on public health and safety and the environment” (Government of Ontario, 2025b). The Mining Lands Administrative System (MLAS) is an online portal to register new mining claims or manage existing ones. Applicants are required to create a MLAS user account, which allows them to view active unpatented mining claims, register new mining claims, manage user mining claims, and buy or renew a prospector's license. Non-registered users are only able to use the MLAS map viewer to view active unpatented mining claims.

Under Section 50 of the *Mining Act*, a mining claim provides exclusive rights for the claim holder to explore for minerals and rights to enter, use and occupy surface rights as necessary for exploration and development. A mining claim does not provide mining rights for the land to the holder of the claim. A prospector license is required to stake out a mining claim on land that is open for staking and prospect for minerals on Crown land, including land traditionally used by Indigenous Peoples and communities (Natural Resources Canada, 2013).

The Government of Ontario is working directly with First Nations through bilateral agreements that support each individual First Nation community's needs and priorities (Ministry of Mines, 2022). Proposed all-season road projects in the Ring of Fire area are led by First Nation communities, which include project planning through EA/IAs, and maximizing benefits and opportunities for First Nations communities.

Building economic development opportunities with Indigenous partners is critical to the success of the strategy as collaboration on resource development projects can help in reconciliation with Indigenous Peoples and communities and provide socio-economic benefits to Indigenous communities. To demonstrate Ontario's commitment to reconciliation and support economic development opportunities to build healthy and prosperous communities across Ontario's north, a resource revenue sharing agreement with Indigenous communities was developed (Ministry of Mines, 2022). This agreement allows Indigenous communities to share in the economic benefits of forestry and mining operations near their communities. This revenue can be used for economic development, education, health, community development, and cultural development. There are currently 35 Indigenous communities involved in the revenue resource sharing agreement with Ontario, including communities represented by Grand Council Treaty No. 3, Mushkegowuk Council, and Wabun Tribal Council. The Aboriginal Participation Fund provides \$4.7M annually to support communities to participate in consultations, education and relationship building activities related to mineral exploration and development (Ontario Mining Association, 2022).





We are a community that believes in self-determination and pursuing collaborative alliances with the right government and business partners. This MoU [with Juno Corp.] brings us one step closer to securing new employment, training, business prospects - Chief Wabasse, Webequie First Nation (Cision Canada, 2021).

The CBLUP indicated the significant findings for chromite, nickel, copper and zinc in the Ring of Fire and briefly summarized previous mining activities around copper, chromite, nickel, zinc, titanium and vanadium minerals which are identified in Ontario’s Critical Mineral Strategy 2022-2027 (Ministry of Mines, 2022a). Areas with kimberlite have the potential for diamond deposits. The eastern section of the planning area may host industrial deposits for aggregate use. Strategic direction for mineral exploration and development includes early and consistent dialogue, respect to Aboriginal and Treaty Rights, potential to develop community-led ventures and partnership for meaningful participation and utilizing an external consultation protocol (Webequie First Nation and MNR, 2025).

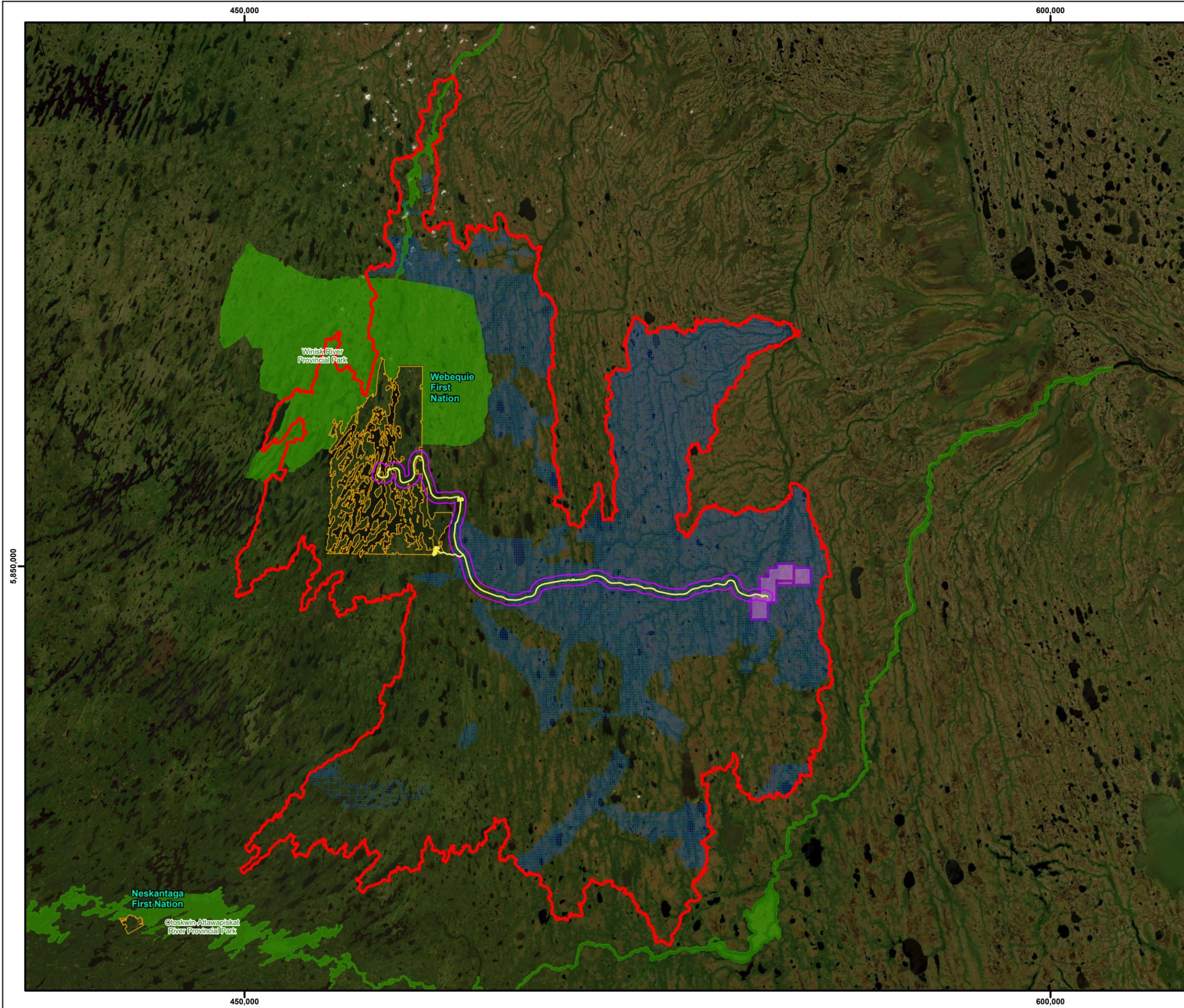
Table 16-8: Existing Mining Claims and Mining Claims with Tenure in the LSA

Item	Number of Claims	Area (ha)
Active Mining Claims	841	13,059
Active Mining Claims – with Tenure	1	663

Source: Ministry of Energy and Mines, 2024. **Note:** The count(s) in the LSA are also included in the RSA. These data were collected on January 6, 2026.

Figure 16.12 show the locations of mining claims in the LSA and RSA (updated as of January 6, 2026).





Legend

- WSR Project Footprint
- Local Study Area (LSA 1km from Centreline of Preferred Route)
- Regional Study Area (RSA Includes Quaternary Watersheds that Traverse the Preferred Route)
- Mining Claims*
- Mining Land Tenure***
- Mining Lease - Surface and Mining Rights
- First Nation Reserve

*Data Obtained from the Ministry of Energy and Mines (MEM) Mining Lands Administration System (MLAS). Jan 6, 2026.

Webeque Supply Road (WSR)

Mining Claims and Tenure in the RSA

Figure Number:	16.12	REV	PA	
Client:	Webeque First Nation	Project Number:	661910	Date:
				1/6/2026
DSC			DRN	CHK
			LZ	AL
			APP	SV



NOTES

1. Coordinate System: NAD 1983 UTM Zone 16N.
2. Cadastral boundaries are for informational purposes only and should not be considered suitable for legal, engineering, or surveying purposes.
3. Topographic/landcover features obtained from CanVec v12.0 dataset, Natural Resources Canada Earth and Sciences Sector Centre for Topographic Information; and, Land Information Ontario (LIO) Warehouse Open Data (<https://geohub.io.gov.on.ca/>), Ontario Ministry of Natural Resources and Forestry (OMNRF). Download Date : 2021-02-04

DISCLAIMER

This drawing was prepared for the exclusive use of Webeque First Nation (the "Client"). Unless otherwise agreed in writing by AtkinsRéalis, AtkinsRéalis does not accept and disclaims any and all liability or responsibility arising from any use of or reliance on this drawing by any third party or any modification or misuse of this drawing by the Client. This drawing is confidential and all intellectual property rights embodied or referenced in this drawing remain the property of such parties, as determined by the applicable services contract or contracts between AtkinsRéalis and the Client.

Aggregate Resources

Aggregate resources, materials like sand, gravel, and crushed stone are another resource in northern Ontario and is valued for its use in construction and infrastructure projects.

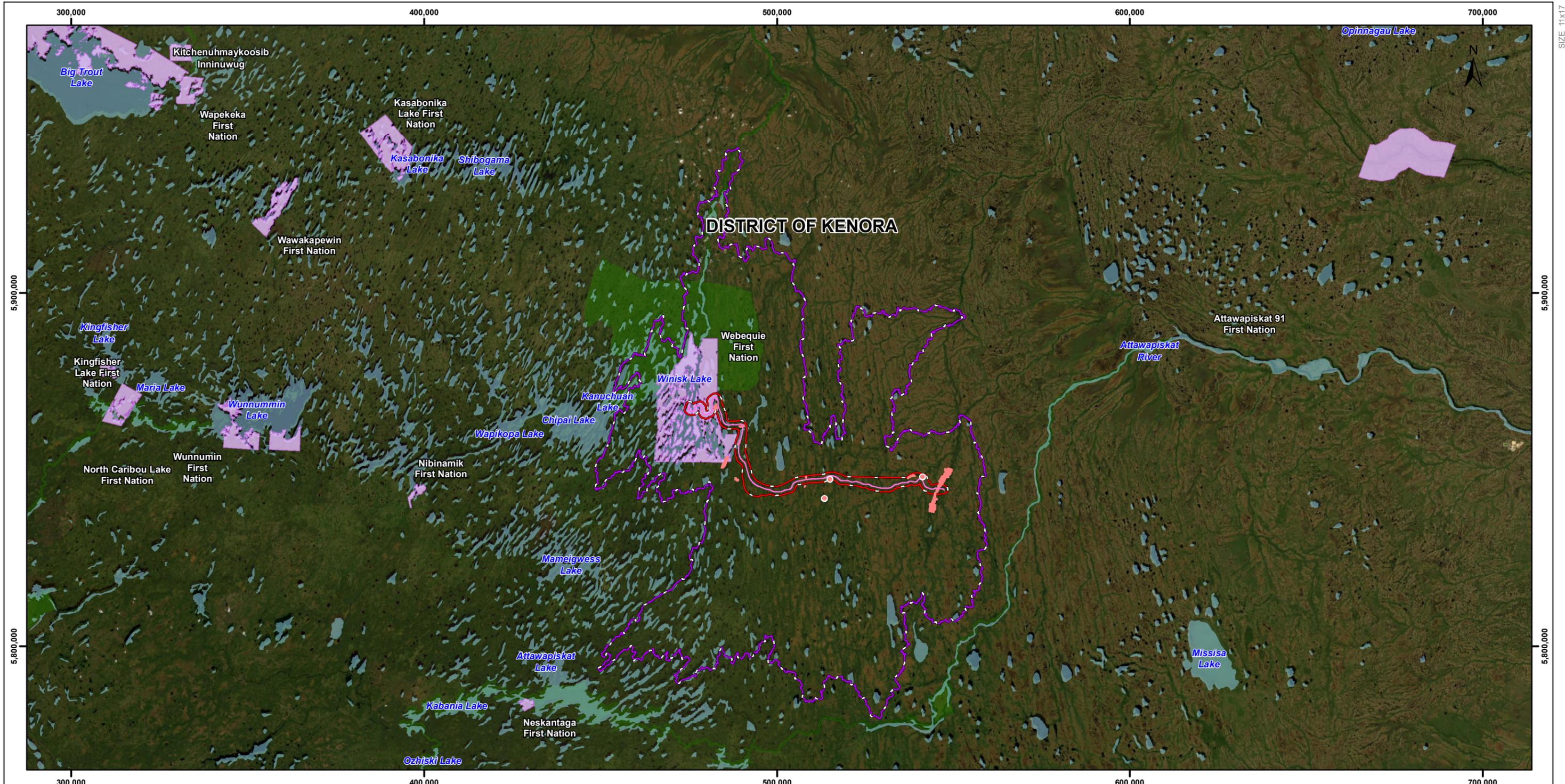
Potential deposits of aggregate sites near the Project and LSA have been scoped and identified in **Figure 16.3** and **Figure 16.4**. Local access to these materials can reduce costs and logistical challenges associated with importing materials from distant sources. More information on the selection process for aggregate sites are included in Appendix D-2 of EAR/IS (Potential Aggregate Development Sites Report). There are 25 aggregate deposits within the LSA totalling 267.7 ha (**Table 16-9**). Utilization of aggregates for construction and operations and maintenance phases are summarized in Section 4 (Project Description) and may be refined during the detailed design and construction stages of the Project.

Table 16-9: Existing Aggregate Deposits within the LSA

	Number	Area (ha)
Existing Aggregate deposits	25	267.7

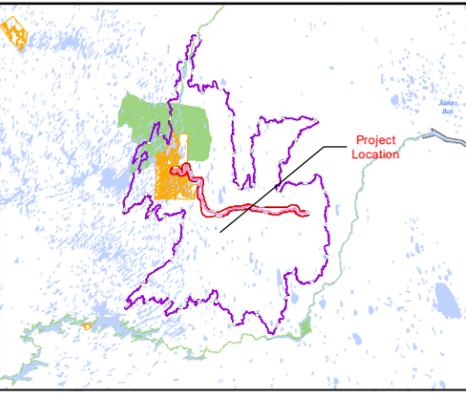
Note: The count(s) in the LSA are also included in the RSA.





Legend

- Preferred Preliminary Route
- Non-Traditional Land and Resource Use Local Study Area
- Non-Traditional Land and Resource Use Regional Study Area
- First Nation Reserve
- Waterbody
- Provincial Park
- Potential Aggregate/Rock Source
- Small Deposit/Bedrock Outcrop - Unable to show based on map scale



WSR
WEBEQUIE
SUPPLY ROAD

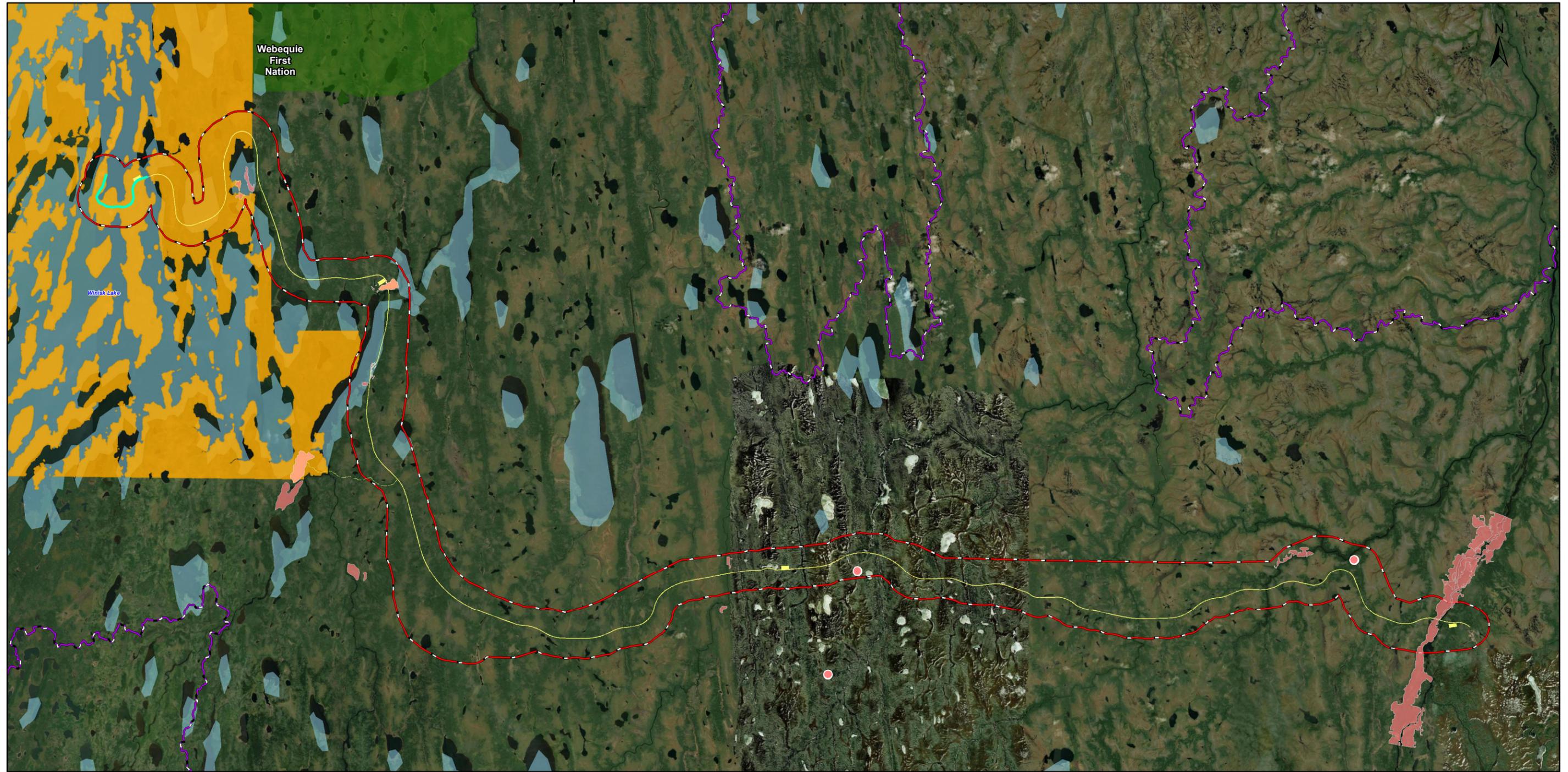
NOTES

1. Coordinate System: NAD 1983 UTM Zone 16N.
2. Cadastral boundaries are for informational purposes only and should not be considered suitable for legal, engineering, or surveying purposes.
3. Topographic/landcover features obtained from CanVec v12.0 dataset, Natural Resources Canada Earth and Sciences Sector Centre for Topographic Information; and, Land Information Ontario (LIO) Warehouse Open Data (<https://github.io.gov.on.ca/>), Ontario Ministry of Natural Resources and Forestry (OMNRF). Download Date - 2021-02-04

DISCLAIMER

This drawing was prepared for the exclusive use of Webequie First Nation (the "Client"). Unless otherwise agreed in writing by AtkinsRéalis, AtkinsRéalis does not accept and disclaims any and all liability or responsibility arising from any use of or reliance on this drawing by any third party or any modification or misuse of this drawing by the Client. This drawing is confidential and all intellectual property rights embodied or referenced in this drawing remain the property of such parties, as determined by the applicable services contract or contracts between AtkinsRéalis and the Client.

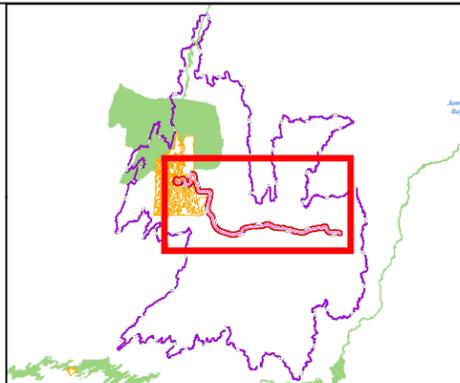
<h2 style="margin: 0;">Webequie Supply Road (WSR)</h2> <p style="margin: 0;">Potential Aggregate Resources in the Local Study Area and Regional Study Area</p>							
Figure Number:	16.13						
REV:	PA						
Client:	Webequie First Nation						
Project Number:	661910						
Date:	5/8/2025						
DSC	<table border="1" style="font-size: 8px;"> <tr> <td>DRN</td> <td>CHK</td> <td>APP</td> </tr> <tr> <td>LZ</td> <td>AL</td> <td>VS</td> </tr> </table>	DRN	CHK	APP	LZ	AL	VS
DRN	CHK	APP					
LZ	AL	VS					



500,000

Legend

- Preliminary Recommended Preferred
- Potential Aggregate/Rock Source
- WSR Project Footprint
- Non-Traditional Land and Resource Use Local Study Area
- Non-Traditional Land and Resource Use Regional Study Area
- First Nation Reserve
- Waterbody
- Provincial Park
- Small Deposit/Bedrock Outcrop - Unable to show based on map scale



NOTES

1. Coordinate System: NAD 1983 UTM Zone 16N.
2. Cadastral boundaries are for informational purposes only and should not be considered suitable for legal, engineering, or surveying purposes.
3. Topographic/landcover features obtained from CanVec v12.0 dataset, Natural Resources Canada Earth and Sciences Sector Centre for Topographic Information; and, Land Information Ontario (LIO) Warehouse Open Data (<https://github.io.gov.on.ca/>), Ontario Ministry of Natural Resources and Forestry (OMNRF). Download Date - 2021-02-04

DISCLAIMER

This drawing was prepared for the exclusive use of Webequie First Nation (the "Client"). Unless otherwise agreed in writing by AtkinsRéalis, AtkinsRéalis does not accept and disclaims any and all liability or responsibility arising from any use of or reliance on this drawing by any third party or any modification or misuse of this drawing by the Client. This drawing is confidential and all intellectual property rights embodied or referenced in this drawing remain the property of such parties, as determined by the applicable services contract or contracts between AtkinsRéalis and the Client.



Webequie Supply Road (WSR)

Existing Aggregate Deposits in the Project Footprint

Figure Number: 16.14		REV: PA	
Client: Webequie First Nation	Project Number: 661910	Date: 5/9/2025	
DSC		DRN	CHK
		LZ	APP
		AL	VS

Forestry Resources

Forestry is one of the primary industries and land uses within northern Ontario as the Hudson Bay Lowlands and Boreal forest cover about three quarters of Ontario (MNR, 2021a). The history of forestry in Webequie First Nation includes the *Crown Timber Amendment Act* which created opportunities in 1960s for “male members to travel to southern towns for tree planting employment” (Webequie First Nation, 2024). Also, around that time, lumber was cut to construct homes and the government provided support with some materials and a sawmill, but failed due to profitability and management issues (Webequie First Nation, 2024).

The *Crown Forest Sustainability Act*, 1994, enables the regulation of forest planning, operations, licensing, processing, and enforcement related to the forestry industry. The forests in Ontario’s Crown Lands are managed using Forest Management Units which are designated administrative areas that depict a forest management boundary. Each Forest Management Unit has a comprehensive plan that establishes direction, conditions, objectives, indicators, regeneration actions for a five-year cycle. Forest Management Units are located south of the Far North Boundary and so, the Project, the LSA and RSA do not fall within the Ontario’s Forest Management Units.

Small-scale firewood harvesting is practiced by First Nation communities in the LSA and RSA for consumption.

Fishery Resources

Many First Nations argue that fishing has always been important in their societies, including commercial fishing. Prior to Treaty No. 9 HBC built posts along rivers in northern Ontario as “it was too risky for company officials to concentrate all their assets at one location because of the threat of French attack” (Newell and Ommer, 1999). European imports were not economically viable and so HBC officers obtained substantial provisions from their Aboriginal “clients”. During the fur trade era, various foods including fish and fish products were also included as a commercial enterprise (Newell and Ommer, 1999). The 1996 report on the Royal Commission on Aboriginal Peoples described the relations between Indigenous people and Europeans as “primarily commercial and only secondarily political and military” (Slattery & Slattery Aboriginal Law Practitioners, 2020).

The history of commercial fishing in Webequie started in the 1930s and ended with the industry collapse in the 1990s. The introduction of provincial legislation which exempted Indigenous People from harvesting regulations on Crown land, was later revoked which led to hardships. Elders also noted that there was less sturgeon compared to the areas farther north. The industry peaked in the 1970s with subsidies from the Freshwater Fish Marketing Corporation, operated as a federal program (Webequie First Nation, 2024). Community members used these earnings for recreational tools, vehicles and equipment. The program declined in the 1980s and with the increased inflation, which affected the cost of gas, and commercial fisheries along with tourism declined as it was no longer profitable.

Commercial fishing licenses were issued between the 1960s and 1970s within the community’s planning area and targeted whitefish, walleye and sturgeon (Webequie First Nation, 2019a, Ministry of Natural Resources and Forestry, 2022f). Reference to recognition and affirmation of hunting and fishing by First Nations under Section 35 of the *Constitution Act, 1982* was not included in related provincial legislation enacted in the 1990s.

Elders recalled active commercial fishing operations during this time within the Winisk, Chipai, Wapikopa and Kanchuan Lakes and Winisk River (Webequie First Nation, 2019a). There are no licensed commercial fishing operations in the Webequie community currently due to the high transportation costs,



economic viability, reallocation of resources into other sectors and other barriers to commercial fishing in northern Ontario (Webequie First Nation and MNR, 2025).

Species of traditional importance or a source of food include whitefish, sturgeon, trout, northern pike, pickerel, burbot, walleye, muskie, bass, suckers and cisco. Community members have also noted the impacts of low or lowering water levels affecting fish populations, as “whitefish and sturgeon... prefer deeper waters” (Webequie First Nation, 2024). When community members return with more fish than they can consume they share it with other community members. Fishing takes place through the year, and it is common to fish in the evening. The catches are different as fishers target certain areas for different species. Some members have observed decreasing quality of fish as they have noted signs of illness. Harvesting food in the community is important and fishing is one way to provide traditional diet which is especially important for women and/or single parents who may not have any other choice. Concerns about mercury accumulation and water quality for drinking water is also a top concern shared amongst community members. Currently there are no commercial fishing boats, only freight canoes with motors.

The WSR project is located within FMZ 2 and 3 (MNR, 2023). There are no monitoring reports for commercial fishing in these zones.

Trapping

The historical relationship to land was based in the freedom to move on the land and organize Indigenous communities within a dohdem or clan system, that reflected the family group system. This family system was large enough to sustain the people within the clan and maintain the ecosystem as well. Locations of harvesting changed from one season to the next and was also organized with other clans. Trapping is one of the harvesting activities that embodied this relationship to the land. Webequie First Nation has included trapping as a commercial enterprise for several generations although it has a smaller role in the community’s economy (Webequie First Nation and MNR, 2025).

Up to the 1970s, commercial trapping and the fur trade was a primary source of income. The Anishinaabe trapped for commercial sale “rather than hunting for subsistence” (Stantec, 2024). This shift contributed to a change in perception of the land, into one where trapping was for “profit and wanted to keep others away from their resources” (Stantec, 2024). Since then, high operating costs and market challenges have accounted for the decline of commercial trapping. Commercial trapping sales continued into the 1990s as pelts were sold to the Hudson’s Bay Company and some Webequie community members continue to sell their furs in Thunder Bay (Stantec, 2024).

Trapping continues as a traditional practice and commercial trapping is maintained as an interest for new opportunities that can be “harmonized” with existing land uses. The Project’s effects on trapping are identified in Section 19 Indigenous Peoples.

Trapping continues today; however, in 2021, no members from Marten Falls First Nation were identified as working in the natural resources, agriculture, and related occupations, which include trappers and hunters in 2021 (Statistics Canada, 2021g).

Energy Resources and Transmission

Webequie relies on a diesel generating system to serve community power demands. It is not connected to Ontario’s electricity system. Across the northwest region, demands for electricity during the winter have grown by 1.1% per year with much of the demand “driven by the mining sector” (IESO, 2023). Studies and subsequent updates to supply power to the Ring of Fire have been taking place since 2015 as the Independent Electricity System Operator (IESO) closely monitors potential future mining activities for



forecasting, noting that “future mining projects changes frequently” (IESO, 2023). Webequie and other nearby First Nations communities can benefit alongside the supply of electricity to the Ring of Fire as two options for connections have been identified from Pickle Lake and from Greenstone-Marathon. A scenario between diesel and connection to the grid showed an exception amount of cost savings. The five nearby First Nations communities were estimated to have a 4% growth in demand per year as the 2021 demand forecast of 4 MW to 7 MW in 2033 and 10 MW by 2046.

The diesel generating station in Webequie was originally built in 1987 and was upgraded in 1996. It operated a “650 kW rated DGS plant” which consisted of three generators rated at under 600 kW (Webequie First Nation, 2019). In 2011 it was upgrade to 1 MW as the “community load began to exceed 85% of the capacity of the 650 kW... [which is] the standard point where HORCI [Hydro One Remote Communities Inc.] would impose a load connection restriction to guard the system until an upgrade was completed” (AECOM, 2014). Currently, the three generators range between 400-1000 kW (HORCI, 2025). Any further upgrades past “1.6 MW may require further expansion of existing facilities” (AECOM, 2014). Development of new community housing at Site D in the WFN On-Reserve Land Use Plan “would require an extension of the existing electrical distribution network from the DGS.”

IESO also notes that local generation of electricity across the northwest Ontario region is mostly hydroelectric and biomass-fueled.

Marten Falls First Nation

Commercial Land Use

Marten Falls First nation has several commercial establishments. The community recently opened the Adawegamik community store (NOB, 2024c). The community also has 51% ownership stake in the Thunder Bay based Bay Meats foodservice business (Marten Falls First Nation, N.D). Other businesses currently in the community include a gas station and retail outlet, private businesses, lodging business, and postal services (211 Ontario, 2024c).

Mineral Resources

Mineral resources in the LSA includes the Ring of Fire, a region with significant mineral opportunities with long-term potential to contribute to the Ontario economy (Ministry of Mines, 2022). This has implications for land use through exploration, development, and potential mining operations. Indigenous communities in northern Ontario have been maximizing economic, legislative and judicial processes to be involved in resource-based decisions that ensure their inherent rights and responsibilities, and to enable and empower their communities’ environmental, economic and social well-being for todays and future generations.

Mining activity is a large driver of the regional economy and regulated under the provisions of the provincial *Mining Act*. The purpose of the *Mining Act* is to “encourage prospecting, online mining claim registration and exploration for the development of mineral resources, in a manner consistent with the recognition and affirmation of existing Aboriginal and Treaty Rights in Section 35 of the *Constitution Act, 1982*, including the duty to consult, and to minimize the impact of these activities on public health and safety and the environment” (Government of Ontario, 2025b).

Under Section 50 of the *Mining Act*, a mining claim provides exclusive rights for the claim holder to explore for minerals and rights to enter, use and occupy surface rights as necessary for exploration and development. A mining claim does not provide mining rights for the land to the holder of the claim. A prospector license is required to stake out a mining claim on land that is open for staking and prospect for



minerals on Crown land, including land traditionally used by Indigenous Peoples and communities (Natural Resources Canada, 2013).

The Government of Ontario is working directly with First Nations through bilateral agreements that support each individual First Nation community’s needs and priorities (Ministry of Mines, 2022). Proposed all-season road projects in the Ring of Fire area are led by First Nation communities, which include project planning through EA/IAs, and maximizing benefits and opportunities for First Nations communities.

Table 16-8 shows the number and area of mining claims, and mining claims with tenure in the LSA. Approximately 7,205.3 ha of the LSA overlaps with the Marten Falls First Nation AIP. Mineral resources are included as a planning subject in the Marten Falls First Nation CBLUP Terms of Reference (MFFN and MNR, 2013). **Table 16-10** lists the proposed and planned industrial developments for Marten Falls First Nation.

Table 16-10: Proposed and Planned Industrial Developments for Marten Falls First Nation

Community	Proposed and Planned Developments
Marten Falls First Nation	<ul style="list-style-type: none"> ▪ Agreement with Golden Share Resources Corporation for the ‘Ogoki & Kagiame Projects’ to explore for diamonds near the De Beers’ Victor mine, and for copper and nickel near the Ring of Fire. ▪ Exploration agreement with Juno Corp. for economic participation and advancement in exploration initiatives. ▪ Initiation of infrastructure development via the Marten Falls Community Access Road EA/IA as a key road in the region, which will provide access to the Ring of Fire in long-term. ▪ Memorandum of Understanding with the Government of Ontario to ensure minimal environmental impacts from mining development in the Ring of Fire. ▪ Establishment of an exploration and project advancement agreement with Noront Resources Ltd. ▪ Exploration Agreement with Northern Shield Resources Inc. for the Highbank project. ▪ Terms of mining partnership agreement with KWG Resources (now The Canadian Chrome Company) in the Ring of Fire, and a proposed north-south rail corridor ▪ Agreement with the province of Ontario to “fast track” the development of the Marten Falls Community Access Road.

Source: Government of Canada, 2020a; Northern Ontario Business, 2017; Global Newswire, 2024; CBC News, 2017; The Daily Press, 2025. Note: Some agreements may have expired, and new agreements may have been signed since time of writing.

Aggregate Resources

Aggregates include sand, gravel and bedrock that are typically used in construction projects. Aggregate resources are regulated under the *Aggregate Resources Act*. Aggregate extraction on Crown land requires an Aggregate Permit and on private land it requires an Aggregate License if it is within an Aggregate Designated Area (MNR, 2025).

Figure 16.3 and **Figure 16.4** shows the locations of existing aggregate deposits in the RSA and LSA.



Table 16-9 provides the number and area of existing aggregate deposits in the LSA. The Marten Falls First Nation AIP does overlaps with aggregate deposits in the LSA and/or RSA (but not ARA-2 and ARA-4). Mineral resources, which include aggregate, are included as a planning subject in the Marten Falls First Nation CBLUP Terms of Reference (MFFN and MNR, 2013).

Forestry Resources

Forestry is one of the primary industries and land uses within northern Ontario as the Hudson Bay Lowlands and Boreal forest cover about three quarters of Ontario (MNR, 2021a). The *Crown Forest Sustainability Act*, 1994, enables the regulation of forest planning, operations, licensing, processing, and enforcement related to the forestry industry. The forests in Ontario's Crown Lands are managed using Forest Management Units which are designated administrative areas that depict a forest management boundary. Each Forest Management Unit has a comprehensive plan that establishes direction, conditions, objectives, indicators, regeneration actions for a five-year cycle. Forest Management Units are located south of the Far North Boundary and so, the Project, the LSA and RSA do not fall within the Ontario's Forest Management Units.

Forestry (which includes non-timber forest products) is included in the Marten Falls First Nation CBLUP Terms of Reference to identify land capabilities, opportunities for sustainable forestry and land use zoning (MFFN and MNR, 2013).

Fishery Resources

Commercial fishing by Marten Falls First Nations community members or operations in their traditional territory is not available.

Many First Nations argue that fishing has always been important in their societies, including commercial fishing. Prior to Treaty No. 9 HBC built posts along rivers in northern Ontario as "it was too risky for company officials to concentrate all their assets at one location because of the threat of French attack" (Newell and Ommer, 1999). European imports were not economically viable and so HBC officers obtained substantial provisions from their Aboriginal "clients". During the fur trade era, various foods including fish and fish products were also included as a commercial enterprise (Newell and Ommer, 1999). The 1996 report on the Royal Commission on Aboriginal Peoples described the relations between Indigenous people and Europeans as "primarily commercial and only secondarily political and military" (Slattery & Slattery Aboriginal Law Practitioners, 2020).

The WSR project is located within FMZ 2 and 3 (MNR, 2023). There are no monitoring reports for commercial fishing in these zones.

Commercial fisheries are not included in the Marten Falls First Nation CBLUP Terms of Reference.

Trapping

Being on the land is a way of life for Anishinaabeg, and includes trapping, as the activity is based on traditional and cultural practices that sustain community members and reflect their cultural and spiritual connection with the land. For the Anishinaabeg, harvesting also held commercial purposes during the fur trade up until the 1970s.

In the early 1800s, the natural resources in the region attracted many fur traders and with the establishment of Hudson's Bay Company trade posts. This developed the historical period of the fur trade which "profoundly altered the economy... [and which] [t]rapping became an end in itself" (Proulx, 2015).



Trapping continues today and there were no people from Marten Falls First Nation identified as having occupations in the natural resources, agriculture, and related occupations which include trappers and hunters in 2021 (Statistics Canada, 2021c).

Energy Resources and Transmission

The energy sector has been developing in northern Ontario and has become a focus of many First Nations to create opportunities for services, skills development, self-sufficiency, economic benefits while reducing their reliance on diesel. The Wataynikaneyap Power Transmission Project was completed in 2024 to connect 16-17 remote First Nations communities to the electricity grid. In early 2024, Marten Falls First Nation was named in a partnership with the Ontario government to connect with clean and reliable electricity (Ontario Newsroom, 2024).

Marten Falls First Nation relies on diesel to power its community through the Hydro One Remote Communities Inc., which operates the Marten Falls Diesel Generating Station (Hydro One Remote Communities Inc., 2025a). This generating station includes three generators and received a major upgrade in 2022.

In 2019, Marten Falls First Nation, in partnership with Aecon Group Inc., announced a renewable energy pilot project aimed at reducing diesel dependency and improving energy reliability. The initiative proposed the integration of solar power generation, battery storage and an energy management system with the existing Hydro One Remote Communities substation (Aecon Group Inc., 2019).

Marten Falls is in the process of converting several community buildings from electric to oil heating to reduce electrical demand (Government of Canada, 2025c).

16.2.2.3.2 Regional Study Area

Commercial Land Use

Attawapiskat First Nation

Several businesses located on-reserve were identified through online mapping sources and indicated 12 local businesses, including five retail, two hospitality, two food services, one transport, one health, one professional. Attawapiskat Enterprises is a for-profit organization that is owned by members of Attawapiskat First Nation but operates separate from Council. It contributes to the Attawapiskat First Nation Community Trust and creates employment and identifies, negotiates and develops business and investment opportunities. It owns corporations in security, catering, cellular services, rentals, along with several joint ventures in industry, transportation, and professional services. In 2017, it received the Indigenous Business Award of Excellence from Northern Ontario Business Awards (Northern Ontario Business Awards, 2020).

Eabametoong First Nation

There are a few commercial businesses within the community which includes two grocery stores, an inn, video stores, White Clay North coffee shop, convenience stores, and postal services (211 Ontario, 2024d).



Kasabonika Lake First Nation

A hotel and retail store are located on-reserve for members of the Kasabonika First Nation.

Kasabonika Lake Community Development Corporation is an establishment managing and planning the local economic and development initiatives and opportunities, which has carried out several initiatives such as overseeing Northern store and Kasabonika Small Business Center, partnership on Wasaya Group Inc, joint ownership of Wataynikaneyap Power, infrastructure upgrades and assistance and training for employment and new businesses (211 Ontario North, 2024e).

Neskantaga First Nation

Neskantaga First Nation sized a partnership with North Star Air Ltd cargo in 2014 and is a member of the Rapid Lynx Corporation with five other First Nations to provide internet services (211 Ontario, 2024f).

Nibinamik First Nation

The commercial activities that operate in Nibinamik First Nation include a Northern store, Summer Beaver Airport, Summer Beaver Gas Service, laundromat, taxi service, Timmins Wabasse Convenience Store, Anik's Store, Nibinamik Fur Trading Co, and a hotel (211 Ontario North, 2024g).

Weenusk First Nation

A variety store and a retail store are located on-reserve for members of the Weenusk (Peawanuck) First Nation.

Kingfisher Lake First Nation

Commercial activities include a hotel, local store, garage, corner/video store and a laundromat that provides services and essential goods to the communities in Kingfisher Lake First Nation.

Wunnumin Lake First Nation

There are a few businesses that operate in Wunnumin Lake First Nation and includes the Wunnumin Lake Community Store, a coffee shop, and a laundromat, Chee-Kee-Sis Petro, an accommodation building and a community general store which are operated by Council (Wunnumin Lake First Nation, 2010). Wunnumin Lake First Nation also has established joint ventures to partner with other businesses including,

- An airline that serves remote communities with larger municipalities in north-west Ontario;
- Hotel in Thunder Bay;
- Owning and leasing property in Sioux Lookout;
- Partnering with a nearby First Nation for passenger service to mining activities;
- Property maintenance at a mine;
- one of 135 First Nations that own Casino Rama;
- an agreement with a nearby mine (Wunnumin Lake First Nation, 2010b); and
- the labour force in Wunnumin Lake totals about 124 people (Wunnumin Lake First Nation, 2010).



Industrial Land Use

Mineral Resources

Mining has a long and extensive history in northern Ontario and continues to be a sector that impacts northern Ontario First Nations communities and the natural environment. It plays a significant role in the infrastructure, energy transition/decarbonization initiatives, communications and building supply chains. In 2022, it produced \$10 billion in revenue in Ontario, contributed \$8.0 billion in Gross Domestic Product (GDP), and employed 78,000 persons in direct and indirect jobs (Ontario Mining Association, n.d.). Governments and third parties continue to provide investments to “unlock” the potential wealth of natural resources in the wider northern Ontario region through partnerships and agreements, capacity building, infrastructure, planning and other economic incentives with Indigenous communities in the region. These investments aim to support and prepare community members to participate in the mining sector, derive benefits, mitigate negative impacts on communities and the environment, and to enhance the required infrastructure and supportive networks. Mining has impacted and is expected to continue to impact First Nations communities in the LSA and across the RSA, in relation to the Ring of Fire area and other mining and exploration activities.

North Caribou Lake First Nation has signed a Memorandum of Understanding with ‘Romios Gold Resources Inc.’ (2015) for ‘Lundmark Project’ for the purpose of gold exploration. The project is located 500 kilometers north of Thunder Bay and 146 kilometers north of Pickle Lake in Northwestern Ontario. North Caribou Lake First Nation has also signed a Letter of Intent with ‘Evolution Mining Limited’ (2008) for ‘PQ North Property Project’ for the purpose of gold exploration. The agreements for both projects are active and the projects are in exploration status. The North Caribou Lake First Nation (together with Cat Lake First Nation, Kingfisher First Nation, Wunnumin First Nation, Windigo First Nations Council, Shibogama First Nations Council) have signed an Impact and benefits agreement with ‘Evolution Mining Limited’ (2001) for ‘Musselwhite Project’ to explore gold. Agreement status is active, and project is in production phase.

Mishkeegogamang First Nation has signed a Memorandum of Understanding with ‘MetalCORP Ltd.’ (2009) for ‘Pickle Lake Project’ for the purpose of gold exploration. Agreement status is active, and project is in exploration phase.

Mishkeegogamang First Nation has signed a Memorandum of Understanding with ‘First Mining Finance Corp.’ (2009) for ‘Pickle Crow Project’ for gold exploration. Agreement status is active, and project is in exploration status. Mishkeegogamang First Nation (together with Windigo First Nations Council, Government of Canada, Government of Ontario) have signed a Socio-Economic Agreement with ‘Evolution Mining Limited.’ (1987) for ‘Pickle Crow Project’ to explore gold. Agreement is in active status, and the project is in closed/reclamation phase.

Attawapiskat First Nation has signed an exploration agreement (2006) with ‘Debut Diamonds Inc. and Cliffs Chromite Far North Inc.’ for the ‘MacFadyen’ Project for exploration of diamonds. The agreement status is active; however, the project is on hold.

Based on the IKLRU information provided in **Section 16.1.3**, Weenusk and Marten Falls First Nations expressed that the proposed road projects are anticipated to lead to further development, such as mining, infrastructure projects, and possibly new towns. However, there are significant concerns that this development will limit their land use and traditional harvesting practices, which are crucial for sustenance, cultural identity, and ecological balance. The communities are particularly worried about the project’s connection to Ring of Fire region and future mining activities, as well as the potential for other developments, like dams, to dry up or flood the land.



Based on the Socio-Economic survey conducted in 2023 for Weenusk First Nation, the community has significant concerns about the proposed supply road, particularly regarding its potential to pollute land, water, and wildlife, which could affect future generations. Participants stated that the project could harm fish, animals, birds, and the overall ecosystem. They are unhappy about the impact on water, fish, wood, and land animals, fearing that everything from birds (geese and ducks) to beavers, moose, and caribou will be affected by contaminated water and disrupted habitats. There are concerns about environmental contamination, particularly of the Winisk River, which is seen as the last freshwater reservoir. The same survey has been conducted for Marten Falls First Nation community (in 2023) and the participants were concerned about job opportunities for Matawa First Nations' community members, the timeline for completion as well as ownership of the project, and the road's future after the mine's closure.



Past developments in First Nations traditional territories have had adverse and harmful effects on communities. The avoidance and minimization of potential adverse effects from development, upholding their legal rights and ability to give consent will protect their way of life.

In April 2023, leaders from ten First Nations from the Treaty No. 9 territory announced a lawsuit against the Ontario and Canadian governments (Brockman, 2023; Turner, 2023). The lawsuit arises in the context of Ontario and Canada's efforts to advance critical minerals development in southern Ontario. The First Nations leading the lawsuit intend to assert that the treaty provided a co-jurisdiction approach which requires consent from Indigenous First Nations, as their way of life would be impacted by resource development. Neskantaga First Nation is particularly concerned about the environmental impact of mining on their traditional lands.

The draft statement of claim mentions the objectives of Indigenous Signatories to the Treaty intended “to preserve bimaadiziwin in Ojibwe or pimaatisiium in Cree – happiness, prosperity, and protection of their traditional way of life” (APTN News, 2023). Mino-Bimaadiziwin translates to “into living a complete, healthy, and good life” which represents an Indigenous philosophy for a way of living (Thomas, 2020). Some of the key principles of Mino-Bimaadiziwin are to maintain a sacred relationship with all elements of creation including, trees, fish, birds, animals, water, plants, people, and everything else provided by the Creator, and to live in harmony and coexistence. Mino-Bimaadiziwin and other Indigenous laws represent Indigenous identity, outlining the roles, duties, and obligations of being a member of an Indigenous Nation (Thomas, 2020).

Figure 16.12 shows the locations of mining claims and tenure in the RSA that were tabulated on January 6, 2026. Table 16-11 summarizes the number and size of mining claims in the RSA.

Table 16-11: Existing Mining Claims and Mining Claims with Tenure in the RSA

Item	Number of Claims	Area (ha)
Active Mining Claims in RSA	17,172	332,097
Active Mining Claims – with tenure in RSA	3	5,381

Ministry of Energy and Mines, 2024. Note: The count(s) in the LSA are also included in the RSA. These data were tabulated on January 6, 2026.

Currently proposed and planned developments and agreements with First Nations in the RSA is provided in **Table 16-12**.

Table 16-12: Proposed and Planned Industrial Developments in the RSA

Community	Proposed and planned developments
Attawapiskat First Nation	<ul style="list-style-type: none"> ▪ Establishment of a partnership for remediation contract of Victor Mine closure. ▪ Establishment of a Memorandum of Understanding with Bold Ventures Inc. for the Bold’s Ring of Fire project. ▪ Establishment of a Memorandum of Understanding with Strongbow Exploration Inc. for the Severn project. ▪ Exploration agreement with Debut Diamonds Inc. and Cliffs Chromite Far North Inc. for the MacFadyen project.
Eabametoong First Nation	<ul style="list-style-type: none"> ▪ Establishment of alliance and shared regulatory territory with Neskantaga First Nation for development initiatives. ▪ Exploration agreement with Xmet Inc. for the Blackflake project. ▪ Exploration agreement with Slam Exploration Ltd. For the Fort Hope Gold Properties project.
Kasabonika Lake First Nation	<ul style="list-style-type: none"> ▪ Exploration agreement with MacDonald Mines Exploration Ltd.
Neskantaga First Nation	<ul style="list-style-type: none"> ▪ Establishment of alliance and shared regulatory territory with Eabametoong First Nation for development initiatives. ▪ Exploration agreement with Northern Superior Resources Inc. for the Tipa haa kaa ning project.
Nibinamik First Nation	<ul style="list-style-type: none"> ▪ Exploration agreement with MacDonald Mines Exploration Ltd for the Wellington project.
Wunnumin Lake First Nation	<ul style="list-style-type: none"> ▪ Impact and Benefits Agreement with Evolution Mining Limited for the Musslewhite project.

Sources: Globe Newsire, 2024; 211 Ontario North, 2023; Ontario Mining Association, 2021; Natural Resources Canada, 2020; MFFNCAR, 2019; Mining Watch, 2018; CBC News, 2017a.

Aggregate Resources

Aggregates include sand, gravel and bedrock that are typically used in construction projects. Aggregate resources are regulated under the *Aggregate Resources Act*. Aggregate extraction on Crown land requires an Aggregate Permit and on private land it requires an Aggregate License if it is within an Aggregate Designated Area (MNR, 2025).

Figure 16.13 and **Figure 16.14** shows the locations of existing aggregate deposits in the RSA and LSA.

There are 39 aggregate deposits within the RSA totalling 1,620.4 ha in the RSA (Note: The count(s) in the LSA are also included in the RSA).

Forestry

The forests in Ontario’s Crown Lands are managed using Forest Management Units (FMU). Each FMU has a comprehensive plan that establishes direction, conditions, objectives, indicators, regeneration actions over a 5-year cycle. FMUs are located south of the Far North Boundary. There are no FMUs in the RSA.

Small-scale firewood harvesting is practiced by First Nation communities.



Marten Falls First Nation is involved in several commercial land use activities. The community is engaged in forestry through the Agoke Development Corporation, which includes the Ogoki Forest venture

Fisheries

The RSA is located within Fishery Management Zones 2 and 3. There are no monitoring reports for commercial fishing in these zones.

Trapping

Trapping is a way of life for First Nations in the RSA. The historical land use for trapping was based in traditional and cultural purposes to sustain community members and practice the cultural and spiritual connection with the land.

In the early 1800s, the natural resources in the region attracted many fur traders and with the establishment of Hudson's Bay Company trade posts. This developed the historical period of the fur trade which "profoundly altered the economy... [and which] [t]rapping became an end in itself" (Proulx, 2015).

Trapping continues today and the results of 2021 Statistics Canada survey show that the following communities and community members have occupations in the natural resources, agriculture and related occupations, which include trappers and hunters:

- Attawapiskat First Nation – 10 people from a population of 1586 (Statistics Canada, 2021).
- Eabametoong First Nation – 10 people from a population of 977 (Statistics Canada, 2021a).
- Kasabonika Lake First Nation – 10 people from a population of 1060 (Statistics Canada, 2021b).
- Nibinamik, Neskantaga, and Weenusk Nations – 0 people (Statistics Canada, 2021c; Statistics Canada, 2021d; Statistics Canada, 2021e).

As an existing land use, commercial trapping by First Nations in the RSA is not available. The Terms of Reference of CBLUPs that are in the RSA do not specify trapping as a commercial enterprise but may include it as a traditional land use activity for protection. The Marten Falls Terms of Reference seeks to identify areas used for trapping as a traditional activity to build dialogue and mutual respect with tourism operators (MFFN and MNR, 2013).

Energy Resources and Transmission

The energy sector has been developing in northern Ontario and has grown to be a focus of many First Nations to provide their communities with services, skills development, self-sufficiency, economic benefits and reduce their reliance on diesel powered generation systems. The Wataynikaneyap Power Transmission Project is expected to be completed in 2024 to connect 16-17 remote First Nations communities to the electricity grid. In early 2024, Ontario announced new partnerships with five First Nations communities to develop clean energy infrastructure, but no further details were provided (Ontario Newsroom, 2024). Ontario's Independent Electricity System Operator (IESO) also progressed with plans to study and determine infrastructure investments for northwestern Ontario based on proposed Ring of Fire developments, acknowledging the demand to provide power to mining industry and remote communities and reduce dependence on diesel (IESO, 2023).

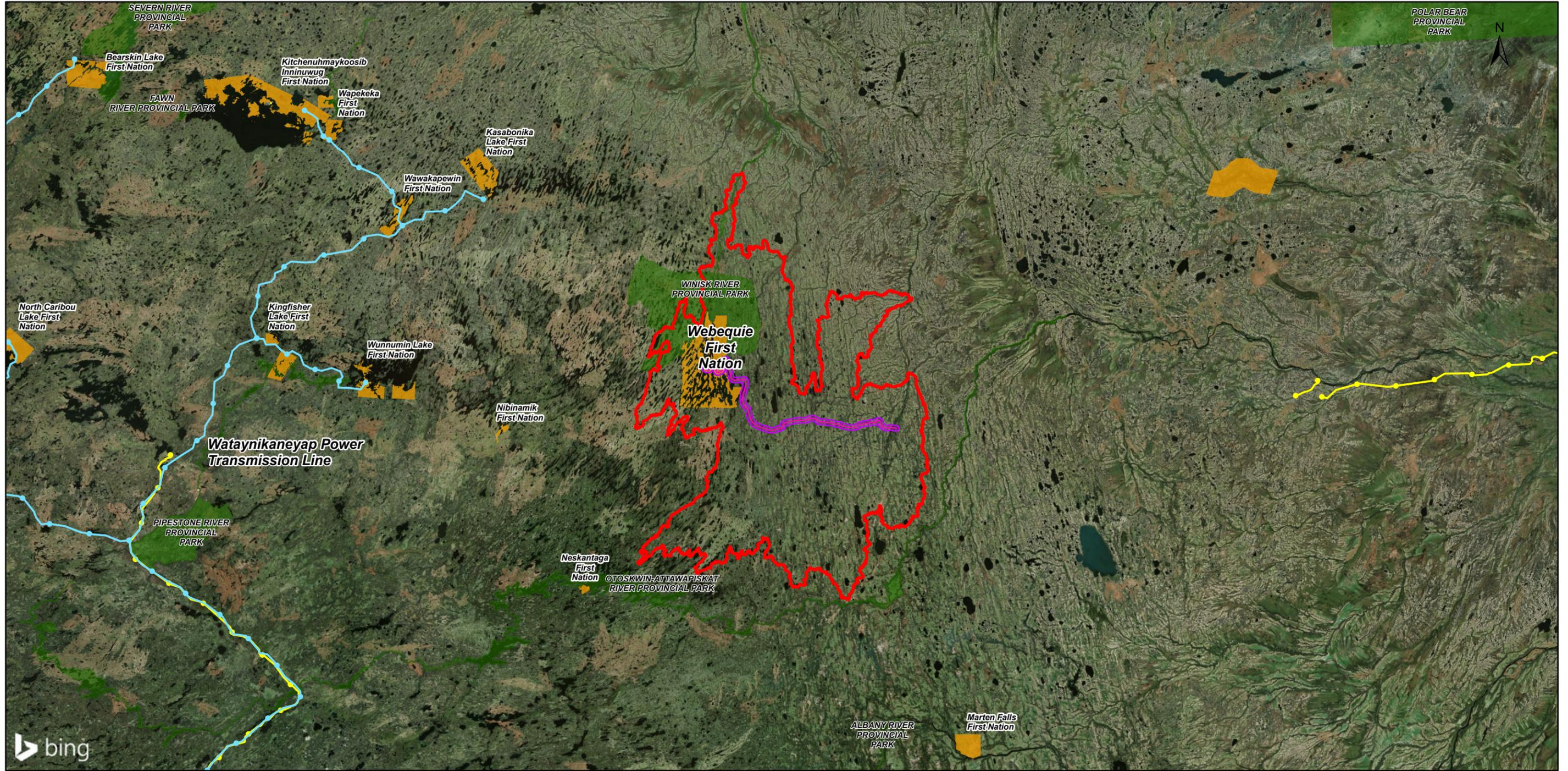
In 2024, the Matawa First Nations Management received \$300,000 to determine viability of for-profit management of infrastructure and develop a "demand and supply energy assessment to identify opportunities to supply power to member communities and sell excess supply to the Ontario regulated market" (Northern Ontario Business, 2024b).



Figure 16.15 shows the areas of existing transmission corridors. No transmission lines are in the LSA or RSA. The Wataynikaneyap is represented in pink, other lines in yellow. The RSA is indicated in red.

Table 16-13: Status of Energy Resources and Connections of First Nations Communities in the RSA

Community	Proposed and planned developments
Eabametoong First Nation	Eabametoong First Nation operates as an Independent Power Authority community. It is responsible for both the generation and local distribution of electricity within the community. Eabametoong First Nation is not part of the Wataynikaneyap Power transmission project as of yet; however, the community is being considered under a new initiative announced in April 2024 to connect five additional Matawa First Nations (Eabametoong, Marten Falls, Webequie, Neskantaga, and Nibinamik) to the grid. This project is still in the consultation and planning stage, with no confirmed timeline or cost yet (NOB, 2024d).
Ginoogaming First Nation	Proposed connection to the Ontario power grid
Kasabonika Lake	Connection to the Ontario power grid through Wataynikaneyap Transmission Power project. Development of the community's Asset Management Plan with support of the Ontario First Nations Technical Services Corporation. (NOB, 2023b).
Kashechewan First Nation	Connected to power gride through Five Nations Energy Inc.
Kingfisher Lake First Nation	Connection to the Ontario power grid through Wataynikaneyap Power Transmission project (Golder Associates, 2018).
Kitichenuhmaykoosib Inninuwug First Nation	Connection to the Ontario power grid through Wataynikaneyap Power Transmission project (Golder Associates, 2018).
Neskantaga First Nation	Connection to the Ontario power grid through Wataynikaneyap Power Transmission project (Golder Associates, 2018).
Nibinamik First Nation	Connection to the Ontario power grid through Wataynikaneyap Power Transmission project (Golder Associates, 2018).
North Caribou Lake First Nation	Connection to the Ontario power grid through Wataynikaneyap Power Transmission project (Golder Associates, 2018).
Wawakapewin First Nation	Connection to the Ontario power grid through Wataynikaneyap Power Transmission project(Golder Associates, 2018).
Wunnumin Lake First Nation	Connection to the Ontario power grid through Wataynikaneyap Power Transmission project (Golder Associates, 2018).



Legend

- Planned Transmission Lines
- Existing Transmission Lines
- Local Study Area (LSA 1km from Centreline of Preferred Route)
- Regional Study Area (RSA Includes Quaternary Watersheds that Traverse the Preferred Route)
- WSR Preferred Route
- First Nation Reserve
- Provincial Park



NOTES

1. Coordinate System: NAD 1983 UTM Zone 18N.
2. Cadastral boundaries are for informational purposes only and should not be considered suitable for legal, engineering, or surveying purposes.
3. Topographic/landcover features obtained from CanVec v12.0 dataset, Natural Resources Canada Earth and Sciences Sector Centre for Topographic Information, and Land Information Ontario (LIO) Warehouse Open Data (<https://github.io.gov.on.ca/>), Ontario Ministry of Natural Resources and Forestry (OMNRF). Download Date: 2021-02-04

DISCLAIMER

This drawing was prepared for the exclusive use of Webequie First Nation (the "Client"). Unless otherwise agreed in writing by AtkinsRéalis, AtkinsRéalis does not accept and disclaims any and all liability or responsibility arising from any use of or reliance on this drawing by any third party or any modification or misuse of this drawing by the Client. This drawing is confidential and all intellectual property rights embodied or referenced in this drawing remain the property of such parties, as determined by the applicable services contract or contracts between AtkinsRéalis and the Client.



Webequie Supply Road (WSR)

Transmission Lines - Planned and Existing

Figure Number: 16-15		REV: PA	
Client: Webequie First Nation	Project Number: 661910	Date: 4/23/2025	
DSC		DRN	CHK
		TE	KK
		APP	

16.2.2.4 Recreation

Northern Ontario offers year-round sports, indoor and outdoor recreational opportunities for local community members. Various Ontario ministries oversee aspects related to recreational activities and provide funding and investments to develop recreation and related infrastructure. In northern Ontario, recreation takes place on Crown lands and First Nation reserves. CBLUP Terms of References can express an interest in developing land use direction that can guide how and where recreational activities or tourism opportunities occur on the landscape.

A broad definition of recreation is used in this section. This includes indoor and organized sports such as volleyball and hockey are specifically named, which can be more readily used in reporting. Outdoor recreation may be defined adjacent to or included in the sense of “connection to the land”, an important element of First Nation identity, tradition and culture. However, the ability to discern outdoor activities that are for recreational purposes or traditional purposes was a challenge, as “being out on the land” could entail both, such as out-tripping. Therefore, the definition of recreation in this section takes a conservative approach.

Canada’s Truth and Reconciliation included Calls to Action #87 to #91 for the inclusion of First Nations in the development of sport and recreation. Call to Action #89 seeks to affect policies that promote physical activity, reduce barriers to sport participation, increase the pursuit of excellence in sport and build capacity in the Canadian sport system (CIRNAC, 2024b). The National Strategy for Indigenous Sport, Recreation, Physical Activity and Traditional Practice strategy was developed in 2025. It seeks to have meaningful opportunities in sport, physical activity and recreation for Indigenous people of all ages, as an Indigenous way of knowing, upholding sovereignty, and promoting holistic well-being. This strategy follows with UNDRIP, TRC Calls to Action, MMIWG and Royal Commission on Aboriginal Peoples and will focus its efforts over a 10-year period by focusing on the following (Aboriginal Sport Circle, 2025):

- Advocacy and awareness – through the promotion of culturally relevant sport achievements;
- Relationships and partnerships – to strengthen cross-sector collaboration;
- Leadership and capacity building – to develop Indigenous governance, coaching and organizational skills;
- Participation – to create safe, inclusive, culturally affirming spaces and pathways for athletes; and
- Sustainable investments – to secure multi-year, funding for infrastructure improvements.

16.2.2.4.1 Local Study Area

Webequie First Nation

It is important to note that hunting, fishing, trapping and harvesting are not considered by Webequie First Nation to be recreational activities, as the “wildlife we harvest are not harvested for pleasure and are not described as game or sport entities as we view them as equal to human beings” (Webequie First Nation, 2019a). More information on the results and effects pathways for traditional practices are in Section 19 Indigenous Peoples. Trapping is considered in Section 19 of the EAR/IS.

In the non-traditional land use LSA, Webequie community members have access to programs, facilities and recreational opportunities both on and off-reserve. The following activities were identified:

- Fishing;
- Snowmobiling (Ski-doo);



- Swimming;
- Camping;
- Nature walks / hiking;
- Hockey;
- Sports;
- Broomball;
- Volleyball;
- Seasonal youth programs/camp (Choose Life); and
- School gym.

The facilities used for recreation in Webequie include the hockey rink, playground, school gym, and band offices. A new arena is in development which is reported to cost \$15.6 million (Matawa First Nations Management, 2023). Focus groups participants for women and youth shared their recreational activities in **Table 16-14**.

Table 16-14: Recreation Activities and The Needs and Barriers for Youth and Women in Webequie First Nation

Community Group	Recreational Activities, Needs and Barriers
Women	<ul style="list-style-type: none"> ▪ Participates in –sports. ▪ Barriers – trust issues, childcare, language and communications, transportation, lack of support. ▪ Needs – self-care centre, community gym, full time daycare and childcare, an Elders home, women’s support group.
Youth	<ul style="list-style-type: none"> ▪ Participates in – snowmobiling. ▪ Barriers – cost, family/household financial ability to pay.
Community	<ul style="list-style-type: none"> ▪ Participates in snowmobiling (Ski-doo), swimming, camping, nature walks, hiking, hockey, sports, broomball, volleyball.

Recreational activities that were shared in the Elders focus group were wood carving, camping, fish/moose flakes, summer festival, sewing and trail/hikes. Elders’ barriers to lands, services, resources, and infrastructure were being confined to reservation lands, restriction to Crown land use, restrictions to youth due to expensive equipment, challenges to passing down knowledge to youth, affordability of going places and losing knowledge of the land. Their suggestions that were related to recreation access included indoor gym, healthcare, Elders home, recreational and educational programs.

The land users focus group noted that they ski-doo in the winter, and picnic and relax in summer (AtkinsRéalais Canada Inc., 2023). Some of the highlights from the Webequie IKLRU include:

- One of the many devastating impacts of Residential Schools on First Nations communities was the family connection to get out onto the land: “the requirement for school attendance changed the amount of time their family could be on the land together. As a result, the effects were more disproportionately felt by women and children” (Stantec, 2024);
- Even after the residential schools were shut, “the education system continued to impact the amount of time youth could spend on the land and in the community” (Stantec, 2024);
- Some youth had to leave their home in Webequie for further education in Thunder Bay, as the narrative around education was for jobs (Stantec, 2024);



- Community members get out onto the land in large family groups, with varying frequencies from a two to three-week trip twice a year to shorter overnight trips frequently through the year, or trips every two to three weeks (Stantec, 2024); and
- Social trauma from substance abuse “removed the ability and desire to go out onto the land” (Stantec, 2024).

Webequie members have also identified in the Draft CBLUP and CCP several changes to improve recreation in the community such as an indoor fitness gym, equipment to access/enjoy the land, better recreational programs, a new arena, a cultural recreation/multi-use centre, youth gardening program or greenhouse, playgrounds, swimming pool, more camps for youth groups, family camping and canoe trips. The community also participate in the Community Aboriginal Recreation Activator (CARA) program to hire an activator to create recreation plans (Ministry of Tourism Culture and Sport, 2025).

The CCP also highlights recreation within its organizational chart and includes a program leader, youth activities coordinator, a Neebinodaminowin/special events coordinator, and CARA support. Recreation is also uniquely included in the fourth direction goal to address environmental quality and relationship with the land, as encouraging recreation, especially young people to spend more time on the land for recreation and education is part of the concept for healing in the community. This is reinforced in the four quadrants of wellness illustrated in the Land-Based Medicine Wheel includes physical, spiritual, mental (intellectual) and emotional aspects of life. It grounds and promotes the First Nations connection to the land. The physical quadrant names the body, lifestyle, supporting others, understanding the land’s resources and relationships therein as well as recreation. The fifth direction for community health and wellness, family and social conditions seeks and supports programs for all ages and special needs for the community.

“Encouraging our members, particularly our young people, to spend more time on the land through recreational activities and school programs will be healing to our community.” (Webequie First Nation, 2023).

The CCP goal for cultural vibrancy to increase cultural and recreational activities includes year-round recreation, exercise for all ages with a focus on youth, drop-ins, clubs, gym activities like yoga, broomball and weights. The following needs were noted in the CCP:

- More fishing opportunities;
- Permanent land-based camps;
- New arena (on site of old hockey rink);
- Multi-use centre;
- Community and youth gardening and greenhouse;
- Community recreational centre with gym;
- More playgrounds;
- A swimming pool;
- Camping and canoe trips for families and youth; and
- General comment on the need for space for programs and recreation.

The CCP (Webequie First Nation, 2023) also includes additional notes that relate to recreation:

- The connection to land and land-based healing camps for detox and healthcare;
- The demands of employment leave less time to be out on the land;



- Many community members do not feel connect to their lands; and
- Programs for youth and families to go out onto the land is a strength.

The Webequie On-Reserve Land Use Plan also shows three possible new camp locations in **Figure 16.5** which would be in the first-tier of the Three-Tier Model (Webequie First Nation, 2019a). One camp location may be accessible by the road leading to the south end of Eastwood Island and the two other locations would be accessible by plane or boat and indicated in **Figure 16.5**.

In the Three-Tier Model, the second and third tiers of two-days walk from the community may have recreational interests in these areas. There may be an emphasis on the second tier being one-day's walk from the community as the CBLUP notes that the area within a 40-50 km radius around the community is intensively used by Webequie First Nation for traditional and recreational activities (Webequie First Nation and MNR, 2025). Being on the land is an essential quality to life, culture, identity and continuity to Webequie First Nation as “[e]ncouraging our members, particularly our young people, to spend more time on the land through recreational activities and school programs will be healing to our community” (Webequie First Nation, 2023).

Webequie First Nation members have also identified in the CBLUP and CCP several changes to improve recreation in the community such as an indoor fitness gym, equipment to access/enjoy the land, better recreational programs, a new arena, a cultural recreation/multi-use centre, youth gardening program or greenhouse, playgrounds, swimming pool, more camps for youth groups, family camping and canoe trips. The community also participate in the Community Aboriginal Recreation Activator (CARA) program to hire an activator to create recreation plans (Ministry of Tourism Culture and Sport, 2025). Services to support recreation include a program leader, youth activities coordinator, CARA support and a neebinodaminowin/special events coordinator (Webequie First Nation, 2023).

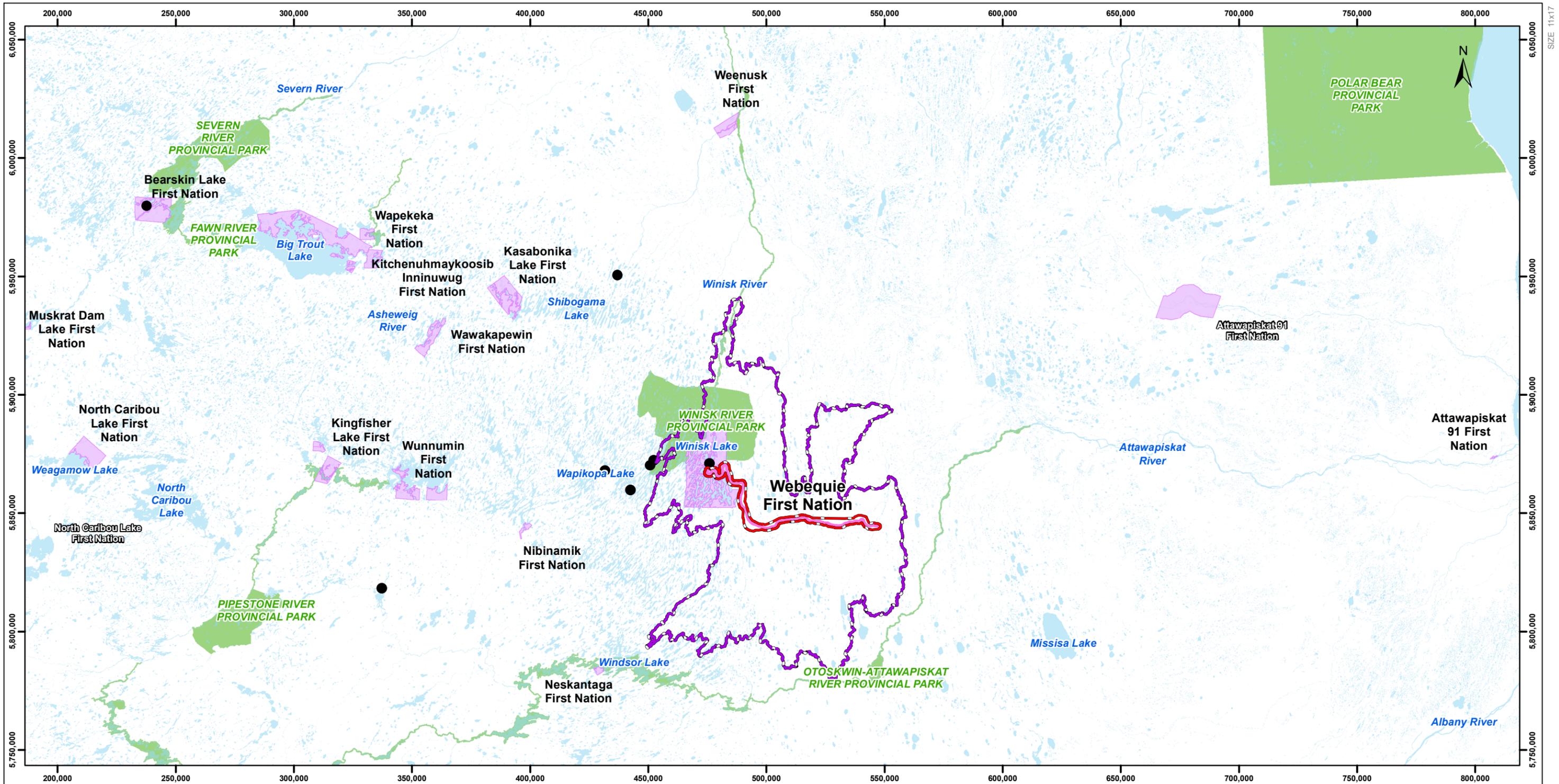
The CCP weaves recreation through its strengths, challenges and opportunities described in Environmental Quality and Relationship with the Land, and Community Health and Wellness, Family and Social Conditions. Youth participation in recreation and healing pathways with the land are especially emphasized. Webequie First Nation’s Land Based Medicine Wheel ties together the mental, emotional, spiritual and intellectual which can be supported by recreational opportunities out on the land. One of Webequie First Nation’s strengths is providing recreation for all ages.

Spruce Shores Lodge is located on-reserve and located a short distance from the community on Winisk Lake. The three-bedroom log cabin is a new facility that can service up to 6 people. Another retreat location is on Coomb Lake about 95 km from the community. Other outposts, camps, and cabins may also be in the LSA but have not been identified. Eight other community member owned and operated “resource based tourism establishments and supporting infrastructure within the proposed Webequie CBLUP area and several others immediately adjacent to the west and south boundaries” (Stantec, 2024).

Potential new camp locations within the Webequie First Nation Reserve are identified in **Figure 16.5**, and **Figure 16.16** shows additional locations of existing camps/lodges.

Webequie also participated in the Indigenous Knowledge Land and Resource Use (IKLRU) program which included locations of cabins, campgrounds, camp sites, historical camps/cabins, settlement sites, ice houses, tent frames, camping areas and tourist camps (Stantec, 2024).





Legend

- Camp/Lodge (Identified by Webeque First Nation Members)
- Preferred Preliminary Route
- ▭ Non-Traditional Land and Resource Use Local Study Area
- ▭ Non-Traditional Land and Resource Use Regional Study Area
- ▭ Provincial Park
- ▭ First Nation Reserve
- ▭ Waterbody



NOTES

1. Coordinate System: NAD 1983 UTM Zone 16N.
2. Cadastral boundaries are for informational purposes only and should not be considered suitable for legal, engineering, or surveying purposes.
3. Topographic/landcover features obtained from CanVec v12.0 dataset, Natural Resources Canada Earth and Sciences Sector Centre for Topographic Information; and Land Information Ontario (LIO) Warehouse Open Data (<https://github.io.gov.on.ca/>), Ontario Ministry of Natural Resources and Forestry (OMNRF). Download Date: 2021-02-04

DISCLAIMER

This drawing was prepared for the exclusive use of Webeque First Nation (the "Client"). Unless otherwise agreed in writing by AtkinsRéalis, AtkinsRéalis does not accept and disclaims any and all liability or responsibility arising from any use of or reliance on this drawing by any third party or any modification or misuse of this drawing by the Client. This drawing is confidential and all intellectual property rights embodied or referenced in this drawing remain the property of such parties, as determined by the applicable services contract or contracts between AtkinsRéalis and the Client.



Webeque Supply Road (WSR)

Outposts in the RSA

Figure Number: 16.16		REV: PA	
Client: Webeque First Nation	Project Number: 661910	Date: 1/12/2026	
DSC		DRN	CHK
		LZ	SV

Some of the obstacles to participating in recreational activities include inconsistent or seasonal service/programs, facility maintenance, high costs for families, and safety related to climate change:

- “[N]owadays, when I send my kid out I worry... when I was 13 or 14, I would go out and nobody worried about you. Because of the teachings that were pass on to me, I was more prepared to be out there than today... If somebody is missing maybe an hour or two hours, we worry, maybe people’s mentality has changed. Maybe we don’t trust them anymore, because of what is happening currently, with the drugs, alcohol and the method of travel.” (AtkinsRéalís Canada Inc., 2022d);
- “[W]hen you’re in a ski-doo, you zoom and you don’t have time to see the risk and what’s out there, especially as the environmental changes are happening. Until a couple days ago, we had snow. It didn’t take a day or two for the snow to be gone. When I was younger I used to go out on the Muskeg ... and I’d be ordered off the muskeg because I know it is going to melt and there’s no way to get out fast... you’d be very vulnerable getting wet. What happens now when they are out and there is a difference in terms of climate change” (AtkinsRéalís Canada Inc., 2022d);
- “[W]e need to have a service that is operating at least six to 12 months a year, out on the land... We need something consistent, that won’t be the bulk of it has to be culture based on all the teachings and we can use the Elders and invite some people that have particular knowledge. We can take them out on the land, sightseeing, and special sites that are significant places... They will be more prepared to live out there.” (AtkinsRéalís Canada Inc., 2022d);
- “We also need to meet the needs of our youth and build infrastructure for them, place to hang out and do some programming.” (AtkinsRéalís Canada Inc., 2022i); and
- “The cost of living in one of the major concerns... Even to go out on the land, you have to spend money... I support my son and daughter if they want to go out into the Bush... It costs several hundred dollars to a thousand dollars to send out kids for experience... Even if a person wants to go out and fish on a boat people need money... they need to buy more things” (AtkinsRéalís Canada Inc., 2022d).

The Webequie IKLRU mentioned the following:

- The frequency of going out onto the land ranges from once a week to every two weeks and frequently throughout the year. Youth learn about the land on these friends and family trips.
- The means of travel prior to the 1970 and 1980s were dog teams/sleds, canoe, on foot, until skidoos became popular as they were light, enabled families to travel to more locations, reduced the time to travel and did so when gas was cheaper. Though one member said the cost for dog teams was more affordable.

Costs include, but are not limited to, fees associated with permits on Crown Land and provisions in addition to the wider context of higher costs of living and those living on-reserve generally earning less than off-reserve (Raphael et al., 2020). Youth indicated that they like to go out onto the land occasionally, ski doo in the winter, eat traditional food, fish in the summer, go out with friends, paint, bead and bake at the youth centre when asked what they like to do (AtkinsRéalís, 2022f).

A women’s focus group shared that what they did for fun included dancing, fishing, sports, and summer festival. The barriers they provided were related to trust issues, childcare, language related barriers, nepotism, transportation, lack of support from families and lack of communication. They indicated the recreational needs for women in the community were a self-care centre, community gym, full time childcare and daycare, an Elders home, and women’s support group (AtkinsRéalís, 2022f). The broader community’s needs included better rink maintenance, better sauna, greenhouse/community garden,



support for two-spirit people/awareness, better communications and planning for existing infrastructure (AtkinsRéal, 2022f).

A study found the following barriers that were perceived by youth in northwestern Ontario are included in **Table 16-15** (Button et al., 2020).

Table 16-15: Barriers to Recreation Perceived by Youth

Perceived Barrier	Example
Distance	Children rely on parents to drive them to facilities due to large distances such as 30 minutes to school or 100 km for competitive hockey.
Condition of community infrastructure	Lack of or poorly maintained sidewalks prohibit access to recreation and/or lowered active transportation like walking.
Rules, Adult interventions	Management of negative or unsafe behaviours closed opportunities for play and recreation such as “We can’t play football now because people were fighting” and “there are poor sports, umm, but there are poor sports in life” (page 7).
Adults’ perception of safety and fear	Concerns around sightings of wildlife, dogs, bears nearby, in backyards or in the bush.
Outgrowing recreational amenities	Older children did not see certain amenities as opportunities for themselves and would describe them as “kiddy”.

Source: Button et al., 2020.

The Ontario Ministry of Tourism, Culture, Gaming and Ministry of Sport have developed programs in partnership with First Nations communities and organizations to deliver recreational activities. The Sport Pathway for Ontario Native Wellness (Government of Ontario, 2024a) works in partnership with Indigenous Sport & Wellness Ontario to support regional opportunities for recreational and advanced sport/high performance competition for First Nations communities through youth camps, athlete programs, coaching and training, wellness, tournaments, and youth leadership programming. The Community Aboriginal Recreation Activator (CARA) program provides First Nations with funding to hire an activator to organize and deliver recreational activities and programming.

Some recreational activities may also need collaboration with Ministry of Natural Resources to determine further management directions, and new roads for public use may have restrictions to preserve remoteness, and balance culturally and ecologically sensitive areas with tourism values (Webequie First Nation, 2019b).

Travel routes were provided in the Webequie IKLRU (Stantec, 2024) and presented in Section 19 of the EAR/IS.

Marten Falls First Nation

Indoor and outdoor recreation is an important activity for many First Nations including Marten Falls First Nation, where fishing, hunting, trapping and gathering wild plants has been central to their way of life for a millennia.

Recreation in the community includes hockey, which is played in the evening and weekends over the winter. It has an indoor arena for sports and other community events (Teach for Canada, n.d.). During the summer, the arena is used for Powwows, volleyball and floor hockey. The Henry Coaster Memorial School facilities include a gym, learning teepee, and baseball diamond (Teach for Canada, 2025). The community also includes a regular bingo and card night. Outdoor recreation includes snowmobiling,



hunting, fishing and camping, canoeing, white-water rafting. There are a boat launch and dock for boats and float planes, and a playground. Powwows and community feasts are held every year and include cultural events, such as the April goose hunt.

16.2.2.4.2 Regional Study Area

Recreation in First Nations communities in the RSA is similar to those in Webequie for outdoor and community-based recreation organized by the band office. **Table 16-16** outlines a summary of recreation in the First Nations communities near the RSA. Information on the locations of recreational facilities such as camps and cabins are not available.

Table 16-16: Recreation in First Nations Communities in RSA

Community	Recreation
Attawapiskat First Nation	<ul style="list-style-type: none"> Reg Louttit Sportsplex (gym, ice rink, field, weight room) (211 Ontario North, 2025a).
Eabametoong First Nation	<ul style="list-style-type: none"> Joseph Jacob Late Memorial Arena; Community Aboriginal Recreation Activator program (Ministry of Tourism, Culture and Sport, 2025); and Ozhiski Outpost (Steel, 2013).
Nibinamik First Nation	<ul style="list-style-type: none"> Arena and community centre in need of upgrading (Nibinamik First Nation, 2014a); Community Aboriginal Recreation Activator program (Ministry of Tourism, Culture, Sport, 2025); Playground; Climbing gym; and school gym.
Weenusk (Peawanuck) First Nation	<ul style="list-style-type: none"> Recreation facilities for sports and community events (211 Ontario North, 2025b).
Wunnumin First Nation	<ul style="list-style-type: none"> Arena and gym for sports and community events. (Northwest Health Line, 2023a).
Kingfisher Lake First Nation	<ul style="list-style-type: none"> Received funds to renovate the arena (Ontario Newsroom, 2021).
Kasabonika	<ul style="list-style-type: none"> Community centre; and Arena.
Neskantaga	<ul style="list-style-type: none"> Arena and community centre (recently received funding for upgrades).
Aroland	<ul style="list-style-type: none"> Community hall; Outdoor hockey rink; Sports field; and Playground.
Constance Lake	<ul style="list-style-type: none"> Community activator / CARA.
Kashechewan	<ul style="list-style-type: none"> Community hall; Gym; and Arena.
Kitchenuhmaykoosib	<ul style="list-style-type: none"> Community centre.
Long Lake #58	<ul style="list-style-type: none"> Community hall; and Community Activator / CARA.

Community	Recreation
Métis Nation of Ontario, Region 2	<ul style="list-style-type: none"> ▪ Encompasses a large area that includes recreational activities.
Kingfisher Lake	<ul style="list-style-type: none"> ▪ Community Activator / CARA; and ▪ Arena (Government of Ontario, 2021).

Outposts from desktop research located in the RSA include Spruce Shores Lodge (located in Webequie), Chipai Outpost Camp (for 10 people and accessible by plane), Wapikopa Outpost Camp (for 6 people and accessible by plane), Asheweig River Cabin (for 6 people and accessible by plane), Kanuchuan Lake and Ozhiski Lake (Webequie First Nation, n.d.-a; Canadian Lodges, n.d.; and Canadian Lodges, n.d.-a).

The Nibinamik First Nation also collected the following information about sports and recreation in the community in 2014 (Nibinamik First Nation, 2014). Two youth workers organized activities such as sports tournaments and excursions onto the land. One also worked as a Community Activator, as part of the Community Aboriginal Recreation Activator (CARA) program by the province. Health staff also organized Diabetes Wilderness Walk. An annual youth wilderness retreat to O-ma-day-na-moh-win-nik (the Breathing Grounds) and twice-yearly culture weeks were also organized for the community. However, the organizers who ran recreational programs for hockey, broomball and volleyball were volunteers. Nibinamik First Nations hockey program was popular having eight teams and coaches. Other summer outdoor recreation included camping, hunting, fishing and trapping. Sport and recreation are understood as benefitting more than physical health but also other effects on emotional and spiritual wellbeing, anxiety and depression reduction and the community’s ability to bring people together. The results of their 2012 community survey indicated the need for more activities, activities for all ages, a youth/fitness centre and repairing safety issues were the largest concerns for the community. Additional challenges included inconsistent funding for operational staff, cost or lack of affordable fees to participate, shortages of equipment, and the need to repair or replace recreational infrastructure.

The youth in Nibinamik First Nation identified that a youth centre as their first priority to create a place where they could leave boredom, drugs and alcohol and truly be themselves (Nibinamik First Nation, 2014). The youth centre would include spaces for indoor games and sports like ping pong and foosball, an exercise room, gym and a stage. Other suggestions in addition to the youth centre included a pool hall, library and new arena. Programming and activities that are oriented to youth, especially older youth, were also identified as there seemed to be enough programming that targeted younger kids. About 38% of the 89 community members who participated in the “Searching Together Survey” from 2012 supported the need for more activities. Fitness is important for both physical and mental health (Nibinamik First Nation, 2014a).

In 2021, Neskantaga First Nation received funding to upgrade their arena, add insulation, change rooms, an accessible gym and other safety improvements to their arenas to make it an all-ages space (Government of Canada, 2021).

The results of socio-economic community surveys issued in 2022 and 2023 provided the following information on recreation of two communities in the RSA (**Table 16-17**). Two thirds of respondents were physically active at least a few times a week and participated in many outdoor activities. Compared to the number of choices for outdoor activities, the indoor activities were limited.

Table 16-17: Socio-Economic Survey Responses for Recreation by Weenusk and Marten Falls First Nations

Survey Questions	Weenusk First Nation	Marten Falls First Nation
How often do you exercise or get physical activity?	63% everyday 18% a few times a week 18% less than once a week	33% everyday 33% a few times a week 33% once a week
What outdoor activities do you do? (Check all that apply)	72% boating/canoeing 72% snowmobiling 45% walking 45% snowshoeing 9% gardening 9% sports 9% jogging 9% skating 9% swimming	92% walking 46% swimming 38% snowshoeing 38% snowmobiling 38% boating/canoeing 30% gardening 30% skating 23% harvesting 15% sports 7% jogging
If you don't participate in outdoor recreational activities, why not?	75% physically unable 25% no interest	44% lack of general equipment or infrastructure 44% lack of community interest (people to play with, coaches etc.) 33% no interest
Are there indoor recreational activities that you take part in? Check all that apply	100% fitness 33% indoor sports 33% dance 33% swimming	75% swimming 25% fitness 25% indoor sports
The number of community members who participated in this survey	11	13

Snowmobiling and ATVing may also be popular activities, although no formal trail networks were available through desktop research in the RSA. In 2011, the average cost of diesel fuel in northern Ontario communities was \$1.24/litre which was 24% higher than the average in 2010 (Arriaga, M. et al., 2012).

IKLRU studies were conducted with Marten Falls and Weenusk First Nations. While there is no specific reference to recreational activities, study participants highlighted the importance of community members' connection to the land as a VC which includes all other VCs and is an "integral component to Weenuski Innioiwuk identity" (Weenusk First Nation, 2024). The connection to land is best expressed as knowledge of their land that must be experienced to obtain an understanding of traditional knowledge and perspectives. Weenusk identity also includes stewardship and the transmission of stewardship practices and principles to younger generations. The theme of community wellbeing reinforced the First Nations model for health based on holistic concepts of physical, emotional, spiritual and mental aspects that was described in the Cancer Care Ontario presentation (Rand, M et al, n.d.). Both perceptions and physical circumstances influence well-being and community sharing of plant and animal harvesting is both a cultural practice but also one with economic benefits as costs and barriers such as high fuel prices can be obstacles to accessing the land. One participant stated this clearly: "Hunting is expensive, it's not cheap and you have to buy to fuel up... and [pay for] materials to go out. It's expensive and time consuming." (Weenusk First Nation, 2024).



Additional research into children's perceived barriers to physical activity include feeling confined by distance, lack of poorly maintained sidewalks or opportunities for active transportation such as walking and cycling, having a place to go to after school, rules that prevent play and recreation, lack of access to friends after school, narratives of fear about wildlife, outgrowing "kiddy" amenities, weather and seasonal changes (Button et al, 2020).

Government programming and funding to facilitate recreational activities in First Nations include The Sport Pathway for Ontario Native Wellness, Community Aboriginal Recreation Activator Program (CARA), Youth Cultural Camps (YCC) (Ministry of Tourism, Culture and Sport, 2025). The Aboriginal Sport and Wellness Council of Ontario administers The Sport Pathway for Ontario Native Wellness, the Power to Play Equipment and Leadership Program, and the Northern & Remote Community Recreation fund (Indigenous Sport and Wellness, n.d.) amongst other programs. The CARA program funds a community activator role to organize recreational activities to meet the community's needs. YCC enable young people to participate in a community based cultural program to develop skills through land-based activities and learn about their culture in a healing and reconciliation setting. The province also has a Community Sport and Recreation Infrastructure Fund to construct new or replacement facilities or expansions (Government of Ontario, 2024b).

Research into sport and recreation in remote and/or First Nations communities are linked with other themes such as:

- Sense of feeling forgotten, not belonging or hopelessness as lack of access or impoverished conditions around food insecurity, clean drinking water, health and mental health resources, youth engagement, recreational activities and unemployment (Finlay, J. et al., 2020).
- Mental and physical health (reduce risk of obesity, decreased risk of heart disease and diabetes), addiction, domestic violence, reprieve from education and parental pressure, connect with peers, develop community, positive identity, advance cultural values and knowledge (learn to live on land, hunt, fish, trap), promote use of First Nations languages, develop social and interpersonal skills, build confidence, cope with external pressure, mentor other children and young people (Provincial Advocate for Youth & Children., n.d.).
- Institutionalized racism and sexism-based barriers in mainstream sport, intersectional barriers for women, financial barriers for disadvantaged women and youth, lack of parental encouragement, and when participating in organized sports, experiences of discrimination and bullying, and lack of culturally relevant programming (Sutherland, J., 2021).

An online presentation from 2021 by Cancer Care Ontario (Rand, M. et al., n.d.) showed that First Nations women were more likely to be inactive than their counterparts living off-reserve and compared to non-Aboriginal women as well. This was also similar for First Nations men who lived on-reserved compared to their counterparts who lived off-reserve and non-Aboriginal men. Recommendations to support recreational participation included working with First Nations to develop safe spaces for physical activity, infrastructure for recreation, addressing the socio-economic barriers to participation. It also suggested and promoted a First Nations model for health and wellness based on holistic concepts including physical, emotional, spiritual and mental aspects across the entire lifespan. Addressing the roots causes of inequity was also emphasized before interventions to health behaviours could be effective.



Hunting and Fishing

Hunting is permitted on Crown Lands in accordance with regulations from other Acts such as the *Fish and Wildlife Conservation Act, 1997*; *Migratory Birds Convention Act, 1994*; *Migratory Birds Regulations*; *Endangered Species Act, 2007*; *Species at Risk Act*; *Invasive Species Act, 2015*; *Trespass to Property Act*, and the *Firearms Act* (MNR, 2024). Hunting regulations include identification and licensing costs to issue tags for residents and non-Ontario residents, accredited hunting education course, firearms licensing, and reporting. Reporting is mandatory and provides information to manage wildlife to monitor populations, determine quotas to issue tags, adjust bag limits and inform policies.

First Nations communities in Treaty No. 9 includes the right to hunt and fish without a license for community, ceremony, personal purposes (Nishnawbe-Aski Legal Services, n.d.).

Wildlife Management Unit 1D falls within the project footprint, LSA and RSA.

IKLRU programs with Weenusk First Nation and Marten Falls First Nation showed that the Winisk River and watershed was important to the Weenusk First Nation community for the traditional activities that are essential to their identity. They also emphasized the downstream potential effects of the Project (MNP LLP, n.d.). The Marten Falls First Nation IKLRU revealed one member’s travel route to Wabamiko Zakaihgan or White Beaver Lake, located south and upstream of the WSR on the Attawapiskat River, though the member hadn’t used it in 10 years. The rights of First Nations to navigate waterways are supported and affirmed by the *Canadian Navigable Waters Act*.

The WSR waterbody crossings that overlap with the Weenusk First Nation area for fishing includes WB-1, WC-1A, and WC-1B. WB-1 is the largest bridge waterbody crossings (Winisk Lake) for the WSR, with 253.5 m total width. WC-1A and WC-1B will each be a corrugated steel pipe with each having a total width of 1.3 m. WB-1 will also have a vertical clearance of 3 m to accommodate small vessels.

Table 16-18 summarizes resources that support recreational hunting and fishing from other EAR/IS sections, including highlights from community concerns on those resources.

Table 16-18: Summary of Indigenous Comments on Resources that Support Recreation

EAR/IS Section	Comments
Section 10 – Fish and Fish Habitat	<ul style="list-style-type: none"> ▪ Water is most sacred element; ▪ Concerns about water quality and contamination (mercury) and other pollution like noise, dust, litter, changing environment affecting breeding habitats; ▪ Key species harvested for food include fish, caribou, geese and moose; fish is commonly shared in the community; all family members of all ages participate in fishing; ▪ Ice fishing is common in the winter and net fishing is common in the summer; ▪ Changes in weather patterns affect ice fishing; ▪ Fish species that are important include Brook Trout, Northern Pike, Walleye, Lake Sturgeon amongst others; ▪ Concerns about access for outsiders that may lead to overfishing and overhunting; ▪ Fisheries have a crucial role to play to uphold traditional practices and sustainability; fish have a cultural role including spiritual practices; ▪ Data collection results indicate that Lake Sturgeon spawning habitat may be in decline and there is an even distribution of benthic invertebrate communities; and ▪ Winisk Lake provides year-round fish habitat.

EAR/IS Section	Comments
Section 7 – Surface Water	<ul style="list-style-type: none"> ▪ Surface water quality showed exceedances of major guidelines were not common in Winisk, Upper Ekwan and Attawapiskat watersheds; and ▪ Some exceedances were observed in the field for pH, aluminum and iron which may be due to weathering of rocks or distant upstream source.
Section 12 – Terrestrial Habitat and Wildlife	<ul style="list-style-type: none"> ▪ Concerns about wildlife mortality due to increased access and potential WSR traffic, disruption to migratory animals; ▪ Noticeable decline in geese and ducks; ▪ 41 mammals may potentially live in the RSA including moose, grey wolf, furbearers, beaver, bats, birds; ▪ 23 mammals were confirmed during field surveys; and ▪ Larger waterbodies in the LSA had more staging waterfowl; shorebird occurrence was low; 29 Bald Eagle and Osprey nests were recorded.
Section 13 – Species-At-Risk	<ul style="list-style-type: none"> ▪ Concern with potential increase in public access will impact wildlife survival due to traffic incidents and outsiders’ harvesting practices on First Nation members who harvest; changes to migratory routes; caribou numbers are decreasing, and caribou, geese and moose being most commonly harvested; ▪ Caribou presence increased from 2018 to 2019 though the reasons were unclear; ▪ Wolverine tracks were recorded at 20 locations south of Webequie, but no observations were made; wolverine density in the LSA is high; ▪ Lake Sturgeon is assumed present in Winisk Lake, Winisk River, Ekwan River, Muketei River, Winiskisis Channel in the LSA and RSA; and ▪ Lake Sturgeon is considered a delicacy in Webequie and is occasionally consumed.

16.2.2.5 Tourism

Indigenous tourism are businesses that own, operate, or are controlled by First Nations and infuse authentic, appropriate and respectful cultural qualities into the experience. Indigenous Tourism Ontario is the sole organization in Ontario that is dedicated to Indigenous tourism (ITO, 2024). Kasabonika Lake First Nation is a member of ITO (ITO, 2024a). Indigenous tourism has recovered and surpassed the pre-COVID data (Campbell, 2024). In a 2022 report, northern Ontario tourism markets were hard-hit from the COVID pandemic and are continuing to recover with 4 in 10 businesses expected to be profitable in 2024 (TIAO & OCC, 2022). There are multi-faceted and ongoing barriers to tourism and strategic directions to address those barriers to realize the potential of existing and new sectors of growth in the tourism and Indigenous tourism industry in Ontario.

Both the provincial and federal governments are interested in supporting and boosting tourism with programs and policies that focus on different tourism sectors, from resource-based tourism to developing the infrastructure and funding that are essential for tourism operators. Commercial outpost camps are regulated under the *Public Lands Act* through MNRF-issued land use permits or leases, which set conditions for site location, tenure, and operations. These authorizations help manage tourism development along the Webequie Supply Road, supporting compliance with land-use policies and environmental standards while supporting sustainable economic opportunities.

The following federal government resources for Indigenous-led tourism in northern Ontario include:

- Northern Ontario Development Program invests in community economic development projects led by municipalities, First Nations, and other organizations and institutions that create jobs and support self-reliant communities in Northern Ontario (Federal Economic Development Agency of Northern Ontario (FedNor), 2024); and

- Tourism Growth Program in Northern Ontario provided \$108 million over 3 years to support Indigenous and non-Indigenous communities' development of local tourism products and experiences (Federal Economic Development Agency for Northern Ontario, 2024a).

The Nishnawbe Aski Development Fund also provides financial programs and supports to enable Indigenous businesses and access to financing including tourism. The Federal Tourism Growth Strategy recognizes the benefits and contributions of tourism to the overall economy, identifying the pre-COVID revenue of \$105 billion, a GDP of \$43.5 billion and supporting 2.07 million jobs across the country in 2019. Specifically, Ontario provides the most tourism-supported jobs over all provinces with 715,800 compared to Québec with 392,100 jobs (Government of Canada, 2023). The Tourism Growth Program provides access to funds aimed at Indigenous applicants that are small to medium sized and/or non-for-profit and located in Northern Ontario (Government of Canada, 2024).

Other recent notable developments to support Indigenous tourism in northern Ontario include:

- Funding provided to Indigenous Tourism Ontario for strategic training within the Indigenous tourism industry (Government of Ontario, 2023b);
- Funding to the Northern Ontario Heritage Fund Corporation (\$4.9 million in 2022) for existing infrastructure and programs attractive to tourism (NOHFC, 2022); and
- Seed money grants for ideas to generate tourism through the Northeastern Ontario 'Spark' Mentorship and Grants Program, a collaboration of multiple agencies (Northern Ontario Business, 2024, and Tourism Innovation Lab, 2024).

The market potential for Indigenous tourism was recognized in 2010 as the number of tourists from European countries who expressed interest in visiting Canada with an interest in "Aboriginal tourism products" ranged from 2.5 million (Germany) to 3.1 million (Italy) (Graci, 2010). The same report also indicated insufficient funding, education and training for First Nations to develop their own tourism operations, the changing seasonal demands, remote locations, poor product development or marketing, resistance to sharing culture, and bureaucracy as barriers (Graci, 2010). One of the considerations in developing Indigenous tourism is how it can foster meaningful relationships with non-Indigenous peoples and become an exemplary opportunity of reconciliation (Daniels, 2020).

Ontario's resource-based tourism utilizes Crown lands and waters for outdoor activities such as hunting, fishing, camping, paddling, hiking, snowmobiling, visiting parks and wildlife viewing in northern Ontario. It seeks to enable these tourism activities with sustaining the ecological base and quality of natural resources and uses an allocation model to administer the program. The model is based on a graduating scale or level of use of these resources, such as whether the operator includes fishing or has land-based lodging (Government of Ontario, 2024c).

There are fishing regulations for visitors, whether they are residents of Ontario, Canada or are from international locations and correspond to fishing licenses and fees. Fish Management Zones 2 and 3 are located in the LSA and RSA and outline the provisions and restrictions for recreational fishing, which include seasonal limits for specific fish species and possess limits (Government of Ontario, 2024d). Hunting also requires licenses and fees, which excludes requirements to possess firearms, for non-Indigenous persons. Wildlife Management Unit 1D covers the LSA and RSA. Hunting requires a license specific to the animal such as moose, black bear, wolf, and coyote (Government of Ontario, 2024e).



16.2.2.5.1 Local Study Area



Webequie First Nation is interested in pursuing commercial tourism (adventure, resource-based, eco-cultural) and taking a lead role or developing partnerships with neighbouring First Nations. There are areas with high potential for tourism and underutilized facilities, which can offer high quality tourism experiences that integrate traditional culture with contemporary economies. (Webequie First Nation and MNR, 2025).

Webequie First Nation

Fishing and lodging in Webequie First Nation and the surrounding lands have always been part of the community's history. In the 1960s tourists would visit the former Winisk River Provincial Park area to fish and establish camps or cabins. Webequie First Nation reserve was recognized in 1985 (formally established in 2001 with order in council) and Winisk River provincial park shifted to its current location to the north, west and east of the reserve and stopped allowing new outposts to be built (Webequie First Nation, 2023). Fishing and hunting outposts continue to operate in the territories (see 16.2.2.5.2 Regional Study Area) and two camps that are promoted on the Webequie First Nation webpage are Kanuchuan Outpost Camp and Spruce Shores Lodge (Webequie First Nation, n.d.). Full-service packages are offered along with cultural tourism opportunities to share experiences to learn and engage with community members and cultural traditions (Webequie First Nations, n.d.).

The existing commercial tourism for Webequie First Nation is mostly based on fishing, with several community members owned and operated resource-based establishments which are focused on the western portion of the CBLUP planning area. While commercial tourism is mostly underutilized there is a significant interest in developing Indigenous led tourism operations (Webequie First Nation and MNR, 2025).

Cultural tourism is another potential tourism product that Webequie community are interested in developing. "We welcome visitors interested in learning about our practices of many years. When walking through the community, you will always see someone busy doing something. Stop and say hello, and you will likely learn something th[a]t you never knew before. Feel free to ask questions" (Webequie First Nation, n.d.).

Community members from Webequie First Nation Land User Focus Group shared that tourism may be one of the benefits of the WSR (AtkinsRéalis Canada Inc., 2023). In the 2023 socio-economic community survey, 38% of respondents who live in the community year-round and 58% who live off-reserve believe that tourism will be one kind of job opportunity with the WSR (AtkinsRéalis Canada Inc., 2023b).

Figure 16.16 shows the locations of commercial tourism establishments in the LSA and RSA, which is based off desktop studies and may not include the community member owned and operated establishments in the Draft CBLUP mentioned above. The following tourism establishments are owned by First Nations including Webequie First Nation, and may be located within the Project Footprint or LSA:

- Primary lodge in Webequie;
- Coomb Lake retreat;
- Winisk Lake; and
- Spruce Shores Lodge.

Locations outside of the LSA are also promoted for tourism in Webequie and include Chipai Outpost, Kanuchuan Outpost, Ozhiski Outpost and Wapikopa Outpost.



Webequie also participated in the IKLRU program which included locations of tourist camps as well as other recreational facilities such as cabins, campgrounds, camp sites, historical camps/cabins, settlement sites, ice houses, tent frames, camping areas (Stantec, 2024).

In 2019, just over \$400,000 was awarded to Webequie First Nation to increase accommodations for tourists and workers to supply 49 rooms for “much-needed temporary lodging” (Government of Canada, 2019). Webequie also received over \$500,00 for a Community Readiness and Wellness Centre (Government of Canada, 2020). A 20-year Regional Tourism Strategic Plan was the focus of a several workshops in Matawa First Nations Management member communities (Matawa First Nations Management, 2018). It sought to develop products for mainstream tourism experiences “with an Indigenous cultural element”, “promoting ease of access for target markets in highway access and remote communities; and... financing requirements to establish and sustain a tourism industry” (Matawa First Nations Management, 2018).

Marten Falls First Nation

According to the Indigenous Tourism Association of Canada, recreation and outdoor activities (which includes outfitters, hunting, fishing, and wilderness guides, as well as various types of recreational and adventure camps, including recreational vehicle parks and campgrounds) are an important domain in the Indigenous tourism sector (Fiser and Hermus, 2019). In the 2018 census survey completed by the Indigenous Tourism Association of Canada, Ontario generated the second highest revenue in direct Gross Domestic Product (GDP), among all provinces and territories in Canada, from recreation and outdoor activities (Fiser and Hermus, 2019). Tourism is an important aspect as it provides an opportunity for visitors to learn and experience the history, arts, customs and culture of Indigenous communities.

Tourism for fly-in First Nations like Marten Falls First Nation represent an important and growing opportunity for economic development, including revenue generation, cultural exchange, and a showcase for traditional practices of Anishinaabe values and customs.

The Marten Falls First Nation includes tourism in the CBLUP Terms of Reference. Some community members believe that providing or inviting more access to the lands (via the WSR) could lead to overhunting and overfishing, and others are hopeful that the positive will outweigh the negative aspects (MFFN and MNR, 2013). Ten outfitters and one “camp status being confirmed” site were identified in the Marten Falls Community Access Road, which are outside of the RSA (MFFNCAR, 2022).

16.2.2.5.2 Regional Study Area

The province has delineated Ontario into 13 tourism regions, which are led by a Regional Tourism Organization (RTO). The RSA falls within RTO 13c for Northwest Ontario which covers an area from the border of Manitoba to Hudson Bay, to the Far North Boundary to Longlac, Nipigon and Thunder Bay. Each RTO operates independently, as a not-for-profit organization. Destination Northern Ontario covers RTO areas 13a, 13b and 13c and has developed several initiatives to support tourism in northern Ontario and strategies on angling, trails, cycling, wayfinding, boating, Indigenous food tourism. No Indigenous or First Nations communities located in the RSA were identified in organizational materials or resources. In 2016, RTO 13a, 13b and 13c had approximately 7.7 million visitors, who spent \$1.12 billion within the market that included 9,910 tourism-related businesses mostly comprised of small and medium size (Davison & RTO9, 2018). The RTO 13c regional profile (Ministry of Tourism, Culture and Gaming and Ministry of Sport, 2024) included the following highlights in 2022:

- 1.1 million visits with 61% coming from Ontario and 38% from the rest of Canada;
- Most visits taking place between April to September;



- 36% of visits were 0 nights, 24% were two nights, 14% were one night;
- 75% of the visits were in activities that included visiting friends/family, doing outdoor sports, shopping, camping, going to restaurants and bars, boating, sightseeing, hiking and fishing;
- Indigenous activities were the last ranked of the 33 tourism activities in terms of number of visits; and
- The average age of a tourist in 13c was 50.

The 2022-2023 Annual Report for Destination Northern Ontario highlighted successes in training, investment attraction, partnerships with 83 industry partners, gaps and areas of growth, and several training opportunities primarily through online means (Destination Northern Ontario, 2023). The 2023-2024 annual report include efforts to develop Indigenous engagement strategy with the industry, and to prioritize enriched tourism experience. Indigenous tourism is a priority, and the organization seeks to strength partnerships with Indigenous Tourism Ontario. It also collaborated on supporting cultural events, expand Indigenous led tourism experience, partner with northern Ontario Tourism Summit and promote authentic indigenous tourism products across the region (Destination Northern Ontario, 2024). It's 2024-2025 business plan (Destination Northern Ontario, 2024b) noted the following:

- Key Market trends include “frictionless” travel, domestic travel, “responsible” travel, “ascendance of communities”, Indigenous connection, wild for wilderness, health and wellbeing, affluent travel “boom”, great resignation and retirement, remote work and residential tourism;
- Industry trends include lack of access and reduced transport connectivity, labour and skills shortage, higher costs, reduced business travel and events, product degradation, reduced access to capital and limited liquidity, shift in capacity and role in of destination marketing organization (DMO);
- Insights from northernontario.travel showed that domestic travel to that website is up 13% year over year with the largest contributor coming from the Greater Toronto Area (GTA), American travel dropping 7% year over year, increase in paddling content (22%) and Indigenous content (84%) which continue to be emerging products over all markets;
- Participation rates highlighted the following:
 - Youth ages 15 to 24 form 31% of the tourism employment in RTO13, which is higher than the province;
 - Five tourism occupations where youth make up a third (ore more) of the employees include food service supervisors, cooks, hosts, food and beverage services and food counter attendants; and
 - Indigenous population accounted for 15% of the employed labour force in RTO13 in 2021, which is four times the proportion for the province (4%).

Indigenous Tourism Ontario “is the province’s first and only dedicated Indigenous tourism organization that focuses on uniting communities, Indigenous organizations and industry leaders to support the growth of Indigenous tourism in Ontario” (ITO, n.d.). There are four pillars to develop tourism: cultural authenticity, product development, workforce development and marking and branding. They collaborate with tourism providers, Indigenous leaders, provincial partners and allies, and national partners and allies. They have several resources on strategic plans, best practices, research, and Indigenous food. Highlights from one of their position papers on Indigenous food in northern Ontario include:

- Indigenous tourism businesses are small (under four staff), self employed, operated by individuals or community based enterprises, which “align extremely well with what makes for meaningful food tourism experiences; that is, personal and intimate experiences that are connected to the community in which they are enjoyed”;



- Food tourism products are also associated with accommodations, guided cultural tours, workshops or experiences, guided outdoor activities and experiences, which can also be enhanced by food tourism experiences;
- Efforts to re-establish and preserve traditional food products include the national Indigenous Agriculture and Food Systems Initiative, the Agricultural Society for Indigenous Foods Products, and wild rice cultivation around Curve Lake First Nation;
- Offering food experiences and products also aligns with the rich history and practices associated with cultivation connection to the land and “presents and important cultural sharing opportunity for any Indigenous tourism operator”;
- One in three international visitors to Canada are seeking Indigenous experiences;
- Food tourism has a role in the industry, it can “facilitate a tourism environment of communication and connection through cultural, social, and environmental dialogues that create transformational experiences for visitors”;
- Challenges such as:
 - Accessing funding and financial support to develop and enhance experiences;
 - Attract visitors to remote and isolated locations;
 - Celebrate indigenous food in the face of ongoing food insecurity issues;
 - Managing pre-established notions and visitor perceptions of an “Indigenous” experience;
 - Educate visitors on cultural sensitivities; and
 - Getting marketable number of market-ready products and experiences.

Tourism led by Indigenous communities in northern Ontario is taking place. The Neeeganii Iishhawnin 2025 gathering in Thunder Bay (NOB, 2025) focused on economic development in northern Ontario including tourism, (as well as natural resources, youth opportunities, land-based business, technology, innovation and energy) was hosted by Windigo Community Development Corporation, Shibogama First Nations Council, Matawa First Nations Management, Keewaytinook Okimakanak, ThawiKayhiGan Group and Independent First Nations Alliance, representing more than 30 northwestern Ontario communities. Further engagement with First Nation communities in the RSA, especially with territories or AIPs that overlap with the Project Footprint, LSA or RSA is recommended to identify benefits and potential options to the concerns associated with outsider access.

Tourism Innovation include a northern Ontario Lab to award mentorships and grants for tourism (Tourism Innovation Lab, 2024). One of their “spark” programs included Indigenous Tourism in Ontario. FedNor supported an inclusive tourism initiative in Northern Ontario for the “2SLGBTQI+ travel market and boost tourism-related revenue across the region... to help Northern Ontario businesses develop market-read experiences” (Briggs, 2025). A Signature Indigenous Tourism Experiences Stream (SITES) of the Indigenous Tourism Fund for selected projects as “key tourism experiences... will anchor other tourism-related businesses and offerings, fostering the development of tourism destinations” (Government of Canada, 2025a). This program is intended to attract “high-yield international tourists who are interested in cultural experiences,” includes \$30 M since 2022, and is administered by the National Aboriginal Capital Corporations Association with support to select projects from the Indigenous Tourism Fund. A report by Northern Policy Institute identified partnerships for northern Ontario’s Indigenous tourism industry to “deepen ... relationships with various organization... [which would] strengthen the northern economy and create stronger connections with Indigenous businesses” (Beals, 2017).

The First Nations communities of Kashechewan, Constance Lake and Wawakapewin have included tourism in their Terms of Reference for their respective CBLUP.



The Native Camp Operators Alliance/Moccasin Trail Adventures owns and operates four camps for fly-in fishing and hunting. “Most camps are remote and accessible only by float plane. Vacationers fly into the Thunder Bay International Airport and flying on to Pickle Lake, Ontario where the float plane base is located” (Matawa First Nations Management, n.d.). The following outposts are located west and southwest of the Webequie First Nation Reserve in the RSA:

- Chipai Outpost;
- Kanuchuan Outpost;
- Wapikopa Outpost; and
- Ozhiski Outpost.

Weenusk First Nation

The Weenusk First Nation Terms of Reference for the CBLUP includes tourism as one subject for current and future opportunities with an interest to address tourism operations that respect their culture and lands. Eco-tourism activities such as canoe, fishing and polar bear watching was shared during the Aboriginal Treaty Rights and/or Interest forum (ATRI).

Nibinamik First Nation

In 2014, the Nibinamik First Nation provide a youth course for tourism and have expressed their interest in pursuing training in tourism (Nibinamik First Nation, 2014).

Attawapiskat First Nation

Attawapiskat First Nation initiated a territorial plan independent of the CBLUP process under the *Far North Act*. The Terms of Reference for this plan includes tourism as a planning principle (Neegan Naymowan Stantec LP, 2015).

16.2.2.6 Provincial and Federal Parks, Ontario Areas of Natural and Scientific Interest and Other Protected Areas

There are several ways to protect large areas of land in Ontario from development or enable restrictions on activities that are permitted or prohibited. Provincial Parks and Conservation Reserves are regulated under the *Provincial Parks and Conservation Reserves Act* and play an important role in creating and managing a system of parks or conservation reserves, including water systems. Their key priorities are to maintain or restore the ecological integrity, biodiversity or cultural heritage of those ecosystems and ecoregions. Provincial Parks and Conservation Reserves also serve as areas for scientific research, education, environmental monitoring, and compatible outdoor recreation.

Wilderness areas are regulated under the *Wilderness Areas Act*, to preserve lands in their natural state while also allowing access for research and education related to historical, aesthetic, scientific or recreational values. Wilderness areas also provide protection for fish, wildlife and invertebrates.

Areas of Natural and Scientific Interest (ANSI) are areas of lands and water that have features valued by life science and/or earth science that require protection for scientific study or education purposes. Life science ANSI include specific types of forests, valleys, prairies and wetlands, their native plants and animals and their supportive environments. They contain relatively undisturbed vegetation and landforms, and their associated species and communities. Earth Science ANSIs are geological and consist of bedrock, fossil and landforms and geological processes. The Minister of Environment, Conservation and



Parks reviews candidate ANSI areas for qualities of representation, condition, diversity, other ecological considerations and special features and then may be identified in provincial, regional or local significance categories. A multi step process is involved before ANSI are confirmed and distributed to other regulatory authorities or private landowners.

16.2.2.6.1 Local Study Area

No provincial parks, protected areas, wilderness areas or ANSI are located within Webequie First Nation or non-traditional land use are in the LSA (which is a 1 km buffer from the centreline of the WSR).

There are no federal National Parks, Migratory Bird Sanctuaries or National Wildlife Areas located in the LSA.

16.2.2.6.2 Regional Study Area

One provincial park, Winisk Provincial Park, is located within the RSA. It receives permanent protection and maintains ecological integrity of natural regions, elements of natural and cultural heritage, biodiversity within 141,100 ha that hugs Webequie First Nation reserve to the north, east and west. The administration of provincial parks is led by Ontario's *Provincial Parks and Conservation Reserves Act*, 2006.

Background information on Winisk Provincial Park drafted in 1991 and updated in 2021 includes life and earth science representation features, land uses and permits, tourism, recreation, commercial, mining and harvesting activities. In the 1960s, Webequie community members began to negotiate for their lands and issued requests to the province to stop building tourist camps operated by non-Indigenous businesses on Winisk River. In 1968-1969, Winisk Provincial Park was created. In the 1970s, Webequie residents requested the cessation of issuing permits for commercial tourism, outfitting and guide services to non-residents. Commercial fishing could take place adhering to provisions in the management plan. No mineral or exploration activities are permitted in park. The park also contains gravel pits which supported the airport/airstrip and the community of Webequie. Harvesting trees for firewood and materials is permitted although the trees have little commercial value.

In a 2022 interview, a community member recalled an economic development initiative to build a hydropower generating facility for the community was ultimately obstructed due to parks policies (AtkinsRéalès Canada Inc., 2022g).

Approximately 72,654.9 ha of Winisk Provincial Park is located within the Regional Study Area (**Figure 16.17**).

Areas of Natural and Scientific Interest (ANSI)

ANSI represent the natural features and landscapes that have importance or features relevant to natural heritage, protection, appreciation, scientific study or education. ANSI in Ontario are categorized into Life Science, as examples of Ontario's biodiversity and natural landscapes, or Earth Science for geological features. ANSI are evaluated by five criteria (Natural Heritage, Lands and Protected Spaces, 2011):

- Representation – of geological or landform-vegetation features;
- Condition – the level of human induced disturbances;
- Diversity – the number of features existing within a site;
- Other ecological considerations – such as function, connectivity, size, shape, proximity to other areas; and



- Special features – such as populations of species-at-risk, habitats, unusual features or educational and scientific values.

The province protects ANSI in Ontario by providing information and advice as natural heritage values in land and resource use decisions and management. ANSI are protected in the Planning Act, natural heritage policies under the PPS, and other land use legislation. Three ANSI features are located within the RSA: Gneiss Rapids, Upper Ekwon River and Mistassin Lake, as presented in **Table 16-19**.

Table 16-19: ANSI in the RSA

ANSI Name	Existing Area of each ANSI (ha)	Area of ANSI within RSA (ha)	General Comments
Gneiss Rapids, Candidate Earth Science	19,869.1	222.4	Area of provincial interest for protection
Mitassin Lake, Candidate Earth Science	70,810.1	770.4	Area of provincial interest for protection
Upper Ekwon River, Candidate Earth Science	33,098.8	32,329.7	Area of provincial interest for protection

Gneiss Rapids are located on Winisk River. It is described as 5% grasses and 95% sphagnum mosses in a swamp and peatland environment (Webequie First Nation, 2019b). The Upper Ekwon River has been studied by geologists and biologists and was identified in a 1948 report “Foodways in a Muskeg Community” (Honigmann, 1948). The CBLUP describes this area as mostly till with organic deposits with small sections of burn which represents the Cochrane Advance landscape unit (Webequie First Nation, 2019b). Mitassin Lake is mostly till with some soil, sand, silt and stone deposits from glaciers and several drumlins and an esker (Webequie First Nation and MNR, 2025).

In the Webequie IKLRU, participants at the Thunder Bay sessions indicated that eskers provide important wildlife habitat for small animals and migrating birds, hold important medicines that cannot be found in the muskeg, and that there are eskers located along the WSR (Webequie First Nation, 2024).

Limited research is available on the policy or protection program for these ANSI.

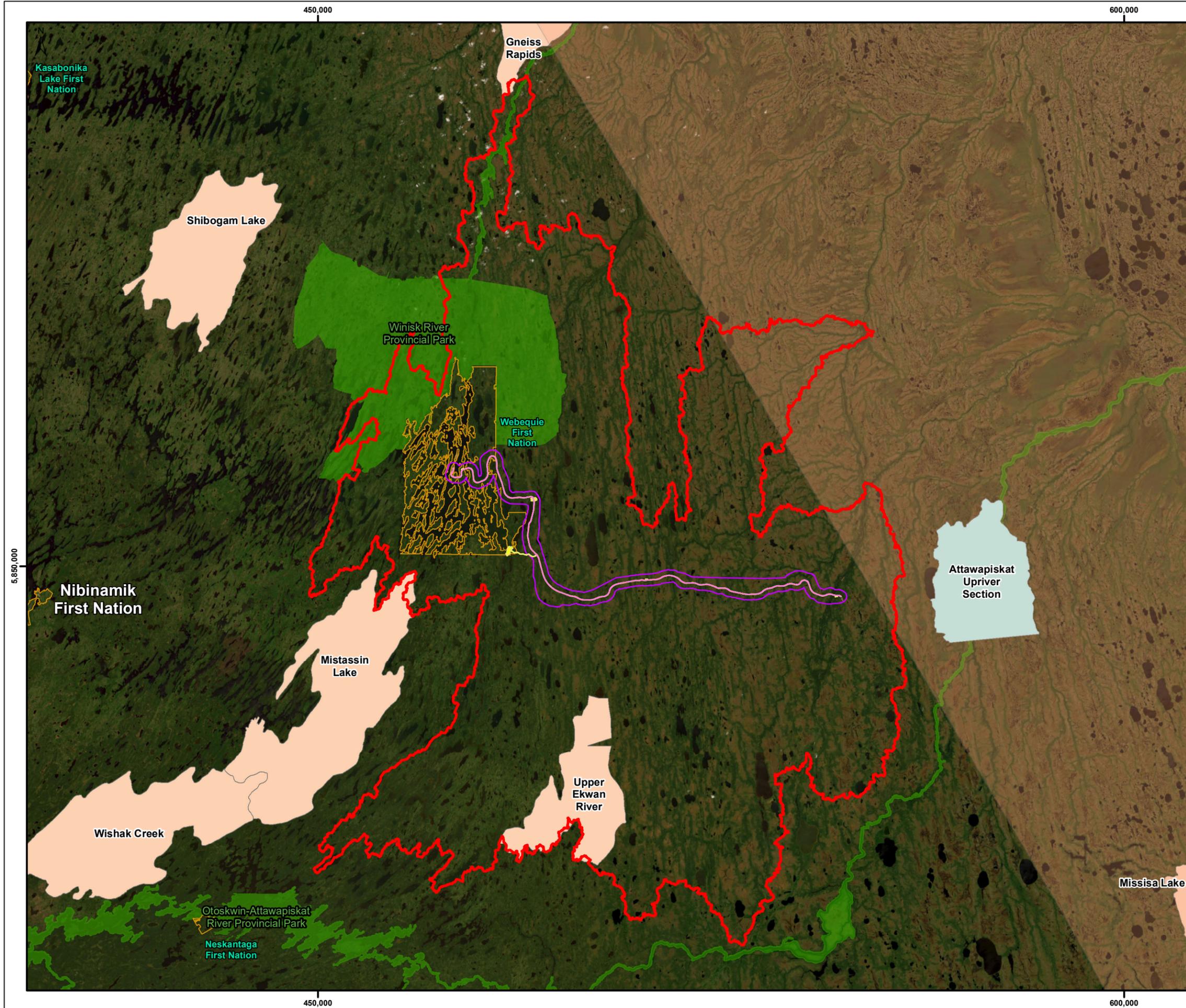
The Winisk River Provincial Park Management Statement has named the following life and earth science representations within Winisk Provincial Park – Portions of Hudson Bay Lowlands; Winisk Drumlin Field; Cochrane Advance/Readvance; Island Arcs and Basin themes; Timiskaming Interstadial; Driftwood Stadial; Sachigo Subprovince; Big Beaverhouse Moraine; Winisk Drumlin Field; and Cochraine (Cochrane) Advance/Readvance (MECP, 2021). However, further detailed information is limited or not publicly available.

ANSI are shown in **Figure 16.17**.

There are no federal National Parks, Migratory Bird Sanctuaries or National Wildlife Areas located in the RSA.

Figure 16.17 also includes an approximate location of the land-based proposal in the Draft Omushkego Wahkohtowin Conservation Plan. It will be developed with the support of seven First Nations located near the RSA in the next ten years to achieve their vision of protecting the ecological integrity of *Na-Taski-Nano* (“Mother Earth”). More information is provided in **Section 16.2.2.2.2** (Land Use Planning and Stewardship) as an effort that represents First Nations stewardship in the northern Ontario region.





- Legend**
- Preferred Preliminary Route
 - WSR Project Footprint
 - Non-Traditional Land and Resource Use Local Study Area
 - Non-Traditional Land and Resource Use Regional Study Area
 - Draft Omushkego Wahkohtowin Conservation Plan
- ANSI**
- Subtype**
- Candidate ANSI, Earth
 - Candidate ANSI, Life
 - First Nation Reserve

Webequie Supply Road (WSR)

Parks, ANSI, and the Draft Omushkego Wahkohtowin Conservation Plan in the RSA

Figure Number:	16.17	REV	PA
Client:	Webequie First Nation	Project Number:	661910
		Date:	5/8/2025
DSC		DRN	CHK
		LZ	AL
		APP	SV



NOTES

- Coordinate System: NAD 1983 UTM Zone 16N.
- Cadastral boundaries are for informational purposes only and should not be considered suitable for legal, engineering, or surveying purposes.
- Topographic/landcover features obtained from CanVec v12.0 dataset, Natural Resources Canada Earth and Sciences Sector Centre for Topographic Information; and, Land Information Ontario (LIO) Warehouse Open Data (<https://geohub.lio.gov.on.ca/>), Ontario Ministry of Natural Resources and Forestry (OMNRF). Download Date: 2021-02-04

DISCLAIMER

This drawing was prepared for the exclusive use of Webequie First Nation (the "Client"). Unless otherwise agreed in writing by AtkinsRéalis, AtkinsRéalis does not accept and disclaims any and all liability or responsibility arising from any use of or reliance on this drawing by any third party or any modification or misuse of this drawing by the Client. This drawing is confidential and all intellectual property rights embodied or referenced in this drawing remain the property of such parties, as determined by the applicable services contract or contracts between AtkinsRéalis and the Client.

16.2.2.7 Transportation

Transportation and access to goods and services outside of communities is a key consideration for communities in Ontario's Far North. The only paved road in the Far North is Highway 599 (IBI Group & Hemson Consulting Ltd, 2016). For communities without all-season road access, remote airports operate year-round to connect communities to regional hubs to the south and other communities for services, and for the delivery of goods.

In addition, during the coldest weeks of winter with deep freeze conditions, communities use winter roads which connect to all-season road and rail networks. The winter road season tends to be from mid-January to Spring thaw (Ontario Ministry of Northern Development [now Ministry of Northern Economic Development and Growth], 2023). Hauling heavy bulk supplies is more cost effective and critical for the communities to maintain supplies of fuel, water, housing materials, food and other goods (IBI Group & Hemson Consulting Ltd, 2016). Living in First Nation communities with no all-season roads has many implications including limited access to goods and services and high costs associated with travelling and shipping. The shortening of the winter road season has been a matter of concern for Indigenous communities in northern Ontario. More snow than usual and warm spells in the winter months disrupt winter roads and the ability to transport goods and services. Higher than average temperatures expected from climate change have been observed to impact the viability of winter roads and shorten the winter road season (CBC News, 2023a, 2023b). With climate change, the duration of safe lake ice is also projected to decrease. A study has shown that a 1.5°C increase in average temperatures due to climate change can lead to 90 % of current ice roads no longer being sustainable (Woolway et al, 2022).

For generations, Indigenous communities have relied on waterways in various ways such as travel to support community life. Today, waterways are recognized to be vital to the sustainability of communities.

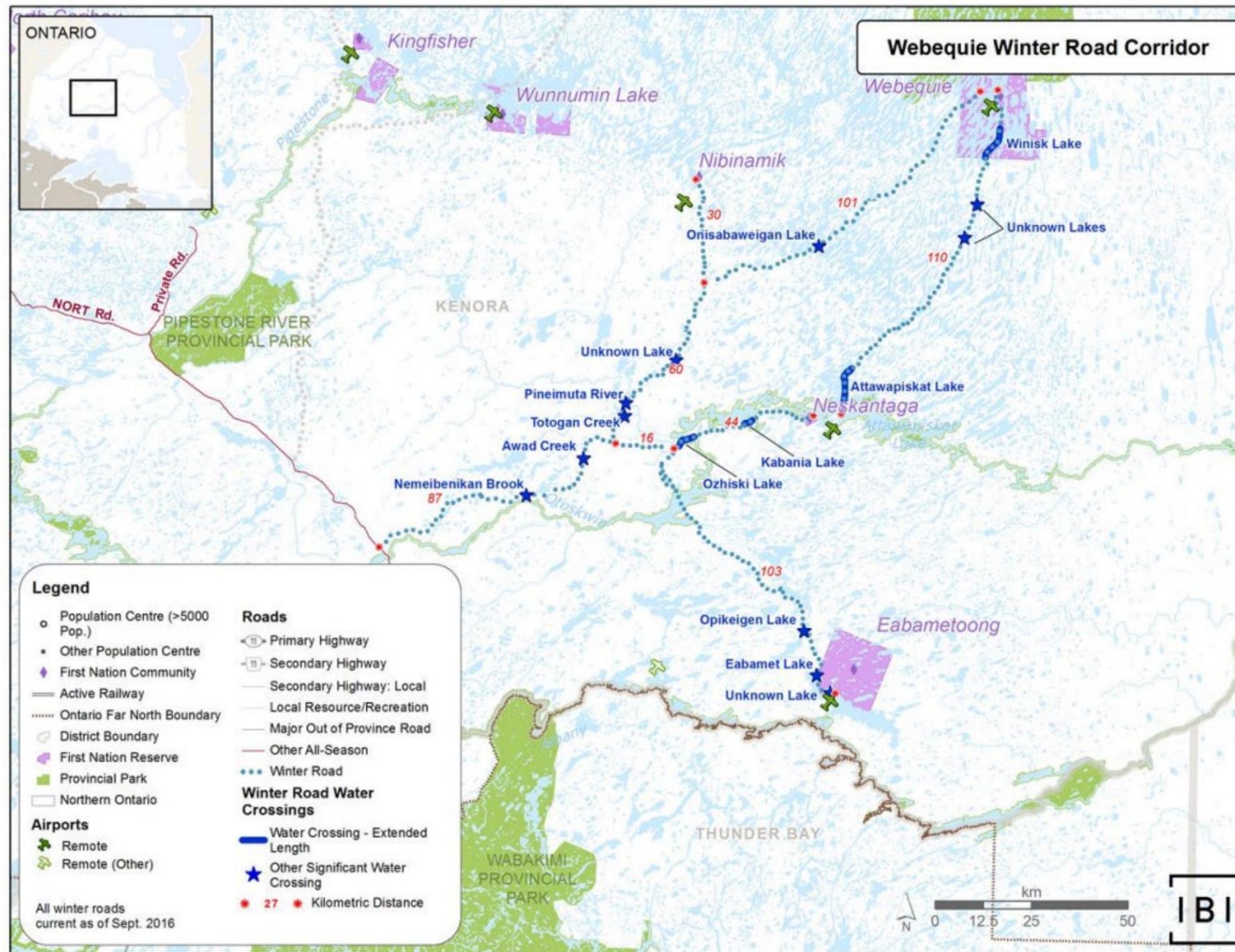
This section describes the transportation options available within the socio-economic LSA and RSA (refer to Section 14) using the following indicators:

- Road transportation;
- Air transportation; and
- Waterways navigation.

In this section, road transportation examines details on the existing road network (all weather and winter roads) and traffic patterns, including any projections of future traffic patterns, by describing the change in traffic volume (autos, trucks) on existing road connection (winter) to provincial road network, and change in opportunities for travel and road use. Air transportation will describe information on the nearest airports and demands for air and shipping services. These indicators were selected to examine the effects on navigation by the public and Indigenous groups, including activities that obstruct or restrict access to navigable waterways (e.g., portage routes and access roads), and the effects on safety of navigation routes. Information presented in this section will enable the assessment of Project impacts on existing navigation routes.



Figure 16.18: Webequie Winter Road Routes



November 2016

A.5

Source: Winter Roads. Draft Technical Backgrounder, IBI Group & Hemson Consulting Ltd., 2016.

16.2.2.7.1 Local Study Area

The Socio-Economic Baseline includes a description of the following transportation information within the socio-economic LSA where information is available.

- Community roads;
- Winter road corridors;
- Winter road traffic volumes;
- Air travel; and
- Waterways navigation.

Communities in the socio-economic LSA do not currently have all-season road access to the provincial highway system to the south and are currently fly-in or winter road access and the existing local road network is limited. The communities in the LSA use airports and winter roads for travel and shipping. Limited information is available on winter roads daily traffic counts within the LSA. Webequie First Nation and Marten Falls First Nation have identified the need for all-season roads and are working towards approval for an all-season road. The absence of all-season roads limits access to people living in these communities and results in a high cost of living due to the high costs associated with travelling and shipping goods.



Waterways for transportation is an integral part of community life. Waterways have been and continue to be an important socio-cultural and economic part of daily life of the LSA Indigenous communities. The waterways connect families and friends along traditional lines and provide an important part of the transportation network for the LSA communities.

Community Roads

In Webequie, there are 14 km of roads in the community. These are either gravel or earth-type roads. Roads also provide access to the landfill and band storage facilities (Webequie First Nation, 2019a). All roads are in fair condition, but require some granular materials, maintenance, and shaping of roads and shoulders. Installation of culverts would address erosion and drainage issues.

Winter Road Corridors in the Local Study Area

The LSA communities are First Nations that are connected via winter roads from several points. These connection points and winter road corridors are described in **Table 16-20**.

Table 16-20: Ontario Winter Road Systems and Connected Communities in the Local Study Area

Connected Local Study Area Communities	Connection Point to Provincial Highway / Winter Road Corridor	Winter Road System
Webequie First Nation Nibinamik First Nation Neskantaga First Nation Eabametoong First Nation (Refer to Figure 16.18)	Pickle Lake/ Webequie Winter Road Corridor	The Northern Ontario Resource Trail (NORT)/ Highway 808 is an all-season road that runs north from Pickle Lake. The Webequie Winter Road Corridor is one of three winter road systems connecting communities from the NORT. The Webequie Winter Road Corridor connects four First Nation communities.

Connected Local Study Area Communities	Connection Point to Provincial Highway / Winter Road Corridor	Winter Road System
Kasabonika Lake First Nation	Pickle Lake/ Kingfisher Winter Road Corridor	The NORT/ Highway 808 is an all-season road that runs north from Pickle Lake. The Kingfisher Winter Road Corridor is one of three winter road systems connecting communities from the NORT. The Kingfisher Winter Road Corridor connects six First Nation communities.
Marten Falls First Nation	Nakina/ Marten Falls corridor	Highway 643 runs through the Nakina and Aroland First Nation, connecting to the MNRF Access Road an all-season road that heads north. The Marten Falls winter road corridor begins at the MNRF Access Road and runs north to the Marten Falls First Nation community.
Attawapiskat First Nation	Moosonee/ James Bay corridor	The James Bay Winter Road Corridor running north from Moose Factory along the James Bay coast to four First Nation communities, connects to a gravel road in Otter Rapids and to the south via the Wetum winter road.
Weenusk First Nation	Shamattawa/ Hudson Bay corridor	The Hudson Bay Winter Road Corridor running east from Shamattawa, Manitoba along the coast of Hudson Bay in Ontario, connecting with two First Nation communities.

Source: IBI Group & Hemson Consulting Ltd, 2016.

The winter road system in the socio-economic LSA, is constructed each year by First Nations communities. Issues associated with winter roads include surface grading (steep hills, depressions, water crossings and muskeg), environmental risks (fuel spills, oil spills), narrow right-of-way, lack of signage, narrow and winding road shoulders, and sharp curves (Neegan Burnside, 2009).

Winter Road Traffic Volumes in the Local Study Area

Limited information is available on winter roads daily traffic counts. An available study taken from the 2015-2016 winter road season saw the Ministry of Northern Development and Mines (now Ministry of Energy and Mines) install vehicle induction counters on certain winter road corridors, which included the Webequie, Kingfisher and North Caribou Winter Road Corridors (IBI Group & Hemson, 2016). No traffic counts were made available for the Marten Falls corridor. The Webequie corridor includes two winter roads, one which connects Eabametoong First Nation to Neskantaga First Nations and Webequie First Nation, and the second one which connects from NORT Road/Highway 808 to Nibinamik First Nation and Webequie First Nation as shown in **Figure 16.18**.

Data from the study showed the “average daily traffic ranged from approximately 30 to 70 vehicles per corridor with peak daily traffic as high as approximately 60 to 110 vehicles per corridor. A ramping-up period with the highest-volume of travel takes place approximately mid-February to near the end of the operating season, with approximately 300 to 500 vehicles per week per corridor” (IBI Group & Hemson, 2016). The Webequie corridor had a daily traffic range of 0 to 70 vehicles and a weekly count of approximately 80 to 350 vehicles. The mid-February ramp-up for the Webequie corridor included weekly traffic of over 200 to 350 vehicles (IBI Group & Hemson, 2016). Additional research by the National Research Council Canada identified that the Webequie Winter Road Corridor is “extremely vulnerable



(2024)” to climate change. Wunnumin Lake, Kitchenuhmaykoosib Inninuwug, Wapekeka, Wawakapewin winter roads were also identified as “vulnerable (2030-2040)”. Kingfisher Lake, Neskantaga, Eabametoong, Nibinamik, Weenusk, Kashechewan Cree, Attawapiskat winter roads were vulnerable. Kasabonika, Marten Falls, and North Caribou Lake were considered to be “resilient (2050+)” (Zhang et al., 2024).

Navigation of Waterways in the Local Study Area

The LSA has many waterbodies and waterways located in it, including streams, rivers, lakes, ponds, and wetlands. The Project location is within the Southwestern Hudson Bay Primary Watershed, and waterbodies in the area generally flows towards Hudson Bay.

To the west, the Webequie First Nation has historical and current interest in waterways in the Winisk tertiary watershed (Upper and Middle) which includes Winisk Lake and is where the Webequie community is located. Winisk River flows north to Hudson Bay. The Winisk River has a series of complex maze-like channels that lead to and from other waterbodies (Webequie First Nation and MNR, 2025). To the east, Webequie has an interest in the Upper Ekwana and Lower Attawapiskat tertiary watersheds, which flow east to James Bay (Webequie First Nation and MNR, 2025).

Table 16-21 presents secondary watersheds that may be considered as important to First Nations in the LSA based generally on community location within or near secondary watersheds.

Table 16-21: Local Study Area Communities Within or Nearby Secondary Watersheds

Secondary Watershed	Local Study Area Communities
Lower Albany River Watershed	Attawapiskat First Nation, Eabametoong First Nation, Marten Falls First Nation
Upper Albany River Watershed	Eabametoong First Nation, Marten Falls First Nation, Neskantaga First Nation
Attawapiskat River	Attawapiskat First Nation, Eabametoong First Nation, Neskantaga First Nation, Webequie First Nation
Ekwana River – Coast	Webequie First Nation, Attawapiskat First Nation, Weenusk First Nation
Winisk River – Coast	Webequie First Nation, Kasabonika Lake First Nation, Weenusk First Nation

Source: Government of Ontario, 2023.

Airports

As a remote community, the Webequie Airport provides an essential service for Webequie community as it is the only reliable and year-round transportation service to access goods and services.

In 2019, the airfield electrical system was replaced for safe airport operations, which “operates in limited daylight each day during the winter months” (Government of Canada, 2019a). Passengers that arrive at the airport (and by Winter Road) “undergo a luggage check for alcohol and/or illegal substances” (211 Ontario North, 2025a). More information on airports in remote communities in the RSA and northern Ontario is included in **Section 16.2.2.7.2**.

There are plans to redevelop the airport which include extension of runway length; runway end safety area; automated weather observation systems; GPS-based RNAV approaches; separate apron for passengers, cargo and helicopters; and business opportunities (WSP, 2016). Next steps to redevelop the airport include:

- Establish economic development corporation;
- Investigate potential aggregate sources;



- Seek industry and airline feedback on business opportunities;
- Determine potential further environmental assessment needs;
- Investigate funding agencies and options;
- Establish needs with mining companies such as helicopter parking; and
- Establish needs of the All-Season Road including cargo and passenger transport from area communities, road construction and maintenance, and working with local industry, tourism and provincial government.

The airport also serves as an essential role to Marten Falls First Nation. It is the only reliable year-round transportation service to access goods and services for the community. The airport is 5 km north of the community and is maintained by MTO (AECOM, 2019). As part of the partnership deal signed with the province, Marten Falls will receive \$40 million that will include improvements to the community's airport, such as paving the gravel runway (Casey, 2025). Further information on the airport is not available.

16.2.2.7.2 Regional Study Area

The Socio-Economic Baseline includes a description of the following transportation information in the socio-economic RSA where information is available.

- Road Transportation Network;
- Road Traffic Volumes;
- Vehicle Collisions;
- Air Transportation; and
- Waterways.

Communities described in the socio-economic RSA include both Indigenous communities that are fly-in and also those connected to the provincial highway system, as well as municipalities that have well connected transportation systems.

The fly-in First Nation communities in the RSA, experience similar transportation issues to the LSA fly-in communities. Transportation in the RSA has an array of multimodal transportation infrastructure including the rail network, the provincial highway system, other all-season roads, winter roads, and airports (municipal, remote and international) (IBI Group & Hemson Consulting Ltd, 2016).

The majority of First Nations communities in the RSA are reachable by remote airports and/or by winter roads. While other communities in the RSA including Aroland First Nation, Constance Lake First Nation, Ginoogaming First Nation, Long Lake #58 First Nation and Mishkeegogamang First Nation have on-reserve communities located with provincial highway network access.

Waterways for transportation is also an integral part of community life. Waterways have been and continue to be an important socio-cultural and economic part of daily life of the RSA Indigenous communities. The waterways connect families and friends along traditional lines and provide an important part of the transportation network for the RSA communities.

Establishment and operation of the James Bay Winter Road through Kimeskanemenow Corporation, also known as Kimeskanemenow Limited Partnership, which is owned by Fort Albany, Attawapiskat, Moose Cree and Kashechewan First Nations (Kimeskanemenow, 2025). The James Bay Winter Road also connects Attawapiskat First Nation and Moose Cree First Nation to Moosonee through the annual construction and maintenance of the 312 km road travels along the western shore of James Bay. Their



website provides up to date road status and conditions, while providing access to past newsletters, employment opportunities with Kimeskanewmenow LP, and contact information.

Road Transportation Network on the Regional Study Area

Table 16-22 lists the remote communities that are serviced by the winter road network organized by where the road connects to the provincial highway network.

Table 16-22: Ontario Winter Road Systems and Connected Communities in the Regional Study Area

Connected Local Study Area Communities	Connection Point to Provincial Highway / Winter Road Corridor	Winter Road System
Wunnumin First Nation Wawakapewin First Nation Kingfisher Lake First Nation Wapekeka First Nation	Pickle Lake/ Kingfisher Winter Road Corridor	The NORT Rd / Highway 808 is an all-season road that runs north from Pickle Lake. (Northern Ontario Resource Trail). The Kingfisher corridor is one of three winter road systems connecting communities from the NORT. The Kingfisher Winter Road Corridor connects six First Nation communities.
North Caribou Lake First Nation	Pickle Lake/ North Caribou Winter Road Corridor	The NORT/ Highway 808 is an all-season road that runs north from Pickle Lake. The North Caribou Winter Road Corridor is one of three winter road systems connecting communities from the NORT. The North Caribou Winter Road Corridor connects with five First Nation communities.
Kashechewan First Nation Fort Albany First Nation	Moosonee/ James Bay Winter Road Corridor	The James Bay Winter Road Corridor running north from Moose Factory along the James Bay coast, connects to a gravel road in Otter Rapids to the south via the Wetum winter road.

Source: (MNDM, 2020)

Note: Other communities in the RSA including Constance Lake First Nation, Ginoogaming First Nation, Long Lake #58 First Nation and the citizens of the Métis Nation of Ontario are situated along the provincial highway network.

Traffic Volumes and Collisions in the RSA

Data from the provincial traffic database was analysed from the late 1980s to 2019. Data from the Pandemic was not collected as it significantly altered traffic patterns. The Collision Rate is based on a section of highway for every million vehicle kilometres (MVKM) traveled during that same time period following “reportable collisions” which involved death, injury or property damage exceeding a specific amount. Averages (annual average daily traffic or AADT) were provided for each decade to summarize the context for the major highway in the RSA.

The collision rate (CR) is calculated as:

$$CR = \frac{\text{number of collisions in a year}}{MVKM}$$

The MVKM is calculated as:

$$MVKM = \frac{AADT \times \text{number of days in a year} \times \text{section length (distance in km)}}{1,000,000}$$



Table 16-23 provides a summary of average data for the decade from the late 1980s to the 2010s.

Table 16-23: Summary of Traffic Volume and Collisions in the RSA

Highway	AADT	Truck AADT	Total Collisions	Collision Rate	Truck Collisions	Truck Collision Rate
Highway 527: Hwy 11/17 to Hurkett						
Late 1980s to 1990s	573	143	11	2.5	2.2	0.5
2000s	609	164	8	1.4	1.5	0.2
2010s	517	114	5	1.1	0.5	0.1
Highway 599: Hwy 11 to Pickle Lake Rd.						
Late 1980s to 1990s	392	58	8	2.4	1.1	0.4
2000s	321	46	5	1.5	0.8	0.4
2010s	294	77	5	3.2	0.9	1.1
Highway 11: Hearst to Thunder Bay/Hwy 102						
Late 1980s to 1990s	3791	705	11	1.3	4.1	0.4
2000s	4019	918	11	0.9	4.9	0.3
2010s	3929	1089	10	0.8	5.2	0.4
Highway 102: Hwy 11/17 to Thunder Bay						
Late 1980s to 1990s	8422	922	8	0.6	1	0.1
2000s	8993	1280	7	0.5	2	0.1
2010s	1467	1467	10	0.7	4	0.2
Highway 17: Terrace Bay to Nipigon						
Late 1980s to 1990s	2561	391	17	1.8	4	0.5
2000s	2373	562	11	1.2	3	0.2
2010s	2318	744	100	0.7	2	0.1
Highway 17: Nipigon to Thunder Bay						
Late 1980s to 1990s	2996	677	22	0.6	10	0.3
2000s	2538	925	25	0.8	13	0.4
2010s	2205	1023	21	0.8	13	0.5
Highway 17/11: East Junction to West Junction						
Late 1980s to 1990s	5879	811	9	1.0	2.0	0.2
2000s	6956	1060	11	0.9	2.5	0.2
2010s	8100	1435	11	1.0	2.2	0.2
Highway 17: Sheba to Highway 599						
Late 1980s to 1990s	2838	600	20	1.1	8.8	0.4
2000s	2654	871	19	0.8	10.7	0.4
2010s	2362	1082	18	0.9	11.1	0.5

Source: MTO, n.d.



The AADT through these roads generally remained consistent with some increases, and a marked increase along Highway 17/11 between the east and west junction. However, truck traffic AADT steadily increased over the same time period along most of the routes. Overall, total collisions declined each decade, except for the portion of Highway 17 in the 2010s. The collision rate showed a general decline with an increase on Highway 599 in the 2010s, and the truck collisions rate for half the routes declined with the other half of the routes remaining similar to previous decade or increasing (Highway 17 Sheba to Highway 599, Highway 102, Highway 17 Nipigon to Thunder Bay). The overall truck collisions rate remained similar to previous decade or declined, except for the portion of Highway 17 from Nipigon to Thunder Bay.

Highway 599 is adjacent to other First Nations reserves, including Ojibway Nation of Saugeen Indian Reserve, Osnaburgh Indian Reserve No. 63A and No. 63B of the Mishkeegogamang First Nation.

Air Transportation Network in the RSA

Table 16-24 provides a list of airlines that offer services to communities in the RSA.

Table 16-24: Ontario Airlines with Services to Remote Communities in the RSA

Airline	Base Locations in Ontario	Air Services to Destinations
Bamaji Air Inc. (Bamaji Air Inc., 2023)	<ul style="list-style-type: none"> ▪ Sioux Lookout Airport 	Wawakapewin First Nation
Wasaya Airways Limited Partnership (LP) (Wasaya Airways Limited Partnership, 2023)	<ul style="list-style-type: none"> ▪ Pickle Lake Airport ▪ Red Lake Airport ▪ Sioux Lookout Airport ▪ Thunder Bay Airport (headquarters) 	15 Indigenous communities including: <ul style="list-style-type: none"> ▪ Eabametoong First Nation ▪ Kasabonika Lake First Nation ▪ Kingfisher Lake First Nation ▪ Kitchenuhmaykoosib Inninuwig First Nation ▪ Marten Falls First Nation ▪ Neskantaga First Nation ▪ Nibinamik First Nation ▪ Wapekeka First Nation ▪ Webequie First Nation ▪ Weenusk First Nation ▪ Wunnumin First Nation
North Star Air (North Star Air, 2023)	<ul style="list-style-type: none"> ▪ Sioux Lookout Airport ▪ Thunder Bay Airport (headquarters) 	Over 54 remote Northern communities. <ul style="list-style-type: none"> ▪ From Sioux Lookout to: <ul style="list-style-type: none"> ▫ Kitchenuhmaykoosib Inninuwig First Nation ▫ North Caribou First Nation ▫ Wapekeka First Nation ▪ From Thunder Bay to: <ul style="list-style-type: none"> ▫ Webequie First Nation ▫ Neskantaga First Nation ▫ Fort Hope First Nation ▫ Marten Falls First Nation
Nakina Air Service (Nakina Outpost Camp, 2023)	<ul style="list-style-type: none"> ▪ Nakina Airport 	Various outposts



Airline	Base Locations in Ontario	Air Services to Destinations
Leuenger Air Service (Leuenger Air Service, 2023)	<ul style="list-style-type: none"> ▪ Nakina Airport 	<ul style="list-style-type: none"> ▪ Operates two aircraft routes to all areas surrounding and north of Nakina, specialized in assisting mining projects and aerial surveys.
Thunder Airlines (Thunder Airlines, 2023)	<ul style="list-style-type: none"> ▪ Timmins Airport 	<ul style="list-style-type: none"> ▪ City of Timmins ▪ Moosonee First Nation ▪ Fort Albany First Nation ▪ Kashechewan First Nation ▪ Attawapiskat First Nation
SkyCare (SkyCare, 2023)	<ul style="list-style-type: none"> ▪ Sioux Lookout Airport ▪ Thunder Bay Airport ▪ Kitchener Airport 	<ul style="list-style-type: none"> ▪ Provides charter services and air ambulance services to the Province of Ontario through a Standing Offer Agreement with a fleet of three planes. Medevac service is on call 24 hours a day, 365 days a year.
Air Creebec (AirCreebec, 2023)	<ul style="list-style-type: none"> ▪ Timmins Airport 	<ul style="list-style-type: none"> ▪ Moosonee First Nation ▪ Fort Albany First Nation ▪ Kashechewan First Nation ▪ Attawapiskat First Nation ▪ Moosonee First Nation ▪ Peawanuck First Nation

Remote airports provide an essential service for First Nations communities throughout northern Ontario including the RSA. The federal and provincial government work together to fund and operate remote airports through the Remote Air Services Program, which also allocate funding to specific air carriers. The Ministry of Transportation owns and operates 27 airports in First Nations communities (Timmins Today, 2021).

Runway length, unpaved runways, inadequate lighting and lack of weather reporting infrastructure are cited as infrastructure gaps between remote airports and air facilities in the south, which are a factor of flight reliability. Research has shown that there is a positive correlation between the length of the runway and flight arrival reliability (Dimayuga, 2020). Runway length limits cargo weight and the types of planes that can operate at those airports. Twenty-six remote airports in Ontario have unpaved gravel runways, which requires air service providers to retrofit their aircraft which is “rarely done due to cost and the regulatory process required to get one” (Dimayuga, 2020). So, older less efficient aircraft are used. Lighting and automated weather systems facilitate airplane landing in poor weather.

In 2016, airports that serve Attawapiskat, Eabametoong, Kasabonika Lake, Neskantaga, Nibinamik, Marten Falls, Weenusk and Webequie have gravel runways around 3,500 feet in length. Attawapiskat, Neskantaga, Marten Falls, and Weenusk airports have Automated Weather Observation Systems. Issues at remote airports include infrastructure needs and long-term planning, extended service/on-call staffing, passenger and carrier waiting facilities, aircraft and navigation limitations, lack of consolidated facilities as air carriers are responsible for fueling and de-icing, and contamination from fuel tanks and clean-up (IBI and Hemson, 2016a).

Waterways in the RSA

The RSA extends into Ekwon River – Coast, Winisk River – Coast, and Attawapiskat River – Coast watersheds, which further divides into the following tertiary watersheds; Upper Winisk Watershed, Middle Winisk Watershed, Upper Ekwon Watershed, and Lower Attawapiskat Watershed (Section 10.1.3.4). **Table 16-25** presents secondary watersheds that may be considered as important to Indigenous communities in the LSA based generally on community location within or near secondary watersheds.

Table 16-25: First Nations Within or Near Secondary Watersheds in the RSA

Secondary Watershed	Regional Study Area Communities
Lower Albany River Watershed	Fort Albany First Nation, Kashechewan First Nation
Upper Albany River Watershed	Fort Albany First Nation, Kashechewan First Nation, Mishkeegogamang First Nation, Métis Nation of Ontario Region 2
Osnaburgh – Upper Albany River	Mishkeegogamang First Nation, Municipality of Sioux Lookout
Attawapiskat River	Kashechewan First Nation, Mishkeegogamang First Nation, Township of Pickle Lake
Kenogami River watershed	Aroland First Nation, Constance Lake First Nation, Ginoogaming First Nation, Long Lake #58 First Nation, Métis Nation of Ontario Region 2
Northeastern Lake Superior	Ginoogaming First Nation, Long Lake #58 First Nation, Métis Nation of Ontario Region 2, Métis Nation of Ontario Region 2
Northwestern Lake Superior	City of Thunder Bay, Métis Nation of Ontario Region 2, Municipality of Greenstone
Severn River watershed	Kitchenuhmaykoosib Inninuwug First Nation, Kingfisher Lake First Nation, North Caribou Lake First Nation, Wapekeka First Nation, Wawakapewin First Nation
Winisk River – Coast	Kitchenuhmaykoosib Inninuwug First Nation, Kingfisher Lake First Nation, Wapekeka First Nation, Wawakapewin First Nation, Wunnumin Lake First Nation

Source: Government of Ontario, 2023.

The people of Constance Lake First Nation have made use of the Kenogami River watershed as part of their territory for many years (Constance Lake First Nation, 2023). The watershed holds several waterbodies (lakes, rivers, creeks) which members of the Constance Lake First Nation use in their daily lives as a historical connection to their traditional land. The watershed also features several sensitive areas identified through Indigenous Traditional Knowledge research and archaeological records, including (but not limited to) burial sites, historical camps, hunting sites, settlement locations, and culturally modified trees (Constance Lake First Nation, 2023).

The Severn River Conservation Reserve is located within the Severn River watershed and contains several important core natural heritage areas that are inventoried and protected by the Ministry of Natural Resources as Areas of Natural and Scientific Interest (MECP, 2023b). The Severn River watershed also holds cultural importance for First Nation communities, such as the Kitchenuhmaykoosib Inninuwug First Nation who use the historic canoe routes within the watershed and the lakes and rivers for fishing (Wildlands League, 2013).



16.3 Identification of Potential Effects, Pathways and Indicators

Some Project activities may interact with and impose potential effects on the Non-traditional Land and Resource Use VC. This section describes the potential effects of the Project, the pathways that link the Project activities and the effects, and how the effects were assessed.

First Nations in the LSA and RSA are participating in the CBLUP process. As the CBLUPs are developed, and if shared with the Project Team, their information will be incorporated into the final EAR/IS.

Non-traditional land uses include the current and historical settler/colonization framework of land use policies that manage land use impacts, from specific directions or permissions about how to use the land for settlement, enjoyment, economic prosperity, and protection from undesirable activities.

The underlying context of land and how First Nations communities understand it is from a holistic perspective, as the connection to land fosters identity, culture, community values for today's and the following generations, and improvements to support the quality of life for future generations. The relationships of First Nations communities with the land inform the changes necessary to create the desired vision. This perspective does not preclude economic development but seeks to integrate appropriate activities that do not harm the way of life and relationships with the land.

This section strives to demonstrate the non-traditional land use effect pathways with a First Nations understanding of land from a relationship-oriented perspective that is holistic and based in stewardship.

The description of potential effects, pathways and indicators in this section are structured to cover in the LSA and RSA: land use compatibility and stewardship; commercial/industrial land use; recreation and tourism; parks and protected areas; and transportation. **Table 16-26** summarizes the potential effect pathways and effect indicators for the Non-Traditional Land and Resource Use VC.

Each effect pathway is described and includes an assessment for the potential of occurrence of that effect. Pathways with no or negligible potential for occurrence that are described in this **Section 16.3** and will not be carried forward for further assessment. Pathways that are assessed to have low to high potential for occurrence of adverse and beneficial effects will be carried forward for mitigation and characterization of net effects.

The following effect pathways were determined to have no or negligible effects from the Project's construction and operations phases, and are not discussed in **Section 16.3**:

- Forestry resources; Fishery resources; Commercial trapping; Energy resources and transmission (in the Commercial/Industrial Land Use Activities subcomponent); and
- Provincial and federal parks, Ontario ANSI and other protected areas.

There are no Forestry Management Units to manage forestry operations north of the Far North Boundary to determine the location, number or type of forestry operations. Commercial fishing operations is an economic sector that Webequie First Nation is interested in pursuing as several commercial fishing licenses were held in the community in the 1960s and 1970s. Currently, "there are no active commercial fishing operations" (Webequie First Nation, 2019a). Fishery Management Zones 2 and 3 which are located within the LSA and RSA regulate the fish numbers, species and size, and season do not report on the location, number or type of commercial fishing operations.



Trapping was another commercial land use activity that was active up to the 1970s though has significantly declined since then due to several factors including “high operating costs and market challenges” (Webequie First Nation, 2019a). Trapping is continued today as a cultural practice. The location, number or types of commercial trapping is unknown for the purposes of Non-Traditional Land and Resource Use, and the potential effects of the Project on traplines are included in Section 19 of the EAR/IS.

No existing or proposed energy resources and transmission networks are in the RSA and are not anticipated to be affected by the Project. Construction activities will not disturb areas of provincial parks and Ontario ANSI in the RSA. There are no federal parks or other protected areas (such as Migratory Bird Sanctuaries, National Wildlife Areas) in the RSA.

In addition, the indicator for recreation and tourism “access for land and waterway use” is similar to the indicator for transportation “change in opportunities for travel and road use.” The interactions of the Project with this indicator will be captured in the Recreation and Tourism subsection to reduce redundancy. Project effects on the access to land and water is also identified in Section 19 of the EAR/IS.



Table 16-26: Potential Effects, Pathways and Indicators for Non-Traditional Land and Resource Use Valued Components

Potential Effect	Project Phase	Effect Pathway	Effect Indicators	Nature of Interaction and Effect (Direct or Indirect)	Linked VCs
Change to Land Use Compatibility and Stewardship	Construction	<ul style="list-style-type: none"> ▪ Road construction will change and carry out new activities on-reserve lands, Crown lands, and affect federal jurisdiction and responsibilities. ▪ Supportive infrastructure will introduce new activities within reserve lands. ▪ Road construction introduces new activities and affects proposed territory plans and stewardship efforts. 	<ul style="list-style-type: none"> ▪ Compatibility with land use plan, policies, legislation. 	Direct	<p>The assessment of this VC informs the effects assessment for other VCs:</p> <ul style="list-style-type: none"> ▪ Indigenous Peoples (Section 19)
Change to Land Use Compatibility and Stewardship	Operations	<ul style="list-style-type: none"> ▪ Operation, maintenance and repair of road will carry out new activities on reserve lands, Crown lands and affect federal jurisdiction and responsibilities. ▪ Road use may facilitate trespassers / public access into reserves and affect federal jurisdiction, and introduce new activities that affect proposed territory plans and stewardship abilities. 	<ul style="list-style-type: none"> ▪ Compatibility with land use plan. 	Direct	<p>The assessment of this VC informs the effects assessment for other VCs:</p> <ul style="list-style-type: none"> ▪ Indigenous Peoples (Section 19)
Change to Commercial and Industrial	Construction	<ul style="list-style-type: none"> ▪ Road construction overlaps with areas of mining claim and tenure. ▪ Supportive infrastructure will decrease the number of aggregate sources. 	<ul style="list-style-type: none"> ▪ Location, number, type of commercial and industrial activities. 	Direct	<p>The assessment of this VC informs the effects assessment for other VCs:</p> <ul style="list-style-type: none"> ▪ Indigenous Peoples (Section 19)



Potential Effect	Project Phase	Effect Pathway	Effect Indicators	Nature of Interaction and Effect (Direct or Indirect)	Linked VCs
Change to Commercial and Industrial	Operations	<ul style="list-style-type: none"> Road use may increase access into lands and potentially increase mining claims. Operations of pits and quarries may potentially decrease the number or area of aggregate sources. 	<ul style="list-style-type: none"> Location, number, type of commercial and industrial activities. 	Direct	<p>The assessment of this VC informs the effects assessment for other VCs:</p> <ul style="list-style-type: none"> Indigenous Peoples (Section 19)
Change to Recreation and Tourism	Construction	<ul style="list-style-type: none"> Road construction will decrease the number of recreational activities. Project construction will require employment and expenditures which may increase employment income to afford recreational activities or users. 	<ul style="list-style-type: none"> location, number, type of recreation and tourism activities or users. 	Direct and Indirect	<ul style="list-style-type: none"> Indigenous Peoples (Section 19) Economic (Section 15)
Change to Recreation and Tourism	Construction	<ul style="list-style-type: none"> Road construction will change lands and affect land-based travel routes. 	<ul style="list-style-type: none"> Access to land and waterway use. 	Direct	<ul style="list-style-type: none"> Indigenous Peoples (Section 19)
Change to Recreation and Tourism	Construction	<ul style="list-style-type: none"> Waterbody crossings will change water levels and potentially reduce waterway access or navigation. 	<ul style="list-style-type: none"> Access to land and waterway use. 	Direct	<ul style="list-style-type: none"> Indigenous Peoples (Section 19) Surface Water (Section 7)
Change to Recreation and Tourism	Construction	<ul style="list-style-type: none"> Waterbody crossings will change water levels and potentially decrease the availability of aquatic resources. 	<ul style="list-style-type: none"> resource availability of select species (fish, wildlife) or their habitat. 	Direct and Indirect	<ul style="list-style-type: none"> Indigenous Peoples (Section 19) Surface Water (Section 7) Fish and Fish Habitat (Section 10) Species at Risk (Section 13)



Potential Effect	Project Phase	Effect Pathway	Effect Indicators	Nature of Interaction and Effect (Direct or Indirect)	Linked VCs
Change to Recreation and Tourism	Operations	<ul style="list-style-type: none"> Road use will provide access to employment opportunities at the Ring of Fire to afford recreational activities or users. Project employment and expenditures to operate, maintain, and repair road may increase employment income to afford recreational activities or users. 	<ul style="list-style-type: none"> location, number, type of recreation and tourism activities or users. 	Direct and Indirect	<ul style="list-style-type: none"> Indigenous Peoples (Section 19) Economic (Section 15)
Change to Recreation and Tourism	Operations	<ul style="list-style-type: none"> Road use may increase access to traditional territory, which may increase the number of recreational or tourism activities or users who may decrease availability of wildlife resources. 	<ul style="list-style-type: none"> Resource availability of select species (fish, wildlife) or their habitat. 	Direct	<ul style="list-style-type: none"> Indigenous Peoples (Section 19) Fish and Fish Habitat (Section 10) Terrestrial Habitat (Section 12) Species at Risk (Section 13)
Change to Recreation and Tourism	Operations	<ul style="list-style-type: none"> Road use may increase access to traditional territory which may increase tourism activities. 	<ul style="list-style-type: none"> Location, number, type of recreation and tourism activities or users. 	Direct	<ul style="list-style-type: none"> Indigenous Peoples (Section 19)
Change to Transportation	Construction	<ul style="list-style-type: none"> Transport and mobilization of equipment and supplies to construct the WSR will use vehicles for deliveries via existing roads, winter roads and provincial highways. 	<ul style="list-style-type: none"> Road Transportation: Change in traffic volume (autos, trucks) on existing road connection (winter) to provincial road network. 	Direct	<ul style="list-style-type: none"> Indigenous Peoples (Section 19)
Change to Transportation	Operations	<ul style="list-style-type: none"> Road use will improve access to transportation and increase traffic volumes on existing roads, winter roads and provincial highways. 	<ul style="list-style-type: none"> Road Transportation: Change in traffic volume (autos, trucks) on existing road connection (winter) to provincial road network. 	Direct	<ul style="list-style-type: none"> Indigenous Peoples (Section 19)



Potential Effect	Project Phase	Effect Pathway	Effect Indicators	Nature of Interaction and Effect (Direct or Indirect)	Linked VCs
Change to Transportation	Construction	<ul style="list-style-type: none"> Transport and mobilization of equipment and supplies to construct the WSR will use air transport and shipping services. 	<ul style="list-style-type: none"> Air Transportation: Change in demand for air and shipping services. 	Direct	<ul style="list-style-type: none"> Indigenous Peoples (Section 19)
Change to Transportation	Operations	<ul style="list-style-type: none"> Operations, maintenance and repair of road may receive deliveries of supplies via air transport and shipping services. 	<ul style="list-style-type: none"> Air transportation: Change in demand for air and shipping services. 	Direct	<ul style="list-style-type: none"> Indigenous Peoples (Section 19)
Change to Transportation	Construction	<ul style="list-style-type: none"> Waterbody crossing construction may include de-watering activities which may reduce travel opportunities on waterways. 	<ul style="list-style-type: none"> Road Transportation: Change in opportunities for travel and road use. 	Direct	<ul style="list-style-type: none"> Indigenous Peoples (Section 19) Surface Water (Section 7)
Change to Transportation	Operations	<ul style="list-style-type: none"> Operations, maintenance and repair of road may include bridges and culverts which reduce travel opportunities on waterways. 	<ul style="list-style-type: none"> Road Transportation: Change in opportunities for travel and road use. 	Direct	<ul style="list-style-type: none"> Indigenous Peoples (Section 19) Surface Water (Section 7)



16.3.1 Change to Land Use Compatibility and Stewardship

This section describes the potential effects of the Project on Land Use Compatibility and Stewardship in consideration of the following indicators:

- Compatibility with existing and proposed non-traditional land uses and stewardship.

16.3.1.1 Local Study Area

16.3.1.1.1 Construction of road → Change to Webequie First Nation Reserve Lands → Compatible with Webequie’s On-Reserve Land Use Plan

Construction of the WSR will take place inside of the Webequie First Nation reserve and on Crown Land. Approximately 17 km of the WSR will be in the reserve and will cover a footprint of 164 ha (Table 16-27). Webequie First Nation reserve is 34,279 ha (Government of Canada, 2025). The construction of the WSR, a non-traditional activity, will reduce the area of the reserve for traditional activities by approximately 164 ha or 0.5% (Table 16-27).

Table 16-27: WSR Length and Area on Lands

	Road Length (km)	Project Footprint (ha)
Within the Webequie reserve	17	164
Outside the Webequie reserve (Crown land)	90	384
Total	107	548

In 2019, Webequie First Nation completed their On-Reserve Land Use Plan (Webequie First Nation, 2019a). This plan guides and gives authority to First Nations communities to manage the lands, resources and environment. Environmental Protection Guidelines, Cultural Protection Guidelines, and Development Review and Approval Guidelines are included in this plan.

Environmental Protection Guidelines seek to protect Environmental Sensitive Areas and include measures for “careful pre-development considerations and specific precautions regarding the method and location of any construction” (Webequie First Nation, 2019a). Protection of important or sensitive areas include areas for traditional activities, water, wetlands, wildlife habitat, and sensitive ecosystems. Waterways or waterbodies, habitat for important species and wildlife movement, steep lands and areas of flooding may also be affected by development within 30 m. Surrounding the development, areas may contribute to the functions of the landscape and consider soil erosion and drainage, potential contaminants that require mitigation, and design considerations for green building that are “durable [and] energy efficient” (Webequie First Nation, 2019a).



We accept our role as stewards of our lands and waters and take the challenge very seriously. (Webequie First Nation, 2019a).

Culturally Sensitive Areas are protected under the On-Reserve Land Use Plan’s Cultural Protection Guidelines, and include areas of traditional use and activities, archaeological sites, and any sites uncovered during site investigations or construction. No net effects were identified for built heritage, cultural heritage landscapes, and archaeological resources (Section 20.5 Characterization of Net Effects). Cultural Protection Guidelines also include mitigations such as setbacks that are appropriate, based on “nature and use of each cultural area” while also recognizing exceptions may be required as well



(Webequie First Nation, 2019a). Approximately 4.8 ha of the cultural areas from the Webequie First Nation On-Reserve Land Use Plan overlaps with the Project Footprint (and 479.9 ha is in the LSA).

Development Review and Approval Guidelines related to the Webequie First Nation On-Reserve Land Use Plan include mapping, setbacks, preservation of natural landscapes, runoff and protection of waterways. Setbacks include protecting trees from removal, construction or related activities within 30 m of waterways at top of bank. These considerations can be reviewed and appropriately addressed during detail design and/or integrated into construction drawings. The Development Review and Approval Guidelines provide a checklist for development proposals that can be used for the Chief and Council approval, or to deny the proposal, request a revision or request additional reviews prior to approval. **Table 16-28** summarizes how the project planning for the WSR and information in this EAR/IS align with the Development Review and Approval Guidelines.

The WSR is compatible with Webequie First Nation’s On-Reserve Land Use Plan and has no adverse effects. This effect will not be carried forward for further assessment.

Table 16-28: Summary of Webequie First Nation On-Reserve Land Use Plan – Development Review and Approval Guidelines

Development Review and Approval Guidelines	Compatibility to WSR
Alignment with Land Use Plan	The WSR use and location fits with the Land Use Plan and can meet environmental and cultural protection guidelines. It is identified in the Future Roads map as the All-Season Mine Road.
Alignment with Current Plans	The WSR Community Readiness Plan (CRP) has integrated the recommended beneficial and mitigation measures following the CCP’s seven directions (Appendix N). The Capital Plan identified Site D as the Preferred Community Development Plan and the On-Reserve Land Use Plan Identified Site D and A as priority housing. Site C (which is located closest to the WSR) was also identified in the On-Reserve Land Use Plan and acknowledges that “[t]he all-season mine road will bring the road network closer to this site” (Webequie First Nation, 2019a).
Community Support	The WSR supports the vision, objectives and some of the priority needs in the CCP. Support and concern for the effects of the Project have been shared by community members through engagement and consultation.
Use of Land	Criteria to select the use and location of land for the WSR is included in (Section 3 Evaluation of Project Alternatives) to determine the recommended preferred route. The Community Readiness Plan has integrated the required improvements to serve community needs along the goals and objectives in the CCP.
Utilities and Services	The Community Readiness Plan identifies requirements, plans, programs, so the community can best receive the benefits of the WSR and have resilience and capacity for the challenges that it may bring.



16.3.1.1.2 Road Use (Operations Phase) → Operations, Maintenance and Repairs of WSR → Change to Reserve Lands → Compatible with Webequie’s On-Reserve Land Use Plan

The WSR will require maintenance and repair work throughout the operations phase. This may change the lands, for example, by filling in potholes, extracting materials from pits/quarries and trimming back vegetation. The On-Reserve Land Use Plan includes considerations for environmental, cultural and protections, such as setbacks, the preservation of natural landscapes beyond the setbacks, and protection of waterways from runoff.

The operation phase activities for the Project have been determined to have a negligible effect on loss or alteration of vegetation communities, wetland functions, and vegetation species and communities of traditional importance to Indigenous peoples (refer to Section 11.9.2 Results). Operations activities are predicted to have no significant effects that would result in the harmful destruction or alteration of fish habitat, or injury/death of fish (refer to Section 10.6.2 Results). In addition, the proponent will prepare site-specific management plans and protocols for road use during the operations phase, which are outlined in the Operational Environment Management Plan (OEMP).

There is no incompatibility of the WSR’s road use during the operations phase with the Webequie First Nation On-Reserve Land Use Plan. This effect will not be carried forward for further assessment.

16.3.1.1.3 Construction of Road → Change to Crown Lands → Compatible with Provincial Land Use Policies

The Provincial Planning Statement, 2024 (PPS) comprehensively describes the principles and approaches to guide land use planning in the local, regional and rural areas of the province. The definition of land use compatibility sets to avoid, minimize and/or mitigate adverse effects that can affect public health and safety and the long-term economic viability of major facilities. It sets out that if avoidance of land uses is not possible, that effects be minimized and mitigated.

The WSR is not adjacent to any existing sensitive land uses or users such as residences, daycare, health or education facilities. The WSR will connect from the existing main road near the airport and head north-east through natural vegetated conditions off Eastwood Island. However, potential future development adjacent to the WSR includes the Webequie airport and two new sites for housing, both located on the Webequie First Nation reserve.

Both the proposed housing sites “C” and “D” and capital improvements to the Webequie airport are compatible with the WSR and support long-term economic purposes, which includes use of the road to transport development supplies, link Webequie First Nation community members to employment and provide youth skills and training development opportunities (Webequie First Nation, n.d.).

Capital improvements to Webequie airport are in the planning stages, which has one site as a long-term option for WSR access and second as a priority area for the community’s use (Webequie First Nation, 2019a). Both sites acknowledge that the WSR “will bring the road network closer to this site” (Webequie First Nation, 2019a). Sewer and water capital improvements are required prior to the development of these housing sites. The Webequie airport and housing sites may need to be coordinated with the WSR, regarding setbacks and timing, which may take place during detail design.

Several sites and kinds of recreational dwellings are located throughout the RSA, however, only one camp site is located with the Project Footprint and LSA. Further engagement with Webequie First Nation to identify specific concerns of potential adverse effects from the Project is recommended. Potential adverse effects from odour, noise and other contaminants to public health and safety are identified in



Section 17 Human Health and were determined to have low to medium significance for intermediate/Level 2 Determinants of Health (Section 17.5.3 Summary).

Adverse effects to the natural environmental (“plant, animal, human health, human safety and discomfort, including loss of enjoyment or normal use, interference with normal business conduct”) have proposed mitigation measures to minimize effects that could not be avoided.

The WSR also meets the transportation policies in the PPS as it addresses the needs of Webequie First Nation community members and potential industrial developments or interests in the Ring of Fire. The design of the road will accommodate heavy and light industrial traffic and includes appropriate roadside safety measures (e.g., guiderails), drainage and stormwater management elements (i.e., bridges, culverts, ditches) and rest area and turnaround areas for maintenance vehicles and equipment in accordance with the Ministry of Transportation Roadside Design Manual (Section 4.3 Project Components). No illumination (e.g., light poles) is proposed for the road due to traffic volumes and practicality of “a stable power source and connection. Intersections are also not proposed at this time will be addressed and considered in the detail design phase of the Project at the eastern and western terminus based on other planned roads. There are no other linear infrastructure or multi-modal connections and services currently proposed for integration into the WSR ROW.

The WSR also supports the intent of the Growth Plan for Northern Ontario, as it seeks to improve long-term transportation infrastructure to improve connections to remove fly-in communities such as Webequie First Nation. Webequie will serve as the main transportation link for community members to access economic and employment opportunities related to the development of the Ring of Fire. The WSR may also potentially connect with other planned transportation connections south of the Ring of Fire. The WSR, as an Indigenous-led IA/EA also identifies economic benefit and opportunities for Indigenous community members, including youth skill development and training in Sections 14 Social Environment, Section 15 Economic Environment and the Community Readiness Plan (Appendix N).

The proponent of the WSR in subsequent development stages of the Project will secure and comply with all applicable permits and approvals under provincial and federal legislation for the proposed work on Ontario Crown land and Webequie First Nation reserve land under federal jurisdiction.

The WSR is compatible with provincial plans and policies and will not be carried forward for further assessment.

16.3.1.1.4 Road Use (Operations Phase) → Change to Crown Lands → Compatible with Provincial Land Use Policies

The WSR represents a change in land use and a third of socio-economic survey respondents indicated safety concern for women, youth, Elders. Respondents’ areas of concern included pedestrian safety, road/street maintenance, lack of stop signs, insufficient lighting/streetlights, speed limit enforcement and wildlife collisions. Fifty per cent (50%) indicated concern for drinking and driving.

Female responses were similar with the overall group and had slightly more support (around 40%) for youth safety, road safety, pedestrian safety, speed limit enforcement, and 57% for drinking and driving concerns. Youth ages 15 to 30 showed similar responses with the overall group of respondents. Additional comments from open-ended questions on the survey added the following concerns:

- Domestic/family violence;
- Childcare;



- Land lines for emergencies;
- Human trafficking;
- Pollution;
- Security block;
- Youth access to substances;
- Summer cottages;
- Youth safety training and education;
- Illegal firearms; and
- Bootlegging.

The ability to rent or buy Crown land is possible and may require a permit under the *Public Lands Act*. However, “[t]he ministry will not consider applications to buy or rent Crown land for the following purposes: individual homes, dwellings, cottages, hunt camps, floating accommodations or other private recreational purposes, or expansions of these uses or private properties” (MNR, 2024).

Ontario’s response to the Truth and Reconciliation and Murdered and Missing Indigenous Women and Girls Inquiry and the Pathways to Safety in the document is relevant to the WSR’s road use. This document aligns with the Truth and Reconciliation Commission’s Calls to Action and the MMIWG Calls for Justice, and is structured around six key overarching pathways, each which include several priorities to address the root causes of violence and promote healing, safety, and justice (Ministry of Children, Community and Social Services, 2023). An Indigenous Women’s Advisory Council was also created to help define priorities and develop the framework. The six pathways include: Pathway to safety and security – prevention and healing; Pathway to culture – education and language; Pathway to health and well-being – community-led renewal and restoration; Pathway to justice – systems transformation and structural change; and Pathway to identifying and addressing anti-Indigenous racism and Indigenous gender-based analysis. Priorities in each pathway support the safety concerns with the WSR as identified in the socio-economic survey results.

There are no issues of incompatibility of the Project during the operations phase when First Nations community members and workers will use the road to access potential employment opportunities in the Ring of Fire area. There is a need to implement measures to protect the safety of all community member in Webequie First Nation, including vulnerable groups, and other communities in the RSA. This effect pathway will not be carried forward for further assessment.

16.3.1.1.5 Construction of Road → Change to Webequie First Nation Reserve Lands → Compatible with Federal Land Use Policies

Approximately 164.3 ha of vegetation is proposed for removal within the Webequie First Nation reserve to allow for construction of the Project. Section 93 of the *Indian Act* covers removals of natural resources, such as vegetation, from a reserve. About a quarter of removed trees for the Project are proposed to be hauled to Webequie for community ember use and the remaining is expected to be burned under controlled conditions or chipped and reused during site restoration and rehabilitation. Written permission for removal of vegetation is required Crown–Indigenous Relations and Northern Affairs Canada and will be secured in future stages of the Project. The proponent for the WSR will comply with all applicable conditions of approval. This effect is assessed to be negligible and will not be carried forward for further assessment.



16.3.1.1.6 Construction and Use of Supportive Infrastructure → Change to Webequie First Nation Reserve Lands → Decrease in Compatibility with Federal Land Use Policies

Aggregate to construct the WSR will use two locations of deposits, one of which includes the ARA-4 site. Approximately 96 ha of ARA-4 is located within Webequie First Nation reserve. The selection and use of ARA-4 (and ARA-2) met several criteria with respect to quantity and quality of aggregate material, including the close proximity of the road to optimize hauling to the work sites. The aggregate from ARA-4 will be used to construct and operate the WSR, which conflicts with Section 93 of the *Indian Act*, as the aggregate will be leaving the reserve. Consequently, to comply with Section 93 of the *Indian Act*, the proponent in future development phases of the Project will seek permission from Crown–Indigenous Relations and Northern Affairs Canada (CIRNAC) for the removal of rock and gravel from the Webequie First Nation reserve.

The Guidelines for Unconsolidated Non-Metallic Substances on Reserve Land (Sand and Gravel) may also apply regarding the use and/or removal of aggregate from the Webequie First Nation reserve. The volume of aggregate at ARA-4 that is estimated to be used for the WSR is 3,782,884 m³ to 5,404,120 m³ over an area of 84 ha, which would place it as a major commercial development. A permit or a lease would be required under The Guidelines for Unconsolidated Non-Metallic Substances on Reserve Land (Sand and Gravel) which requires “the consent of the First Nation” (Government of Canada, 2014), and in the case of the WSR, Webequie First Nation. A lease may be required for “situations where the operations are taking place over longer periods of time; where there are large deposits and quantities to be extracted; and the proponent is seeking exclusive access to the land” (Government of Canada, 2014).

Webequie First Nation community members have indicated their concern over the use of these deposits for the WSR. Some prefer to use them for community improvements and have provided alternative locations to source aggregate for consideration. The proponent will work with and seek permission from CIRNAC to comply with Section 93 of the *Indian Act*. The inclusion of consent from Webequie First Nation is crucial component of the federal Guidelines for Unconsolidated Non-Metallic Substances on Reserve Land (Sand and Gravel) as it supports First Nation self-governance, legal obligations, environmental stewardship and minimizes loss of trust, and potential economic inequities. The potential to receive consent from all Webequie First Nation community members is assessed to have a low potential for occurrence following the Permissions related to Guidelines for Unconsolidated Non-Metallic Substances on Reserve Land (Sand and Gravel) is carried forward for further assessment.

16.3.1.1.7 Road Use (Operations Phase) → Improved Access to Reserve Lands → Potential Access by Non-Indigenous Persons into Reserve Lands → Decrease in compatibility with Federal Land Use Policies

The controls regarding public access to the road during the operations phase of the Project is not yet confirmed. The use of the WSR may result in improved or increased public or non-Indigenous access into the reserve lands, if no controls are in place. Public or non-Indigenous access into reserves conflicts with Section 30 of the *Indian Act*, which covers trespass on reserves should consent not be granted.

Maintaining the integrity of Section 30 of the *Indian Act* supports First Nation’s safety, wellbeing, protection of lands and way of life, and provides a legal course of action to uphold Canada’s legal obligations and, more broadly, nation-to-nation relationship.

As a conservative assumption, there may not be access restrictions to use the road during the operations and maintenance phase. Section 31 of the *Indian Act* outlines procedures to seek relief or remedy for the trespass. This effect is assessed to have low potential for occurrence and is carried forward for further assessment.



16.3.1.1.8 Construction of Road → Change to Traditional Territory → Decrease in compatibility with Indigenous Land Use Stewardship

Webequie First Nation has an in-progress/early version Draft CBLUP, which covers approximately 856,000 ha of territory outside of their reserve. The WSR will overlap with the AIP, including potential shared areas with Neskantaga First Nation and Marten Falls First Nation, which have not been fully verified and validated by the communities (Webequie First Nation and MNR, 2025).

Knowledge is held by designated Webequie community members whose advice is essential to consider for any development project to be sustainable. This knowledge is based on the wisdom from living on the land, coupled with the cross-cultural expertise to communicate how development can proceed responsibly, such as protecting sensitive areas with minimal disturbance and maintaining the local ecosystem. Integrating the knowledge and wisdom of Webequie Anishininiwuk into development will not only support their customary stewardship responsibilities but also enable the ongoing traditional practices to support their livelihoods (Webequie First Nation and MNR, 2025).

Stewardship of the lands is a key objective for Webequie First Nation as it is a common theme that threads through all its land use and community planning documents. Webequie First Nation is guiding the Draft CBLUP process in alignment with its stewardship principles and their goals for cultural, social, and economic well-being (Webequie First Nation and MNR, 2025). Two of the five goals of the Draft CBLUP involve stewardship. Other examples of stewardship are mentioned within the Webequie CCP and in-progress/early version Draft CBLUP and include the following:

- “We value the land and all the teachings that it gives us. We feel connected to our land and believe that it is fundamental to our spirit and health. As stewards of our land, we commit to keeping it healthy, as our ancestors would, for ourselves and for generations to come” (Webequie First Nation, 2023).
- “Webequie First Nation people have a long history of customary stewardship of the land and water within our traditional territory. Our existence, identity and culture are fundamentally connected to the land” (Webequie First Nation, 2023).
- “Webequie members recognize that we were given the land by the Creator and that as the Indigenous stewards of the land we have special relationship with it. This relationship includes the inherent right to pursue our traditional livelihood on the land and our responsibility as stewards to protect it” (Webequie First Nation, 2023).
- Webequie First Nation has an extensive history of stewardship of the land and water within our traditional territory, as their existence, identity and culture are fundamentally connected to the land (Webequie First Nation and MNR, 2025).
- The Three-Tier model embodies stewardship responsibilities passed down from the Creator’s natural laws, and includes the recognition of areas shared with other First Nations to enable decision-making processes that are based on sharing, respect and obtaining agreement for mutual benefit (Webequie First Nation and MNR, 2025).
- Every man and woman from child to Elder has their own stewardship responsibilities, which enables the transmission of spiritual and customary traditional practices to the next generation (Webequie First Nation and MNR, 2025).

Dialogue between Webequie First Nation and Neskantaga First Nation is ongoing, acknowledging their shared common history of movement and traditional use in their territories, including the recognition of Neskantaga’s traditional use area in the southern portion of the Webequie First Nation AIP. However, planning direction for this shared area is not being pursued (Webequie First Nation and MNR, 2025).



The Marten Falls First Nation Terms of Reference identified an Area of Interest for Planning (AIP) which overlaps with 131.5 ha of the Project Footprint and 7,205.3 ha of the LSA. The principles identified in the Marten Falls First Nation Terms of Reference to guide the planning processes for their CBLUP increase respect for land and water, engagement on all issues that affect their lands, respect for the customs and teachings, and strength in viewing an issue together. Furthermore, stewardship may also be viewed through “Kawininitojikateg nikan onajikewining ineke” and “jih ishi kanawejikatey kakina kekon” as the Anishinabek uses their land and resources, creating a cultured landscape, and that stewardship of their lands and resources are placed by the Creator, to adhere to natural and traditional teachings of elders (MFFN and MNR, 2013).

Infrastructure is identified as a land use that may be included in the Marten Falls Draft CBLUP, to identify interest and needs for infrastructure development, and the availability of aggregate that may support those developments, provide direction on the design and assessment of development, and recommend land use zoning for their interests or needs. Marten Falls First Nation has indicated its support or consideration of all-season roads such as the WSR. Further details on road construction in this overlapping area will be provided when the Marten Falls Draft CBLUP is shared with the Project Team.

The changes to the lands that result from the Project will physically change the existing conditions of the lands across both AIPs for Webequie First Nation and Marten Falls First Nation. The preparation of community based land use plans should include participation of and agreement with Webequie First Nation and Marten Falls First Nation, since the Project can affect the ecosystems, resources, cultural wellbeing, and traditional practices and erode their stewardship ability. Agreement on future land use plans with Webequie First Nation and Marten Falls First Nation can strengthen relationships and collaborations amongst communities. Engagement between Marten Falls First Nation and Webequie First Nation would also support Marten Falls’ principles outlined in its Terms of Reference. This effect has a high potential for occurrence and is carried forward for further assessment.

16.3.1.1.9 Road Use (Operations Phase) → Change to Traditional Territory Lands → Decrease in Compatibility with Indigenous Land Use Stewardship

In Webequie First Nation’s in-progress/early version Draft CBLUP road development and maintenance for new roads is identified as permitted in certain areas with conditions; however, road use as a permitted use shared areas with Marten Falls and Neskantaga First Nations is not confirmed at this time (Webequie First Nation and MNR, 2025).

Further engagement with Webequie First Nation community members to identify stewardship directions for road use during the operations a phase of the Project will be beneficial to validate community goals and objectives. The area shared with Marten Falls and Neskantaga First Nations may require further steps yet to be defined.

The Marten Fall First Nation AIP overlaps with the Project Footprint (131.6 ha) and LSA (7,205.3 ha), and the community’s Terms of Reference does include infrastructure as a land use for its Draft CBLUP. The Marten Falls Draft CBLUP may address the community’s interest and needs for infrastructure, along with available aggregate to construct it, and provide direction on the design and assessment of infrastructure in land use zones. However, road use in areas that overlap the Project Footprint and their AIP are unknown. Engagement with Webequie First Nation would reflect the principles outlined in their Terms of Reference. Marten Falls First Nation has indicated its support or consideration of all-season roads such as the WSR. Further details on road use in this overlapping area will be provided when the Marten Falls Draft CBLUP is shared with the Project Team.



Land use plans that have received the endorsement of adjacent First Nations communities enable their ability to steward their lands when development is proposed or in operation (such as the WSR operations phase) and manage ecosystems, resources from potential adverse effects to protect their cultural wellbeing and way of life. Endorsement from adjacent First Nations also foster tribal council relationships and land use decision-making framework and minimizes potential future land use conflicts (**Section 16.3.1.1.8**). This effect is carried forward for further assessment.

16.3.1.2 Regional Study Area

16.3.1.2.1 Construction of Road → Change to Crown Lands → Compatible with Provincial Land Use Policies

Construction of the road on Crown land in the context to the RSA is compatible with PPS 2024. Potential adverse effects on the natural, social, human, and economic environment have been identified and associated mitigation measures have been developed as documented in this EAR/IS (Appendix E – Mitigation Measures). A CEMP and OEMP will be developed and implemented for the construction and operation phases of the Project with protocols for protection of Crown land.

The WSR does not have predicted adverse effects to sensitive land uses, following Land Use Compatibility in PPS 2024. Sensitive land uses include areas or buildings for routine or normal activities that take place at reasonable time such as residences, day cares, education and health facilities. Recreational dwellings such as cabins and camps are included in **Section 16.3.3** and in Section 19 Indigenous Peoples.

The Project Footprint is contained within the LSA and will not have negative effects on the transportation policies in the PPS in the RSA. The WSR supports the transportation policies in the PPS as other community members from First Nations in and outside of the RSA can access potential employment opportunities from the Project during the construction phase (Section 15.3.1.2 Local Study Area: Other Communities and Section 15.3.1.3 Regional Study Area).

Project effects and benefits are not anticipated to affect the long-term transportation goals in the Growth Plan for Northern Ontario.

Applicable provincial permits and approvals will be secured by the proponent in subsequent development stages of the Project. These may include for example Environmental Compliance Approvals, Environmental Activity and Sector Registration and a work permit to comply with the *Public Lands Act*. A preliminary list of relevant provincial permits and approvals for the Project is presented in Section 1 (Introduction) the EAR/IS.

This effect is assessed to be negligible and is not carried forward for further assessment.

16.3.1.2.2 Road Use (Operations Phase) → Operations, Maintenance and Repairs of WSR → Change to Webequie Reserve Lands → Compatible with Federal Land Use Policies

Road use over the assumed 75-year operations phase will require on-going repairs and maintenance activities, as described in Section 4 of the EAR/IS. Section 34 of the *Indian Act* covers roads and bridge maintenance in a reserve. The Minister of Crown–Indigenous Relations and Northern Affairs Canada (CIRNAC), or a delegate, can carry out the maintenance of the road or bridges at the expense of a First Nation, if maintenance is not in accordance with the instructions or programming of CIRNAC. This may be a consideration for federal programming and operations of the WSR within the Webequie First Nation reserve. This effect is assessed to have a negligible potential for occurrence and is not carried forward for further assessment.



16.3.1.2.3 Construction of Road → Change to Traditional Territory → Decrease in Compatibility with Indigenous Land Use Stewardship

Using available AIP/territorial areas for Weenusk First Nation and Attawapiskat First Nation, **Table 16-29** summarizes the planning areas of Weenusk First Nation and Attawapiskat First Nation which overlap with the Project footprint, LSA and RSA (Weenusk First Nation and MNR, 2017; Neegan Naymowan Stantec LP, 2015).

Table 16-29: Weenusk First Nation Area of Interest for Planning and Attawapiskat First Nation Planning Area within Project Footprint, Local Study and Regional Study Area

	Weenusk First Nation AIP	Attawapiskat First Nation Planning Area
Area of Interest in Planning AIP (ha)	5,469,009	9,922,850
Portion overlapped with WSR Project Footprint (ha)	0	130
Portion overlapped with WSR LSA (ha)	0	7,161
Portion overlapped with WSR RSA (ha)	338	293,890

Note: The count(s) in the Project Footprint are also included in the LSA and RSA, and the count(s) in the LSA are also included in the RSA.

Sources: Weenusk First Nation and MNR, 2017; Neegan Naymowan Stantec LP, 2015.

Table 16-30 includes information from First Nations CBLUP Terms of Reference on the permission or prohibition of transportation infrastructure.

Table 16-30: Highlights of Priorities from First Nations CBLUP Terms of Reference for Transportation Infrastructure

First Nation	Highlights
Eabametoong and Mishkeegogamang	<ul style="list-style-type: none"> Mapping of existing access and infrastructure (e.g., transmission corridors).
Kashechewan	<ul style="list-style-type: none"> Identify existing and potential infrastructure corridors and water crossings to support future access needs for resource development, and community infrastructure such as power transmission, communications, all season roads etc. Consider infrastructure corridors in adjacent planning areas as part of the planning process. Consider the compatibility of linear corridors, including electrical transmission lines, roads, pipelines and other linear developments, with other land features.
Weenusk	<ul style="list-style-type: none"> The plan will consider existing and future infrastructure needs and opportunities for the community, including: all-season roads, winter road upgrades, and transmission lines.
Constance Lake	<ul style="list-style-type: none"> Identify potential infrastructure corridors, including water crossings, to support future access needs for the community and for resource development and related infrastructure such as power transmission, communications etc. Consider linear corridors, such as electrical transmission corridors, roads and pipelines, in the context of land use designations and their compatibility with other land features. Identify areas where access restrictions may be required to preserve remoteness while enabling economic activities.
Wawakapewin	<ul style="list-style-type: none"> Infrastructure considerations in the planning area generally (excluding the reserve area) and to support anticipated community needs (on-reserve).

Table 16-31 provides brief highlights of First Nations and Tribal Councils in the RSA that capture stewardship of their lands.

Table 16-31: Stewardship Highlights of First Nations and Tribal Councils in the RSA

First Nation	Highlights
Eabametoong and Mishkeegogamang	<ul style="list-style-type: none"> ▪ Taashikaywin “our places on the Earth and in nature’s realm, and/or our environment” (Eabametoong and Mishkeegogamang First Nations and MNR, 2013). ▪ The process will seek to provide Cultural/Social, Environmental, and Economic balance and sustainability as determined via direct input from the communities, stakeholders and the broader public.”
Kashechewan	<ul style="list-style-type: none"> ▪ Our ancestors – We have been and continue to be custodians and stewards of the lands and waters and all their resources. ▪ Our Elders passed on oral and pictographic knowledge of the traditional values and teachings to guide our responsibilities in the safe keeping of our homeland to sustain our resources of life for future generations.
Weenusk	<ul style="list-style-type: none"> ▪ Weenusk is bringing forward knowledge of land use planning that dates back many generations. Today, this knowledge is the foundation for the community’s vision for planning and will ensure that future generations carry on being Stewards of the Land. ▪ Protection of the traditional area of Weenuski Inninowuk for future generations. (Weenusk First Nation and MNR, 2017). ▪ Planning may be used to support community initiatives that are created to help future generations understand what the Stewardship of the land means, so that they can be stewards of the land.” (OWIOWFNTOR, 2017).
Neskantaga	<ul style="list-style-type: none"> ▪ “We will respect our role as caretakers of our traditional territory” (Neskantaga First Nation, n.d.).
Nibinamik	<ul style="list-style-type: none"> ▪ Nibinamik First Nation is and has been committed to maintaining environmental stewardship and protection of its traditional lands with input from its members as being necessary to the creation of any future infrastructure planning or projects.” (Webequie First Nation, 2017).
Constance Lake	<ul style="list-style-type: none"> ▪ To provide stewardship for our lands and resources through the knowledge and guidance of our Elders and heritage.”
Mushkegowuk Council	<ul style="list-style-type: none"> ▪ “The Omushkego Wahkohtowin is a step that we can take to confront the challenges that our communities and our lands face, leading to a harmonious balance between economic development and protecting our natural environment” (McIntosh, 2024). ▪ “Let’s work together...Protect our lands, protect our waters.” (McIntosh, 2024).
Shibogama Council	<ul style="list-style-type: none"> ▪ We exhort the chiefs and Councils and citizens of our territories to establish sound environmental practices and measures. Through these practices and measures, our grandchildren and future generations will have the opportunities to enjoy the same gifts our Creator has provided for us today.” (Shibogama, 1999). ▪ “We encourage and support the development of natural resources by our people, and then, by others. The development must be orderly, environmentally sound; thus, ensuring sustainability.” (Shibogama, 1999).

Future efforts into the preparation of draft CBLUPs may consider the overlap of the WSR into the AIPs of surrounding First Nations communities. The AIP of Weenusk and the planning area of Attawapiskat First Nation overlap with the Project Footprint. As a member of the Mushkegowuk Council, Attawapiskat First Nation’s participation in the development of the Omushkego Wahkohtowin may be considered as an emerging plan that encompasses their efforts for stewardship.



The Draft Omushkego Wahkohtowin Conservation Plan outlined the purpose, model, funding and partnerships to develop two plans, which included a land-based plan which extends across the Hudson Bay-James Bay Lowlands. Part of the land-based plan is shown on **Figure 16.17** and covers a portion of the RSA, approximately 43,527 ha. The intent of the plan is to identify areas for protection, such as peatlands from disturbance, and areas for potential development to realize economic benefits. Further development of this plan is anticipated to take place over the next ten years. No potential incompatibility issues are identified for the Terms of References within the AIP Weenusk First Nation, or with the Draft Omushkego Wahkohtowin Conservation Plan to date.

This effect is not carried forward for further assessment.

16.3.1.2.4 Road Use (Operations Phase) → Change to Traditional Territory Lands → Decrease in Compatibility with Indigenous Land Use Stewardship

Table 16-30 summarized the First Nations CBLUP Terms of Reference on transportation infrastructure. The AIP of Weenusk First Nation, and the planning area for Attawapiskat First Nation overlap with the WSR Project Footprint. The Weenusk First Nation CBLUP ToR includes the review of infrastructure such as roads for community and/or regional benefit. Infrastructure was also included in the Attawapiskat First Nation Terms of Reference for its independent CBLUP. Future development to prepare the draft or final CBLUPs of these First Nations may consider the overlap of the WSR into their AIPs and would benefit from further engagement activities. As summarized in **Section 16.3.1.2.3**, the Attawapiskat First Nation's membership in the Mushkegowuk Council and their participation in the development of the Draft Omushkego Wahkohtowin Conservation Plan, includes an upcoming land-based plan shown on **Figure 16.17**. This land-based plan covers a portion of the RSA and will not overlap with the Project Footprint of the WSR where road use will take place. No potential incompatibility issues are anticipated from the development of the CBLUPs or the land-based conservation plan. This effect is not carried forward for further assessment.

16.3.2 Change to Commercial/Industrial Land Use

This section describes the potential effects of the Project on Commercial/Industrial Land Use in consideration of the following indicators:

- Location, number, type of commercial and industrial activities.

16.3.2.1 Local Study Area

16.3.2.1.1 Construction of Road → Changes to Lands → Decrease in Number and Area of Mining Claims and Tenure

Construction of the WSR will require the delineation of a construction zone with temporary fencing to maintain a safe work zone and to protect members of the public and others from construction activities. The construction activities and protected work zones may physically impede access to lands that have been identified for mining claims, tenure or potentially for exploration.

Exploration and mining activities may include mapping, sampling, ground survey work, vegetation clearing and exploratory drilling on mining claim areas in the Project Footprint or the LSA during the construction phase. The proponent's contractor will determine whether to provide or coordinate non-personnel access into the construction zone during the construction phase. Advanced notification and



engagement between the contractor and mining claim holders may also be undertaken to avoid conflicts with access.

Construction is anticipated to stay within the Project Footprint. The existing number and area of mining claims and land tenure in the Project Footprint and LSA is provided in **Table 16-32**.

Table 16-32: Existing Mining Claims and Land Tenure in the Project Footprint and LSA

Mining Claim and Tenure	Project Footprint	Non-traditional land use LSA
Number of existing mining claims	200	841
Area of existing mining claims (ha)	244.7	13,059
Number of existing mining land tenure	1	1
Area of existing mining land tenure (ha)	19.5	663

Note: The count(s) in the Project Footprint are also included in the LSA and RSA, and the count(s) in the LSA are also included in the RSA. Mining data in the LSA was tabulated on January 6, 2026 and data in the Project Footprint was tabulated on January 7, 2026.

During the construction phase:

- Approximately 200 mining claims, which cover 244.7 ha, will be physically impeded by construction activities to build the WSR;
- The number of existing mining claims in the LSA will reduce from 841 to 641:
 - 641 mining claims in the LSA will remain unaffected by construction activities; and
 - 12,815 ha of mining claims will remain unaffected by construction activities.
- One land tenure in the Project Footprint will be affected by construction activities to build the road; and
 - 528.5 ha of land tenure will remain unaffected by construction activities (548 ha Project Footprint less 19.5 the area of mining land tenure).

There is high potential for occurrence that the Project will restrict access to mining claims and tenure that are located within the Project Footprint even with the provision of access by the proponent’s contractor. This reduced number and area of mining claims due to WSR construction will affect provincial regulators and mining prospectors to follow the requirements towards development. However, the reduction of the number and area of mining claims may be viewed differently by Webequie community members and include a reduction in potential conflicts that would affect their ability for stewardship, reduced opportunities to seek economic benefits from mining developments, and reduced volume of consultations with mining prospectors. This effect will be carried forward for further assessment.

16.3.2.1.2 Road Use (Operations Phase) → Improved Access to Lands → Increase in Mining Claims

The operations phase of the Project is anticipated to be 75 years based on the expected timeline for when major refurbishment of road components (e.g., bridges) is deemed necessary. During this period, the WSR provide a transportation connection for Webequie First Nation to the proposed Ring of Fire mineral developments in the McFaulds Lake area. The WSR will provide convenient and potentially more affordable year-round access by vehicle to previously challenging or inaccessible lands that required costlier transportation modes by air.



The operations phase will enable improved physical access to lands surrounding the WSR by both community members from Webequie First Nation and adjacent First Nations communities and by outsiders, unfamiliar third parties, development companies, non-Indigenous people or people from the “south”. This improved physical access to lands surrounding the WSR may be used by people and companies interested in mineral prospecting and development pursuits, which may result in the increase in mining claims and/or land tenure. It is unknown whether road use access will include non-Indigenous or people from the “south” as this is a concern of Webequie community members.

An increase in mining claims in recent years was reported by news outlets in late 2023 where mining claims were compared to the year prior. Mining claims in the Ring of Fire area increased by 28% from 2022 to 2023. The mining sequence process requires engagement and consultation with affected First Nations, who have shared their concerns regarding capacity to participate in the consultation claims process and with their own community members for each claim. The increase in mining claims has an overwhelming effect on First Nations communities (Hessey, 2023).

This contrasts with the ease or convenience for individuals and companies to begin and register mining claims, which can be done virtually through Ontario’s Mining Lands Administration System (MLAS). The relative ease to initiate a mining claim within a system categorized as free or open entry to lands, “offends” the Aboriginal rights that are constitutionally protected (Ezeudu, 2021).

Mining claims may increase through the 75-year operations phase of the Project if other proposed roads south of the Ring of Fire are constructed and connect the WSR to provincial highway network. WSR traffic volumes are currently anticipated at less than 500 vehicles (average annual daily traffic) with 25% heavy vehicles and most of the traffic being light vehicles (Section 4.3.1.3 Road Foundation and Driving Surface).

Webequie community members may have divergent understandings of a potential increase in mining claims during the operations phase of the WSR which could include an increase of potential conflicts that would diminish their ability to steward their lands, increased opportunities for economic benefits from mining developments, and increased volume of consultations with mining prospectors. A potential increase in mining claims may not specifically be meaningful to provincial regulators but may contribute to broader legal concerns around current lawsuits, in which Webequie First Nation has not participated.

Marten Falls First Nation filed an injunction to stop activity in the Ring of Fire as it was not integrally involved in the “planning, benefit-sharing, and governance” (Ross, 2025). In their notice of claim, Marten Falls First Nation cited provincial and federal legislation that would deprive them of legal, constitutional and fiduciary protections, as it violates their rights under Treaty No. 9, the Canadian Charter of Rights and Freedoms, and the community’s Anishinaabe law. They are looking for meaningful discussion with the province and are not opposed to development. However, the injunction may have been altered during a 60-day window prior to its official filing (Prokopchuk, 2025).

This effect is assessed to have low potential for occurrence as the ease to initiate mining claims can be done virtually, and exploratory work that requires access to lands can be done through air services that do not use the road. This effect will be carried forward for further assessment.

16.3.2.1.3 Construction and Use of Supportive Infrastructure → Changes to Lands → Decrease in Number and Area of Aggregate Sites

The construction of supportive infrastructure will include establishing pits or quarries near the Project to conveniently haul aggregate materials to form aggregate sources area to the road for placement. The design of the WSR is to be built “as close as possible to the natural terrain contours to limit the movement and volume of earthworks and aggregate material” (Section 4.3.3.1 Aggregate/Rock Source Areas Pits



and Quarries). A review of 11 potential aggregate locations were examined based on technical, quantity, distance (from the WSR), and accessibility criteria (Section 3.4.1.2 Screening of Alternate Aggregate Sites).

From the valuation of alternative aggregate sites, ARA-2 and ARA-4 are proposed to provide materials for construction and operations of the road. The surface area for ARA-2 is 45.4 ha and ARA-4 is 84.2 ha (refer to **Figure 16.1** and **Figure 16.14**) based on assumptions of potential spoil, groundwater levels, volume of aggregate and bedrock aggregate expected to be feasible to extract (Section 4.3.3.1 Aggregate/Rock Source Areas (Pits and Quarries)). These two sites will provide a combined total of 4,676,347 to 6,680,495 m³ of aggregate/rock material to construct and operate and maintain the WSR (Section 4.3.3.1.1 Aggregate Source Area ARA-2 and Section 4.3.3.1.2 Aggregate Source Area ARA-4).

Webequie community members shared their concern for these aggregate sources, that deposits closest to Webequie should be preserved for the community’s future uses. In addition, Webequie community members shared their concerns about the effects on the eskers (Webequie First Nation, 2024) from the proposed aggregate sources areas. Project effects on eskers are identified as a predicted net effect with approximately 0.05 km² or 5 ha of glaciofluvial ice-contact deposits directly affected (Section 6.2.2.6 Terrain). After mitigation, the changes to geology and geochemistry were determined to be not significant (Section 6.6 Determination of Significance).

The CBLUP Terms of Reference for Marten Falls identifies infrastructure as a land use which may be potentially included in its Draft CBLUP, and include a description of aggregate resources to enable infrastructure projects in its AIP (MFFN & MNR, 2013). The Marten Falls AIP overlaps with the Project Footprint and LSA, including existing deposits of aggregate shown in **Figure 16.14**, however, the Project will be using ARA-2 and ARA-4 which are located outside of the AIP.

Table 16-33 shows the number and area of existing aggregate deposits in the Project Footprint, LSA and RSA. During the construction phase, ARA-2 and ARA-4 will decrease the number of existing aggregate deposits in the Project Footprint by two and the area by a combined total area of 137 ha. The use of and reduction in aggregate is important to Webequie because it could require the community to find other sources of aggregate for future community needs that may have environmental and economic consequences or challenges. It may also reduce future opportunities to receive economic benefits from development in the natural resource sector that need to use aggregate and may also conflict with the ability to co-manage resources that are in shared territories with adjacent First Nations.

This effect has a high potential for occurrence and will be carried forward for further assessment.

Table 16-33: Number and Area of Existing Aggregate Sources in Project Footprint, LSA and RSA

	Project Footprint	LSA	RSA
Number of Existing Aggregate Deposit Sites	9	25	39
Area of Existing Aggregate Deposits (ha)	139	191	1,620

Note: The count(s) in the Project Footprint are also included in the LSA and RSA, and the count(s) in the LSA are also included in the RSA.

16.3.2.1.4 Operation, Maintenance and Repair of Road → Operations of Pits/Quarries → Changes to Lands → Potential Decrease in Area of Aggregate Sites

ARA-4 will be used during the construction and operations phases to provide aggregate road and structure repairs and for resurfacing of the road. Approximately 2,000,000 m³ of aggregate and 5,000 m³ of rock are estimated as required for the 75-year operational life cycle period (Section 4.3.3.1



Aggregate/Rock Source Areas). Rock is required for erosion protection at waterbody crossings. ARA-4 will be established during the construction phase and will continue to provide aggregate needed during the operation phase. Therefore, the number of existing deposits affected by using ARA-4 during operation phase will stay the same as the construction phase and consequently there will be no additional reductions in aggregate deposits in the LSA.

It is unknown whether ARA-4 will be expanded over the operations phase. However, the OEMP Framework (refer to Appendix E – Mitigation Measures) will include erosion and sediment control; inspection, maintenance and repair/rehabilitation of road and supportive infrastructure; surface water and storm water management and monitoring; and vegetation management and monitoring. As summarized in **Section 16.3.2.1.3**, the use of existing aggregate sources may have environmental and economic challenges to source materials for future community needs, potentially reduce economic benefits from future developments and conflict with the ability to co-manage resources located in shared territories with adjacent First Nations. There is a low potential for this effect's occurrence and will be carried forward for further assessment.

16.3.2.2 Regional Study Area

16.3.2.2.1 Construction of Road → Changes to Lands → Potential Decrease in Number and Area of Mining Claims and Tenure

The construction of the WSR will require the delineation of a construction zone with temporary fencing to maintain a safe work zone and protect members of the public and others from construction activities. Similar to the effects as described in **Section 16.3.2.1.1**, this activity may physically impede access to lands that have been identified for mining claims, tenure or potentially for exploration in the RSA. Mining claim holders in the RSA may carry out activities such as mapping, sampling, ground surveys, and exploratory drilling. The construction activities for the Project are not anticipated to directly affect the number or area of mine claim and land tenure located outside of the Project Footprint in the RSA. As there is no adverse effect of the Project on mining claims and tenure outside of the Project Footprint and in the RSA, this effect will not be carried forward for further assessment.

16.3.2.2.2 Road Use (Operations Phase) → Improved Access to Lands → Potential Increase in Mining Claims

The WSR will provide a vehicle connection from Webequie First Nation to the Ring of Fire area near McFaulds Lake for during its operations phase. Not only will it serve Webequie community members to access employment opportunities in the Ring of Fire area, associated with proposed mine development, but it may also connect with other transportation corridors that may link the Ring of Fire to the provincial highway network should other proposed road projects proceed (i.e., Northern Road Link and Martin Falls Community Access Road). It is unknown whether road access during the operations phase will serve outsiders, unfamiliar third parties, exploration and mining companies, non-Indigenous people or people from the “south”. Similar to the effects described in the LSA, road use may improve access to the lands surrounding the WSR and benefit mineral prospecting and exploration activities, which may result in increased mining claims, or land tenure, in the RSA.

Concern of a marked increased in the number of mining claims in northern Ontario, specifically in the Ring of Fire area, was reported by news broadcasters in late 2023. The number of mining claims increased from 2022 to 2023 by 28% to 31,000 mining claims (Hessey, 2023). The ease to initiate a mining claim can be done virtually on the Mining Lands Administration System (MLAS). The modernization



of the *Mining Act*, within a “free” or “open entry” regulatory framework has been criticized by some First Nations who view this process as impacting their Aboriginal rights that are constitutionally protected.

The number or area of lands in future mining claims that may increase as result of the WSR over its assumed 75-year operations phase cannot be determined with confidence. The ease of accessing the “free” and “open entry” MLAS to facilitate mining claims is likely able to increase the number and area of mining claims in the RSA, as WSR road use does not provide direct access to lands in the RSA. This effect has a negligible potential for occurrence and will not be carried forward for further assessment.

16.3.2.2.3 Construction and Use of Supportive Infrastructure → Change to Lands → Potential Decrease in Area of Aggregate Sites

Supportive infrastructure will include the establishment of pits or quarries (i.e., ARA-2 and ARA-4) located near the Project to provide convenient access to aggregate to build the WSR.

In the RSA, there are 39 aggregate deposits which have a total area of 1,620 ha. ARA-2 has a proposed surface area of 45.4 ha and ARA-4 has an area of 84.2 ha for a combined total of 129.6 ha, which is based on technical assumptions of materials needed to construct and operate the road.

Engagement with First Nations in the RSA identified concerns about the use of aggregate, with regards to effects on eskers, archaeological potential, wildlife and plant life, and volume of materials that need to be hauled to construct the road. Eskers are identified as ice-contact glaciofluvial deposits and are not specifically described as an effect pathway but are identified as a predicted net effect. Approximately 0.05 km² or 5 ha of glaciofluvial ice-contact deposits in the Project Footprint area will be affected by the Project (not specifically limited to ARA-2 and ARA-4 sites), as further discussed in Section 6 (Geology, Terrian and Soils) of the EAR/IS and it was concluded that changes to geology and geochemistry were not significant from the assessment.

As previously presented, **Table 16-33** shows the number and area of existing aggregate deposits in the Project Footprint, LSA and RSA. The number and area of aggregate deposits will only decrease in the Project Footprint, and not impact the aggregate located in the RSA. This effect is assessed to have no potential for occurrence in the RSA as existing aggregate for WSR construction are located within the Project Footprint. This effect will not be carried forward for further assessment.

16.3.2.2.4 Operation, Maintenance and Repair of Road → Operations of Pits/Quarries → Changes to Lands → Potential Decrease in Area of Aggregate Sites

The use of aggregate source area ARA-4 during the operations phase will provide ongoing aggregate materials to maintain and repair the WSR. Approximately 2,000,000 m³ of aggregate and 5,000 m³ of rock is needed for operation phase of the Project (refer to Section 4.3.3.1). The number of existing deposits affected by using ARA-4 during operation phase will be the same as the construction phase and consequently there will be no additional reductions in aggregate deposits in the RSA during the operations of the Project. There is no potential for occurrence to reduce existing aggregate located in the RSA. This effect is not carried forward for further assessment.

16.3.3 Change to Recreation and Tourism

Recreation will include organized recreation and the Indigenous “connection to the land” as activities may have recreational or traditional purposes (or both), are not specifically distinguished and may take place in the same areas across the territory.



The potential effects of the Project on recreation and tourism activities considers the following indicators:

- Location, number, type of recreation and tourism activities or users;
- Access for land and waterway use; and
- Resource availability of select species (fish, wildlife) or their habitat.

Note: Recreation themes are also included in Section 19 Indigenous Peoples.

16.3.3.1 Local Study Area

16.3.3.1.1 Construction of WSR → Change to Lands → Potential Decrease to Number and Location of Recreation Activities

The number and locations of recreational infrastructure such as cabins, camps, and outposts were determined from review of background information, feedback received during engagement and consultation activities and as documented in the Webequie First Nation IKLRU for WSR (Stantec, 2024). Much of the infrastructure is located outside of the LSA and outside of the RSA. One camp site is in the Project Footprint as presented in **Table 16-34**.

CBLUP Terms of Reference for First Nations communities in the RSA identify the theme of recreation to be included in their CBLUP plans. Further development of their CBLUPs will identify areas within their Area of Interest in Planning (AIP) used for recreation could be beneficial and included in this effect pathway, if this information becomes available during the EAR/IS process.

The connection and access to lands is paramount for Webequie First Nation as it is identified and supported through their land use planning documents. Construction of the WSR will change the lands in the Project Footprint by clearing vegetation, grading that would occur in and around the camp site which is used by Webequie community members.

There is a high potential of occurrence that WSR construction will affect one identified campsite located in the Project Footprint. A mitigation approach to further detail the location and appropriate methods to avoid construction impacts based on engagement with Webequie First Nation is recommended.

Table 16-34: Number and Locations of Camps, Tent Frames and Cabins in the Project Footprint, LSA and RSA

	Project Footprint	LSA	RSA
Number and Type of Habitation Sites	<ul style="list-style-type: none"> ▪ 1 Camp Site 	<ul style="list-style-type: none"> ▪ 1 Camp Site 	<ul style="list-style-type: none"> ▪ 12 Camp Sites ▪ 23 Cabins ▪ 2 Tent Frames ▪ 8 Historical Camps

Source: Stantec, 2024. Note: The count(s) in the Project Footprint are also included in the LSA and RSA, and the count(s) in the LSA are also included in the RSA.

The Project Footprint overlaps with 24% of the Marten Falls AIP (**Section 16.3.1.1.8**). Recreation is identified as a planning subject in its Terms of Reference to identifies capabilities and recommendations that support recreational opportunities. However, recreational activities and users in areas that overlap the Project Footprint and their AIP are unknown. Engagement with Webequie First Nation would reflect the principles outlined in the Marten Falls First Nation CBLUP Terms of Reference. Further details on



recreation in this overlapping area will be provided when the Marten Falls Draft CBLUP is shared with the Project Team

16.3.3.1.2 Construction of WSR → Employment and Expenditure → Potential Increase to Employment Income → Potential Increase in Number of Recreation Activities or Users

Road Use (Operations Phase) → Transportation Access to Employment Opportunities → Potential Increase in Employment Income → Potential Increase in Number of Recreation Activities or Users

Road Use (Operations Phase) → Operations, Maintenance and Repair of Road → Employment and Expenditure → Potential Increase in Employment Income → Potential Increase in Number of Recreation Activities or Users

During the construction phase, approximately 10 direct employment positions may be filled by Webequie First Nation community members earning an average of \$187,460 per year over a 5-year construction phase period (Section 15.3.2 Labour Force, Employment & Income). In addition, an average of four induced positions may earn an average of \$58,464 (Section 15.3.2 Labour Force, Employment & Income). The 14 total positions from the WSR construction phase represents 5% of the employed population in Webequie.

Road use will also lead to potential increase in employment income as three direct full-time staff and one induced position are anticipated to be potentially available to Webequie First Nation community members during the operations phase of the Project (Section 15.3.1.1 Local Study Area: Webequie First Nation). The total direct employment expenditures are expected to be \$257,651, which would average \$85,883 per worker and the induced position is estimated at \$44,718. These four positions would be a noticeable increase in individual income for a community of just under half of males and females earning less than \$19,999 a year (Section 15.2.3.1 Labour Force, Employment & Income).

In addition, road use during the operations phase will also increase access to employment, as a potential connection to employment opportunities in the Ring of Fire area. A memorandum of understanding (MOU) was signed in 2022 between Webequie First Nation and Wyloo Pty Ltd. Details of the MOU are confidential, however it is expected that employment, training and other opportunities will be included as economic benefits to Webequie First Nation and its community members. The Canadian CEO of Wyloo has reported to aim “for a workforce composed of at least 40 per cent Indigenous employees and plans to award millions of dollars of contracts to local, Indigenous-owned businesses willing to collaborate” (Allan, 2024). No further information on the potential number of job positions or employment income ranges are available or known at this time, but positive economic effects to Webequie and other Indigenous communities and/or peoples are likely to occur and may support increased recreational activities, users or both.

The economic benefits are an important goal of the WSR to “provide employment and other economic development opportunities to Webequie First Nation community members” (WSR, 2020). These employment income opportunities represent a potentially significant improvement to the economic wellbeing of Webequie First Nation community members, as there is “a high cost of living and few employment opportunities (Webequie First Nation, 2023). For instance, about 46% of males and 40% of females earn less than \$10,000 and between \$10,000 to \$19,999 and about half of all households earn less than \$70,000 (Section 15.2.2.1.2 Labour Income).

This potential beneficial effect of the Project’s employment and expenditures can increase individual and/or household income, which can be used to cover the high costs required to go out onto the land.



Recreation and getting out onto the land are included in Webequie's three key community development and land use plans. The second direction goal in the CCP for cultural vibrancy and traditional life connects to recreation, as their Wellness Coordinator stated, "[t]he land is who we are. Our physical being and its health and strength comes from the land. We have to maintain our connection to the land by being out there." (Webequie First Nation, 2023).

The WSR will also provide transportation access to other sources of employment income opportunities in the Ring of Fire area. These opportunities and potential benefits may be reflected in agreements between First Nations and mineral development and exploration companies. For example, Marten Falls First Nation has signed an exploration agreement with Juno (Globe Newswire, 2024) and a Memorandum of Understanding with Wyloo Pty Ltd. (Campbell, 2024).

While these land use documents can highlight the importance of and guide decision-making to support community members, the ability to get out onto the land comes with challenges, one of which is the cost. The Webequie IKLRU identified the cost of gas and inflation as barriers to travel and one community member stated in an interview:

The cost of living is one of the major concerns because of where we are situated... Even to go out onto the land you have to spend money. And some of these people that go out depend on others... I support my son and daughter if they want to go out into the Bush. It costs money. It cost several hundred dollars to a thousand dollars to send out kids for experience during the cultural break they have now... some people don't have the opportunity to send their kids. Even if a person wants to go out and fish on a boat people need money... if you want to go out fishing every once in a while or go swimming with the kids, they need to buy more things. (AtkinsRéalís Canada Inc., 2022).

Even to go out on the land, you have to spend money... I support my son and daughter if they want to go out into the Bush... It costs several hundred dollars to a thousand dollars to send out kids for experience... Even if a person wants to go out and fish on a boat people need money... they need to buy more things (AtkinsRéalís Canada Inc., 2022).

Data for the costs of recreational items, such as fuel or snowmobiles, in Webequie First Nation are not available. These purchases may take place in other locations.



"[P]eople need the right equipment to travel for activities on the land... which is a substantial cost to bear in addition to their other expenses... [and can] have disproportionate [e]ffects on Webequie youth, you must often rely on others (Webequie First Nation Interview for the WSR Project).

There is a high potential of occurrence that employment income will increase the number of recreational activities or users and will be carried forward for further assessment. See **Section 16.3.3.2.2** for potential effects of construction on recreation activities or users for Marten Falls First Nation, as their potential employment positions were summarized with other LSA communities in Section 15 Economic Environment).

16.3.3.1.3 Construction of WSR → Employment and Expenditure → Potential Increase to Employment Income → Potential Increase in Number of Recreation Activities or Users → Potential Reduction in Fish Resources

Road Use (Operations Phase) → Operations, Maintenance and Repair of Road → Employment and Expenditure → Potential Increase in Employment Income → Potential Increase in Number of Recreation Activities or Users → Potential Reduction in Fish Resources

As summarized in **Section 16.3.3.1.2**, WSR construction and maintenance work during the construction and operations phases will be required. This potential access to employment opportunities and increase in income may be used by workers for recreational activities, equipment and supplies. This increased number of workers may use their off-work hours or days for recreational activities, such as fishing, in the traditional territory of Webequie First Nation or the AIPs of Webequie and/or Marten Falls. Webequie community members are concerned about the potential for outsiders' access and their potential effect on fishing. Overfishing due to greater access, resulting in a decline of animal species was also identified in the Marten Falls First Nation IKLRU (Suslop Inc., 2024). They also identified that greater access may also result in interpersonal conflicts with outsiders. Non-Indigenous workers would be required to follow provincial fishing regulations to hold a license, abide by seasonal dates, catch and size limits and other requirements.

Potential increase in fishing from construction crews were assessed as having negligible significance during the construction phase and low significance in the operations phase in Section 10 Fish and Fish Habitat of the EAR/IS (Section 10.6.2.5 Change in Public Access to Fish Habitat). The effect of the Project on Reduction to Fish and Fish Habitat is assessed to have negligible potential of occurrence and will not be carried forward for further assessment.

16.3.3.1.4 Construction of Waterbody Crossings → Temporary Dewatering → Change to Waterbodies → Potential Reduction to Availability of Fish Resources

The installation of structures at of waterbody crossings could affect the quantity/flow of surface water, and the availability of fish.

The Project's predicted net effects on surface water quality and quantity after mitigation measures are applied is not considered to result in a significant adverse effect, as discussed in Section 7 (Assessment of Effects of Surface Water) of the EAR/IS. The timing of construction activities is proposed to occur during "low-flow conditions and outside the restricted activity period to minimize impact on fish habitat" (Section 7.6.1). The net effects to fish and fish habitat were determined to be not significant or negligible (refer to Section 10.6.2).

From a recreation perspective the construction of waterbody crossing structures may temporarily require restriction on fishing in the immediate construction work zone for safety. Waterbody crossings have been designed to minimize and restore fish habitat and during operation phase there are no predicted significant changes to the availability of fish for recreational purposes in the LSA.

There may be a negative perception the Project's effects to reduce fish availability and therefore further engagement may be beneficial to inform local Indigenous community members on potential effects, proposed mitigation, and monitoring plans to protect fish and fish habitat. Fishing is an important activity to pass down cultural and traditional knowledge, provide food security or options, connect to the lands for well-being, and as part of monitoring and managing resources for stewardship purposes. There is a



negligible potential of occurrence that waterbody crossings will reduce the availability of fish. This effect will be carried forward for further assessment.

16.3.3.1.5 Construction of Waterbody Crossings → Temporary Dewatering → Change to Waterbodies → Potential Reduction to Waterway Access and Navigation

Water is an important Indigenous connection for Mino-Bimaadiziwin (the good life) and waterways across the Webequie First Nation traditional territory are the ancient ancestral travel routes for traditional, social and cultural purposes. This is reflected in existing documents Webequie has produced to understand the effects, needs and concerns, and connections to other communities. The Webequie IKLRU has provided information on travel routes and portage locations, of which approximately 14 waterway travel routes overlap with the WSR.

One trail and one access route were also included in the Marten Falls IKLRU although the access route was not identified as a water-based route. Marten Falls IKLRU members shared their concern about hindering access and use of these routes. These two routes are in the RSA.

The WSR requires the installation of 31 waterbody crossings such as culverts and bridges. These waterbody crossings will include 30 watercourses and one lake. Each waterbody crossing, the location, the proposed structure type and the length of its span or width is identified in Section 4.3.2.2 Waterbody Crossings – Bridges and Culverts. Temporary dewatering activities at waterbody crossings “is likely required during construction to keep the work area dry for the construction of structure foundations (e.g., bridges and culverts, etc.)” (Section 7.3.1 Change in Surface Water Quantity).

The design and selection of the waterbody crossings has considered constructability, remoteness, maintenance life cycle, hydrology, biophysical characteristics, and navigation. The design of waterbody crossings has also applied a minimum vertical distance from high-water level and horizontal distance to allow for the passage of boats, where waterway travel routes have been identified and considered navigable.

Where the construction of waterbody crossings may temporarily affect waterway access or navigation of boats during the construction phase, a restricted work zone will be established for safety of the recreational users from construction activities such as the dewatering or temporary flow diversion needed to install bridges or culverts.

The *Canadian Navigable Waters Act* supports and affirms the rights of First Nations under Section 35 of the *Constitution Act*, 1982 to navigate waterways for commercial or recreational purposes. Engagement with Indigenous communities and stakeholders developed a list of eight navigable waterways that intersect the WSR ROW: WB-1, WC-3, WC-8, WC-11, WC-13, WC-21, WC-26 and WC-27 as presented in **Table 16-35** (Section 4.3.2.2.2 Structural Considerations and Enhanced Drainage Design Standards for Water Crossings). These eight waterbody crossings have been intentionally designed to accommodate small vessels with a 3.0 m horizontal distance and 1.5 m vertical clearance from high and low water levels. For the remaining 23 waterbody crossings, a precautionary approach has been taken and applied the minimum navigational clearance into the design. Refer to **Figure 16.1** for the locations of waterbody crossings.



Table 16-35: List of Navigable Waterbody Crossings for WSR

	WSR Waterbody Crossing Labels
Navigable Waterbody Crossings	<ul style="list-style-type: none"> ▪ WB-1 ▪ WC-3 ▪ WC-8 ▪ WC-11 ▪ WC-13 ▪ WC-21 ▪ WC-26 ▪ WC-27

Of the 14 existing waterway travel routes that overlap with the WSR as identified by Webequie IKLRU information, eight have already been designed for navigation and six are currently under consideration to determine navigation requirements based on further engagement with Webequie First Nation community members. The six waterbody crossings that may require further engagement and design refinements to the sizing of structures include: WC-1A, WC-2, WC-2A, WC-6, WC-7 and WC-10. During the construction phase, there may be temporary disruptions to navigation at the waterways indicated in **Table 16-35**.

The ability for Webequie community members and other First Nations to navigate waterbodies in their traditional territories is culturally important, for community members to continue their social and customary practices across the lands, and to provide access to lands and resources for management and stewardship purposes, and for governments and third parties on their behalf to uphold legal and/or treaty obligations.

There is a moderate potential of occurrence that the installation of waterbody crossings will change the access to waterway use. This effect will be carried forward for further assessment.

16.3.3.1.6 Construction of WSR → Change to Lands → Potential Reduction to Land-Based Access Routes

As documented in the Webequie First Nation IKLRU Study for WSR, nine land-based travel routes overlap with the Project Footprint. Construction of the WSR may temporarily affect the use of these nine routes due to vegetation clearing, earth grading and other activities.

As identified in **Section 16.3.3.2.5**, the Marten Falls IKLRU identified one trail and one access route which was not identified as a land or water-based route. These two routes are in the RSA with the trail also potentially extending near the eastern terminus of the WSR. The trail has been used for hundreds of years, most recently for a community member visit to family in Attawapiskat.

The proponent’s contractor will establish a work zone with fencing, which would impede access on these routes, and will determine potential accommodation through the work zone to minimize this adverse effect. Similar **Section 16.3.3.1.5**, the ability for Webequie community members and other First Nations to access and travel the traditional territories is culturally important for social and customary practices, managing lands and resources for stewardship purposes, and for their legal and/or treaty obligations to be upheld by governments and third parties. There is a high potential of occurrence for the Project’s construction activities to reduce the number of land-based travel routes during the construction phase. This effect is carried forward for further assessment.

16.3.3.1.7 Road Use (Operations Phase) → Change to Lands → Potential Reduction to Land-Based Access Routes

There are no recreational or pedestrian design features in the preliminary design for the WSR to accommodate land-based travel routes for recreational purposes such as hiking, walking, nature viewing activities. About a third of all socio-economic survey respondents indicated concern about the WSR for pedestrian safety, lack of stop or street signs, enforcement of speed limits, collisions with wildlife, and lack of streetlights. Continuous street illumination or lighting is not proposed for the WSR due to the low traffic volumes and practical concerns regarding a stable power source. (Section 4.3.1.6).

The historical travel route used by Marten Falls First Nation shown in their IKLRU, may be affected during the operations phase of the Project. This trail extends from the eastern terminus of the WSR, and has been used for hundreds of years, most recently for a community member visit to family in Attawapiskat.

As a continuation of the effects of construction on nine land-based travel routes identified in **Section 16.3.3.1.6**, the use of the road during the operations phase will continue to adversely affect these routes. Access and the ability to travel the traditional territory is important for Webequie community members to carry out their social and customary practices, manage lands and resources for stewardship purposes, which also includes meeting legal and/or treaty obligations by governments and third parties. There is high potential of occurrence that the operations phase will adversely affect the nine land-based travel routes and is carried forward for further assessment.

16.3.3.1.8 Road Use (Operations Phase) → Change in Access to Traditional Territory → Potential Increase in Number of Tourism Activities or Users

During the operations phase the WSR has the potential to facilitate traffic access for tourists as the territory around Webequie First Nation offers excellent conditions for hunting. Tourism operators are primarily located in the RSA with one operator close to the LSA. Existing access to these tourism locations are by air or by boat. Showcasing Indigenous culture and traditional practices through tourism is an opportunity for economic development that respects Webequie First Nation's traditional values. No recent economic development or tourism plan is available for the territory around Webequie First Nation.

Tourism is included as a planning subject in the CBLUP Terms of Reference for Marten Falls, to identify opportunities, recommend preferred activities, promote dialogue with operators to build mutual understanding and respect, and recommend land use zoning to support these endeavours.

Tourists will be required to access locations of existing tourism operators primarily located in the RSA and one near the LSA by plane or boat, as the WSR will not be provide direct access by vehicle. A potential increase in the number of tourists to the operator close to the LSA would require permission of the tour operator including permission to use the road should there be restrictions to "outsiders."

There may be the potential for the WSR to provide indirect access to tourism locations should other transportation be constructed.

The effect of road use on the potential increase in the number of tourism activities or users has a negligible potential of occurrence and will not be carried forward for further assessment.



16.3.3.1.9 Road Use (Operations Phase) → Change in Access to Traditional Territory → Potential Increase in Number of Tourism Activities or Users → Potential Decrease in Availability of Wildlife Resources

Webequie community members have identified their concern with the WSR that could enable “outsiders” access to the community, which may increase the number of tourists or tourist activities such as hunting. The territory around Webequie offers excellent conditions for hunting. An increase in hunting activities or users (tourists) in the territory could lead to a decrease in the availability of wildlife resources, of which the community relies on for their way of life.

In their IKLRU, Marten Falls First Nation participants indicated tourism as an economic development opportunity as a positive benefit related to the WSR. However, overhunting was attributed to heightened tourism or poaching, with a community member recounting issues with poachers, a negative consequence to development and that efforts should be made to minimize these effects.

The effect of the Project on tourism activities and users is summarized in **Section 16.3.3.1.8**. The WSR will not provide direct access to the locations of existing tourism operators. In addition, there are different provincial regulations for non-Indigenous people from Ontario, Canada, and international countries, to hunt on Crown land. These regulations include quotas, tagging and reporting. Non-Indigenous people who hunt on Crown land are required to follow provincial regulations, whether they are hunting with or without an Indigenous tourism operator. “Indigenous communities have constitutionally protected rights to hunt in Ontario... which are fundamentally different than the privileges given to licensed hunters” (Government of Ontario, 2025b).

Potential effects from increased public access to moose, furbearers, and birds (waterfowl) during the operations phase of the Project are discussed in detail in Section 12 of the EAR/IS (Assessment on Effects to Wildlife and Wildlife Habitat).

Road access to one tourism operation (i.e., lodge) in the LSA may potentially provide transportation access for tourists to the tourism operation that is located within Webequie First Nation reserve lands. A potential increase in the number of non-Indigenous visitors to this lodge would require permission to access. However, the potential decrease in available wildlife resources as a result of the potential increase in tourists to the lodge, is assessed to have a negligible potential for occurrence as non-Indigenous visitors are required to follow Ontario hunting regulations. This effect is not carried forward for further assessment.

16.3.3.2 Regional Study Area

16.3.3.2.1 Construction of WSR → Change to Lands → Potential Decrease in Number and Location of Recreational Activities

Getting out onto the land to cultivate a strong sense of connection with it is an essential practice to the identity, customs, culture, and values of First Nations communities in the RSA.

CBLUP Terms of Reference for First Nations communities in the RSA identify the theme of recreation to be included in their CBLUP plans. Further development of their CBLUPs will identify areas within their Area of Interest in Planning (AIP) used for recreation could be beneficial and included in this effect pathway, if this information becomes available during the EA/IA process.



The construction of the WSR will overlap with the Weenusk First Nation, and the planning area under the independent CBLUP for Attawapiskat First Nation. **Table 16-29** shows the amounts of Weenusk AIP and Attawapiskat's planning area that overlap with the Project Footprint. Less than 0.01% of the WSR Project Footprint overlaps with Attawapiskat's planning area, and none of the Project Footprint overlaps with Weenusk AIP. No recreational infrastructure was indicated in the Weenusk IKLRU.

There is a negligible potential of occurrence that the WSR construction will decrease the number and location of recreational activities in the AIPs of Marten Falls and Weenusk and Attawapiskat's planning area. This effect is not carried forward for further assessment.

16.3.3.2.2 Construction of WSR → Employment and Expenditure → Potential Increase to Employment Income → Potential Increase in Number of Recreation Activities or Users

Road Use (Operations Phase) → Transportation Access to Employment Opportunities → Potential Increase in Employment Income → Potential Increase in Number of Recreation Activities or Users

Road Use (Operations Phase) → Operations, Maintenance and Repair of Road → Employment and Expenditure → Potential Increase in Employment Income → Potential Increase in Number of Recreation Activities or Users

Road construction will provide employment opportunities and income for Indigenous and non-Indigenous peoples in the RSA. About 124 direct full-time employment positions expected to earn an average of \$187,460, with 47 induced positions expected to earn an average of \$58,464 for community members in other LSA communities. For community members in the RSA, Project employment and expenditures estimate 181 on-site and 85 off-site direct full-time positions expected to earn an average of \$183,824, with 160 indirect positions expected to earn an average of \$67,380 and 121 induced positions expected to earn an average of \$59,985 (Section 15.3.1.2 LSA: Other Communities and Section 15.3.1.3 Regional Study Area).

Road use will also require Project employment and expenditures during the operations phase to maintain the road and make repairs. Approximately 13 direct and three induced positions are expected to earn an average of \$85,883 and \$119,086 for workers from other LSA communities, and 1.1 indirect and 0.2 induced positions that may earn \$72,198 and \$12,524 respectively in RSA communities (Section 15.3.1.2 LSA: Other Communities and Section 15.3.1.3 Regional Study Area).

The WSR will also provide transportation access to other sources of employment income opportunities in the Ring of Fire area. These opportunities and potential benefits may be reflected in agreements between First Nations and mineral development and exploration companies. Kasabonika Lake First Nation has signed an exploration agreement with Juno (Globe Newswire, 2024). These agreements are confidential and may include terms for employment, community economic development. The Canadian CEO of Wyloo has reported to aim "for a workforce composed of at least 40 per cent Indigenous employees and plans to award millions of dollars of contracts to local, Indigenous-owned businesses willing to collaborate" (Allan, 2024). No further information on the potential number of job positions or employment income ranges for specific First Nations communities in the RSA are available or known at this time, although additional employment income is expected to result in a potential negligible increase in the number of recreation or tourism activities and users.



This potential increase in employment income from Project related employment during the construction and operations phases, along with the potential economic benefits to First Nations communities in the RSA from the development of the Ring of Fire area, could be used to cover the high costs required to go out onto the land and participate in recreation activities.

Recreational costs were included within the broader socio-economic theme around the high cost of living in remote First Nations communities. A community member in Peawanuck cited high gas prices as an obstacle to accessing the land (MNP LLP, n.d.). With the anticipated workforce schedule two weeks on (working) and one week off (not working), the workforce may consider the opportunity for time off work for recreational activities as their employment income can be spent to cover the expenses for recreation. The direct, induced and indirect employment opportunities during the construction phase are notable opportunities to raise the existing income or income brackets, in First Nations located in the RSA.



Access and the ability to travel the traditional territory is important for First Nations in the RSA to carry out their social and customary practices, manage lands and resources for stewardship purposes, which also includes meeting legal and/or treaty obligations by governments and third parties.

There is a high potential of occurrence and Project related employment income will increase the number of recreational activities or users, which will be carried forward for further assessment.

16.3.3.2.3 Construction of WSR → Employment and Expenditure → Potential Increase to Employment Income → Potential Increase in Number of Recreation Activities or Users → Potential Reduction in Fish Resources

Road Use (Operations Phase) → Operations, Maintenance and Repair of Road → Employment and Expenditure → Potential Increase in Employment Income → Potential Increase in Number of Recreation Activities or Users → Potential Reduction in Fish Resources

As summarized in **Section 16.3.3.2.2**, WSR construction and maintenance work during the construction and operations phases will be required. This potential access to employment opportunities and increase in income may be used by workers for recreational activities, equipment and supplies. This increased number of workers may use their off-work hours or days for recreational activities, such as fishing, in the traditional territory. Community members in LSA and RSA First Nations are concerned about the potential for outsiders' access and their potential effect on fishing. Non-Indigenous workers would be required to follow provincial fishing regulations to hold a license, abide by seasonal dates, catch and size limits and other requirements.

Potential increase in fishing from construction crews were assessed as having negligible significance during the construction phase and low significance in the operations phase in Section 10 Fish and Fish Habitat of the EA/IS (Section 10.6.2.5 Change in Public Access to Fish Habitat). The effect of the Project on potential reduction to fish resources is assessed to have negligible potential of occurrence and will not be carried forward for further assessment.

16.3.3.2.4 Construction of Waterbody Crossings → Temporary Dewatering → Change to Waterbodies → Potential Reduction to Availability of Fish Resources

Waterbody crossings may require temporary dewatering areas to construct the foundation of structures such as culverts and bridges. This change to waterbodies may have an effect on the availability of fish. The net effects to fish and fish habitat were determined to be not significant or negligible (refer to Section 10.6.2) and the predicted net effects on surface water were determined to have no significant adverse



effect (refer to Section 7.6.1). Similar to **Section 16.3.3.1.4**, there may be a negative perception that the Project will reduce fish availability which may require further engagement to inform local Indigenous community members on potential effects, proposed mitigation and monitoring plans to protect fish and fish habitat. For instance, the timing of construction activities would be during “low flow conditions and outside the restricted activity period to minimize impact on fish habitat” (Section 7.6.1 Water Quantity).

There is a low potential of occurrence that the perception of waterbody crossings will reduce the availability of fish. Fishing is an important activity to pass down cultural and traditional knowledge, provide food security or options, connect to the lands for well-being, and as part of monitoring and managing resources for stewardship purposes. This effect will be carried forward for further assessment.

16.3.3.2.5 Construction of Waterbody Crossings → Temporary Dewatering → Change to Waterbodies → Potential Reduction to Waterway Access and Navigation

There are several waterways and tributaries across the RSA that are ancestral travel routes used by communities for traditional, social and cultural purposes. “The water systems influence and support Weenuski Inninowuk ability to travel throughout their traditional territory and connect with culturally significant sites and areas... the waters in Weenusk’s traditional areas are a primary aspect that supports Weenusk way of life” (MNP LLP, n.d.). The Weenusk IKLRU included a map of transportation areas which overlap with WC-1B, WC-1A and WB-1 waterbody crossings. The potential repercussions that affect communities downstream of the Project was shared by the Weenusk IKLRU community (refer to **Figure 16.1** for the locations of waterbody crossings).

The WSR requires the installation of 31 waterbody crossings structures. The design and selection of waterbody crossings have considered constructability, remoteness, maintenance life cycle, hydrology, biophysical characteristics, and navigation. The design of waterbody crossings has also applied a minimum vertical distance from high-water level and horizontal distance to allow for the passage of boats, where waterway travel routes have been identified and considered navigable.

Similar to **Section 16.3.3.1.5**, eight waterbody crossings were identified as navigable waterways based on engagement with Indigenous communities and stakeholders (**Table 16-35**). The navigation of waterways for recreational or commercial purposes is protected by the *Canadian Navigable Waters Act* which supports and affirms the rights of First Nations under Section 35 of the *Constitution Act, 1982*. These eight waterbody crossings have been intentionally designed to accommodate small vessels with a 3.0 m horizontal width and 1.5 m vertical clearance from high and low water levels. For the remaining 23 waterbody crossings, a precautionary approach has been taken and applied the minimum navigational clearance into the design. The three waterbody crossings that overlap with the transportation area in Weenusk IKLRU includes one navigable crossing, WB-1 (Winisk Lake). The remaining two crossings are 1.3 m width/span which may be too narrow for watercraft but does not exclude personal watercraft (Table 4-2 Waterbody Crossings and Proposed Structure Type for the WSR).

Dewatering the area at waterbody crossings “is likely required during construction to keep the work area dry for the construction of structure foundations (e.g., bridges and culverts, etc.)” (Section 7.3.1 Change in Surface Water Quantity). However, WB-1 will be a large six-span bridge (total spanning length of 253.5 m and a vertical clearance of 3 m) and construction activities are not anticipated to substantially interfere with the navigation of watercraft, or change access to waterbody, during the construction phase.





Engagement with Weenusk First Nation to determine the magnitude of waterbody crossing activities on their use of waterbodies in the Project Footprint and to coordinate options for implementation that avoid or minimize adverse effects is proposed.

The ability for First Nations community members to navigate waterbodies in their traditional territories is culturally important, for community members to continue their social and customary practices across the lands, and to provide access to lands and resources for management and stewardship purposes, and for governments and third parties on their behalf to uphold legal and/or treaty obligations.

There is a low potential of occurrence that the installation of waterbody crossings will change the access to waterway use. This effect will be carried forward for further assessment.

16.3.3.2.6 Construction of WSR → Change to Lands → Potential Reduction to Land-Based Access Routes

Construction activities for the Project will change land and have the potential to directly affect land-based routes and/or their use by Indigenous community members in the RSA. Land-based routes are used by Indigenous people to travel to areas for hunting, trapping, plant harvest or to spiritual and cultural areas of value. The extent and locations of land-based travel routes were shared in Weenusk IKLRU for the WSR, which included a transportation area that covered 68 ha of the Project Footprint, 3,481 ha of the LSA and 143,543 ha of the RSA. The 68 ha portion of transportation area in the Project Footprint may include land-based routes that cross the broad geography of the Project's RSA and is limited to the IKLRU information received from Weenusk First Nation and Marten Falls First Nation.

This potential land-based travel routes in the 68 ha portion of the Weenusk transportation area may be affected by WSR construction activities summarized in **Section 16.3.3.1.6**. There is a high potential of occurrence for the Project's construction activities to reduce the number of land-based travel routes during the construction phase. Similar to **Section 16.3.3.1.6**, the ability for First Nations community members to access and travel through their traditional territories has cultural importance for social and customary practices, managing lands and resources for stewardship purposes, and for their legal and/or treaty obligations to be upheld by governments and third parties. This effect is carried forward for further assessment.

16.3.3.2.7 Road Use (Operations Phase) → Change to Lands → Potential Reduction to Land-Based Access Routes

The transportation area used by Weenusk First Nation shown in their IKLRU, may be affected during the operations phase of the Project. There are no recreational or pedestrian design features to accommodate land-based travel routes that intersect with the WSR. Road use will continue to adversely affect these travel areas. The ability to access and travel traditional territories is important for First Nations community members to carry out their social and customary practices, manage lands and resources for stewardship purposes, and to meet legal and/or treaty obligations by governments and third parties. There is a high potential of occurrence that this phase will reduce the land-based access routes for Weenusk First Nation. This effect is carried forward for further assessment.



16.3.3.2.8 Road Use (Operations Phase) → Change in Access to Traditional Territory → Potential Increase in Number of Tourism Activities or Users

As summarized in **Section 16.3.3.1.8**, road use during operations will not provide direct access to tourism operators in the LSA or RSA. Access to existing tourism operations will continue to require boat or plane and the permission from the operator. Tourism is included as a land use principle in the independent Terms of Reference for Attawapiskat First Nation which overlaps with less than 0.01% of Project Footprint (refer to **Section 16.3.3.2.1**) (Neegan Naymowan Stantec LP., 2015).

The effect of road use on the potential increase in the number of tourism activities or users has a negligible potential of occurrence and will not be carried forward for further assessment.

16.3.3.2.9 Road Use (Operations Phase) → Change in Access to Traditional Territory → Potential Increase in Number of Tourism Activities or Users → Potential Decrease in Availability of Wildlife Resources

In **Section 16.3.3.1.9**, road use may provide access into the traditional territories in the RSA for potential tourists to participate in hunting activities. An increased in tourists that hunt, may have an effect that could decrease the availability of wildlife resources. The Project Footprint overlaps with the Attawapiskat planning area, which includes tourism (**Table 16-29** and **Section 16.2.2.5.2**).

There are four tourism outposts that are in the RSA. These outposts are remote and accessible only by float plane. While the WSR will not provide direct access to these locations, there may be a perception amongst First Nations communities in the RSA that during the operations phase, road use could be used by outsiders (tourists) to access the traditional territories used for hunting, which would reduce the availability of wildlife species. Provincial regulations for non-Indigenous people from Ontario, Canada and international countries, to hunt on Crown land include quotas, tagging and reporting, whether they are hunting with or without an Indigenous tourism operator. “Indigenous communities have constitutionally protected rights to hunt in Ontario... which are fundamentally different than the privileges given to licensed hunters” (Government of Ontario, 2025b).

The Weenusk IKLRU indicated concerns for over-harvesting of wildlife resources due to potential increased access from non-Weenusk harvesters. Sharing the harvest within the community reinforces the importance of connection with each other. A high proportion of their diet is from traditional foods, and a decline in wildlife resources that they harvest, may increase their reliance on store-bought food, which is expensive. Living of the land is integral to Weenuski Inninowuk identity. From the Marten Falls IKLRU, this community continues to work through the challenges of past trauma to return to their cultural practices of living off the land. Some community members have identified poaching and negative experiences, “friction” with outsiders, as an “influx of new people coming in, I think it’s gonna be – I think that’s what people are fearful of ... and I hear that [from] the community” (Suslop Inc, 2024).

Potential effects from increased public access to wildlife during the operations phase are discussed in detail in Section 12 of the EAR/IS (Assessment on Effects to Wildlife and Wildlife Habitat).

For the purposes of tourism, tourists who hunt in the traditional territories and potentially decrease availability of wildlife resources, would need to access these outposts by plane. WSR road use does not provide a transportation connection to these outposts, which is assessed to have no potential for occurrence. This effect is not carried forward for further assessment.



16.3.4 Change to Transportation

The potential effects of the Project on Transportation considers the following indicators:

- Road transportation:
 - Change in traffic volume (autos, trucks) on existing road connection (winter) to provincial road network;
 - Change in opportunities for travel and road use (refer to **Section 16.3.3**); and
- Air transportation:
 - Demand for air and shipping services.

16.3.4.1 Local Study Area

16.3.4.1.1 Mobilization of Equipment and Supplies → Use of Delivery and Construction Vehicles → Potential Increase in Traffic Volumes on Existing Roads (including Winter Roads and Provincial Highway Network)

Employment and Expenditure → Use of Existing Roads to Access WSR Construction Site → Potential Increase in Traffic Volumes on Existing Roads (including Winter Roads and Provincial Highway Network)

During the construction phase, materials and equipment to construct the road and supportive infrastructure, will need to be transported by land to the community of Webequie. This activity will increase traffic on existing routes such as the Webequie Winter Road Corridor (**Figure 16.18**) and local highways (e.g., Highway 599). The mobilization activities may include deliveries of construction equipment and supplies to Webequie Airport which would need to be transported from the airport to the construction camps. This activity will increase traffic on existing roads in Webequie First Nation. In addition, approximately 10 direct employment positions are anticipated to be filled by Webequie First Nation community members. These community members may use local roads in Webequie First Nation to access the WSR construction site over the 5-year construction period.

The mobilization of construction equipment and supplies to the Project, will “us[e] the winter road located approximately 100 km northeast of the Town of Pickle Lake off Highway 808 (NORT Road) to the community of Webequie and/or delivery using air transport to the airport located in Webequie” (Section 4.4.2 Construction Phase Activities). The estimated number of aircrafts to transport materials and equipment is 52 flights for the first winter construction season and 26 flights for each winter and summer season in the following years (Sigfusson Northern, 2023). Materials and equipment required for the construction phase will be confirmed during the Detail Design phase for the Project and is expected to include the transportation requirements for deliveries by highway and Winter Road, and by air.

In 2018, areas of Highway 599 were reconstructed. Improvements such as repairs to “culverts, guard rail technology and the restoration of 100 km of road in environmentally sensitive areas... will allow safer and more reliable access to the ice roads” (Colliers, 2025). **Table 16-23** shows that the number of annual average of daily traffic (AADT) on Highway 599 has decreased from the 1990s to 2010s from 392 to 294 vehicles. The most recent traffic data on Highway 599 for 2021 shows that an AADT of 235 (MTO, 2021). Traffic on the Webequie Winter Road corridor has a ramp-up near the end of the Winter Road season and sees a daily range of 0 to 70 vehicles and a weekly range of 80-350 vehicles (**Section 16.2.2.7.1**). The National Research Council of Canada rates the Webequie Winter Road corridor as extremely vulnerable to climate change (Zhang et al., 2024). In 2014, the roads in Webequie were reported to be in



overall “fair condition” although there were sections that showed “signs of distress and failure that will require more than routine maintenance to correct” (AECOM, 2014). A 2023 asset condition report indicated that the state of the roads in Webequie First Nation were in “fair” condition with a 10 to 36 year estimated life expectancy (Saulteaux Engineering, 2023). Traffic data for roads in Webequie is unavailable.



While the community road conditions in Webequie First Nation reserve are in fair condition, the Webequie Winter Road System have been identified as extremely vulnerable to climate change.

Elders in Webequie noted that all surrounding communities are connected or related, some of which had winter roads connecting to Webequie, such as Neskantaga (AtkinsRéalisis, 2022a).

The Winter Road to Marten Falls First Nation does not have traffic counts and its road was considered to be “resilient (2050+)” to climate change. The Project does not anticipate using the Winter Road to Marten Falls First Nation for construction purposes.

During the construction phase the increased use of the winter road and highways to transport construction equipment and materials may have impacts on Webequie First Nation and other First Nations. Individuals that use winter roads may take longer to access services and deliver goods or may use air shipping to avoid delays and uncertainty or reduce their own use of the winter roads to avoid traffic congestion delays or avoid the potential increased risk for accidents. Roads within the Webequie First Nation community, and the winter roads to Nibinamik and Neskantaga First Nations, may also experience higher traffic volume due to transportation of workers, equipment, materials, and supplies to the construction camps. Most of Webequie First Nation members do not have driver’s licenses.

The potential for this occurrence is high and will be carried forward for further assessment.

16.3.4.1.2 Road Use (Operations Phase) → Transportation Access to Employment Opportunities → Potential Increase in Employment Income → Potential Increase in Traffic Volumes on Existing Roads (including Winter Roads and Provincial Highway Network)

Road Use (Operations Phase) → Operations, Maintenance and Repair of Road → Employment and Expenditure → Potential Increase in Employment Income → Potential Increase in Traffic Volumes on Existing Roads (including Winter Roads and Provincial Highway Network)

Road Use (Operations Phase) → Operations, Maintenance and Repair of Road → Use of Delivery and Construction Vehicles → Potential Increase in Traffic Volumes on Existing Roads (including Winter Roads and Provincial Highway Network)

Traffic during the operations phase will be comprised primarily of light to medium personal and commercial vehicles, and heavier trucks carrying industrial (mining) supplies and equipment. An average annual daily traffic volume of less than 500 vehicles has been projected for the WSR. Roads in the community of Webequie are gravel and were constructed in the 1990s, and are in fair condition though there are sections that require more than routine maintenance and repair. A 2023 asset condition report indicated that the state of the roads in Webequie First Nation were in “fair” condition with a 10 to 36 year estimated life expectancy (Saulteaux Engineering, 2023). The 2021 socio-economic community survey showed that 49% of Webequie First Nation respondents have regular access to a vehicle and 44% having a valid driver’s license. Of those who do not have a driver’s license, 79% plan on getting one.



About half of the respondents in the socio-economic survey indicated they had safety concerns related to the WSR and future mining developments. The safety of youth, women, Elders and road safety were all similarly indicated at 25% and of those who responded 'yes' to safety concerns:

- 54% were concerned about drinking and driving;
- 42% were concerned about pedestrian safety;
- 42% were concerned about enforcement of speed limits; and
- 33% were concerned about lack of streetlights or not enough lighting and lack of stop signs.

The WSR will provide a year-round transportation route that may complement the winter roads, and which may connect to the broader provincial highway network should other proposed roads (i.e., Northern Road Link and Marten Falls Community Access Road) be constructed. Once the road is operational, communities will have an additional or convenient mode of year-round transportation that will connect to employment opportunities in the Ring of Fire area. Project-related employment to maintain and repair the WSR may also increase employment income. A potential increase in employment income can be used to afford more vehicles and fuel. In addition, traffic may increase if other roads allow for connection to highway network as travel between First Nations communities is common. Deliveries of supplies to maintain and repair the WSR may also use the Webequie Winter Road corridor and provincial highway network as well. Workers required for the operations and repair of the WSR may also use the winter roads to access the job site.

These changes may result in an increase in traffic on the Webequie Winter Road corridor and the provincial highway network. This may also increase issues of safety, which is a concern for community members in Webequie. Road use will not affect Marten Falls First Nation.

There is a high potential of occurrence that the operations phase will increase traffic on existing roads. This effect will be carried forward for further assessment.

16.3.4.1.3 Mobilization of Equipment and Supplies → Increased Use of Air Transportation → Potential Increase in Demand for Air Transportation Services

Employment and Expenditure → Increased Use of Air Transportation → Potential Increase in Demand for Air Transportation Services

During the construction phase, air transportation will be used to move and deliver supplies, workers, and equipment. The Webequie airport (which is currently planned for redevelopment), will see an increase in demand for air transportation. Helicopters will also be used to fly in workers from the airport to construction camps.

The estimated number of aircrafts during construction phase is as follows: 52 flights in first winter, and 26 flights for each winter and summer in following years (Sigfusson Northern, 2023). In 2007 and 2008, the Webequie airport handled around 6,400 and 6,200 passenger flights respectively, which was similar to the passenger volumes at Charlottetown, P.E.I., Abbotsford, B.C., and Kamloops, B.C. (Statistics Canada, 2008). In 2007, 34 cargo flights were recorded and in 2008 there were no cargo flights. Unofficial flight tracking shows between one and seven flights a day at Webequie airport (FlightAware, n.d.). Typical aircrafts that serve Webequie airport carry six to 50 passengers (IBI and Hemson, 2016b).

Webequie First Nation currently relies on its only airport for delivery of goods and services (e.g., nurses and doctors) to the community. As such, during construction phase there will be an increase in air traffic that may result in potential delays or uncertainty in transportation services, and less availability of air transportation services. Operational constraints of the Webequie airport may occur during increased



seasonal use from mining and exploration companies. Due to the extremely vulnerable rating of the Webequie Winter Road corridor (Zhang et al., 2024), which also provides an essential service for the delivery of goods and service to Webequie, any closures or shortening Winter Road season, may mean that community members may need to use air shipping. In addition to potential capacity issues to manage at the Webequie airport, other general issues at remote airports in Ontario may be applicable and include the following (IBI and Hemson, 2016b):

- Aging airports as facilities were built in the 1980s and need capital and strategic or long-term planning;
- Additional automated weather observation systems needed to enhance airport safety;
- Additional airport staffing, as they “heavily rely on the services of a single foreperson... [with] assistant foreperson... during the busier winter operating season [except] from May to August”;
- Extended airport service hours, especially for “numerous after-hours medevac trips”;
- Passenger and carrier waiting facilities that are “suitably sized”; and
- Aircraft and navigation technical systems, lack of consolidated facilities and services for de-icing and fuel storage, access to airports and contamination that needs clean up.

The number of cargo arrivals to Webequie airport due to the Project’s transport and mobilization activities will increase during the construction phase. Materials and equipment required for the construction phase will be confirmed during the Detail Design phase for the Project and is expected to include the transportation requirements for deliveries by highway and Winter Road, and by air. The selected contractor will determine an optimized schedule for deliveries by air. When workers from other communities in the LSA and RSA are anticipated to have between 52 and 111 direct full-time employees per construction year who may be on a 14-days in and 7-days out fly-in/fly-out work schedule (Section 4.5.1 Construction Workforce). Consequently, these workers may potentially use the Webequie airport upwards of two or three times a month which may increase demand for air service providers, who may in turn increase service frequency or use larger aircraft.

Overall, for Webequie First Nation, a remote fly-in/fly-out community, the existing transportation modes and networks has a high importance as it provides access to healthcare, education and employment that are not available in the community, as well as broader social and cultural practices with other adjacent First Nations.

The airport at Marten Falls First Nation will not be used for the Project’s construction and mobilization activities. Community members are anticipated to be employed through the Project, identified in Section 15.3.1.2 Local Study Area Other Communities, and may include air services as their shifts may be 14-days in and 7-days out. However, the number of community members potentially employed through the Project is unknown.

The potential for the Project’s mobilization and travel by WSR employees and workers, may have an effect of increasing the demand for air transportation services over the construction phase is high and will be carried forward for further assessment.

16.3.4.1.4 Operation, Maintenance and Repair of Road → Increased Use of Air Transportation → Increased Demand for Air Transportation Services

The maintenance and repair work activities for the WSR will be similar to the materials and supplies used in the construction phase. The delivery of equipment and supplies may use the winter road system but also be delivered by air to Webequie airport as it offers year-round service. Deliveries of materials and equipment for the operations phase of the WSR may increase demand for air transportation services at



Webequie airport. However, the demand for air services during the operations phase is anticipated to be significantly less than the construction phase as it would have less volume of materials and not involve the transport of workers in the RSA communities.

As Webequie First Nation is a remote fly-in/fly-out community, the importance of access to air transportation services is crucial because it provides year-round access for community members for healthcare, education and employment that are not available in the community.

The potential for this occurrence is assessed to be low and will be carried forward for further assessment.

16.3.4.2 Regional Study Area

16.3.4.2.1 Mobilization of Equipment and Supplies → Use of Delivery and Construction Vehicles → Potential Increase in Traffic Volumes on Existing Roads (including Winter Roads and Provincial Highway Network)

The effect of mobilization and transport of equipment and supplies to Webequie is summarized in **Section 16.3.4.1.1**. Deliveries will use the provincial highway network (e.g., Highway 599), the Webequie Winter Road corridor and local roads. The transport of materials and supplies delivered to the airport will also use local roads to be transported to construction camps and laydown areas. Helicopters will be used to fly in workers from the airport to construction camps. Materials and equipment required for the construction phase will be confirmed during the Detail Design phase for the Project and is expected to include the transportation requirements for deliveries by highway and Winter Road.

The annual average daily traffic (AADT) on Highway 599 declined from the 1990s to the 2010s from 392 to 294 vehicles respectively (refer to **Table 16-23**). The most recent traffic data on Highway 599 from 2021 shows an AADT of 235 (MTO, 2021). Traffic on the Webequie Winter Road corridor has a ramp-up near the end of the Winter Road season and sees a weekly range of 80-350 vehicles (**Section 16.2.2.7.1**). The National Research Council of Canada rates the Webequie Winter Road corridor as extremely vulnerable to climate change (Zhang et al., 2024).

During the construction phase the increased use of the winter road and highways to transport construction equipment and materials may have impacts on other First Nations that use the Webequie Winter Road corridor, which includes Nibinamik, Neskantaga and Eabametoong First Nations. Increased traffic on the Webequie Winter Road may contribute to delays and slower travel. Individuals may use air shipping to avoid delays or uncertainty or reduce the use of the winter road.

Increased traffic on the Webequie Winter Road corridor and provincial highways due to transport and mobilization has a high potential of occurrence and will be carried forward for further assessment.



16.3.4.2.2 Road Use (Operations Phase) → Transportation Access to Employment Opportunities → Potential Increase in Employment Income → Potential Increase in Traffic Volumes on Existing Roads (including Winter Roads and Provincial Highway Network)

Road Use (Operations Phase) → Operations, Maintenance and Repair of Road → Employment and Expenditure → Potential Increase in Employment Income → Potential Increase in Traffic Volumes on Existing Roads (including Winter Roads and Provincial Highway Network)

Road Use (Operations Phase) → Operations, Maintenance and Repair of Road → Use of Delivery Vehicles → Potential Increase in Traffic Volumes on Existing Roads (including Winter Roads and Provincial Highway Network)

The effect of road use and improved access to employment opportunities with potential increase in employment income is summarized in **Section 16.3.4.1.2**. Traffic during the operations phase will be comprised primarily of light to medium personal and commercial vehicles, and heavier trucks carrying industrial (mining) supplies and equipment. An average annual daily traffic volume of less than 500 vehicles has been projected for the WSR.

Deliveries of supplies to maintain and repair the WSR may also use the Webequie Winter Road corridor and provincial highway network as well.

The WSR will provide a year-round transportation route that may complement the winter roads and which may connect to the broader provincial highway network should other proposed roads (i.e., Northern Road Link and Marten Fall Community Access Road) be constructed. Once the road is operational, communities will have an additional or convenient mode of year-round transportation that will connect to employment opportunities at the Ring of Fire. Project employment to maintain and repair the WSR may also increase employment income. An increase in employment income can be used to afford more vehicles and fuel. In addition, traffic may increase if other roads allow for connection to highway network as travel between First Nations communities is common. These changes may result in an increase in traffic on the Webequie Winter Road corridor and the provincial highway network. This may also increase issues of safety, which is a concern for community members in Webequie.

There is a high potential of occurrence that the operations phase will increase traffic on existing roads. This effect will be carried forward for further assessment.

16.3.4.2.3 Transportation and Mobilization of Equipment and Supplies → Increased Use of Air Transportation → Potential Increased Demand for Air Transportation Services

Employment and Expenditure → Increased Use of Air Transportation → Potential Increased Demand for Air Transportation Services

Throughout the construction phase, it is anticipated that air transportation within First Nation communities in the RSA will occur on a regular basis, for the transportation of materials, equipment and workers to the Project work area. This may increase demand for air transportation services which may have potential undesirable effects on RSA communities, as they are fly-in/fly-out remote communities without access to all-season roads.

The delivery of equipment, materials and supplies from airports in the RSA may potentially increase if shipping and logistics determine economic benefits and savings, which may see an increase in demand for air transportation services at those airports. An airport in a major hub (possibly Thunder Bay, ON) will likely be identified during contractor selection, to deliver construction equipment, materials and mobilize workers to Webequie.



The effects of the Project on air transportation services in RSA communities (First Nations and non-Indigenous) may see a slight increase in demand from workers who are on a fly-in/fly-out schedule. However, the Project-related employment in other LSA communities is anticipated to have between 23 and 26 Full-Time Equivalent positions per year, and another 28 to 85 FTE for non-Indigenous communities in the RSA (Section 15.3.1.2 and Section 15.3.1.3). Workers may potentially use their local airports upwards of two or three times a month based on a 14 days-on and 7 days-off schedule which may have a slight increase in demand for air service providers.

The effects of the Project regarding the delivery of construction equipment, materials and supplies by air is anticipated to originate from a major airport hub (possibly Thunder Bay, ON). The Thunder Bay airport had between 1,050 and 1,342 cargo flights between 2019 and 2023 (Statistics Canada, 2025). Approximately 26 flights from the major airport hub are anticipated per construction season over the five-to-six-year construction phase with an additional 26 flights during the first construction season (Sigfusson Northern, 2023).

Overall, it is predicted that the increase in demand for air transportation services in RSA communities and outside of the RSA will be negligible. This effect will not be carried forward for further assessment.

16.3.4.2.4 Operation, Maintenance and Repair of Road → Increased Use of Air Transportation → Increased Demand for Air Transportation Services

The maintenance and repair work activities for the WSR will be similar to the materials and supplies used in the construction phase and will require deliveries to the WSR by air transportation. The delivery of equipment and supplies may use the winter road system but will also be delivered by air to Webequie airport as it offers year-round services. Deliveries of materials and equipment for the operations phase of the WSR may increase demand for air transportation services at an airport in the RSA. However, an increase in demand for air services may likely be at a small or large urban airport (possibly Thunder Bay, ON) and not a remote airport that serves First Nations communities in the RSA. During the operations phase, the volume of equipment and supplies for the operations phase is anticipated to be significantly less than the construction phase.

The potential for this occurrence is assessed to be negligible and will not be carried forward for further assessment.

16.3.5 Summary

Table 16-36 summarizes conclusions made for each of the identified potential effects by VC. Potential effects that were assessed as having low to high potential to occur were carried forward to **Section 16.4** for further assessment, including identification of appropriate mitigation and characterization of net effects. Potential effects that were assessed as having no or negligible potential to occur were not carried forward in the assessment. The conclusions are based on the following qualitative ranking categories:

- **No effect:** there is **no potential** for the effect to occur. Further assessment is not considered.
- **Negligible:** the potential effect is **unlikely to occur**. Changes to the VC are **not detectable**. No mitigation or enhancement measures are necessary. Further assessment is not considered.
- **Low:** the potential effect is **likely to occur** and changes to the VC **may be detectable** in the absence of mitigation or enhancement measures. The effect is carried forward in the assessment.
- **Moderate:** the potential effect is **likely to occur** and changes to the VC **will be evident** in the absence of mitigation or enhancement measures. The effect is carried forward in the assessment.



- **High:** the potential effect is **certain to occur** and changes to the VC **will be evident** in the absence of mitigation or enhancement measures. The effect is carried forward in the assessment.

Table 16-36: Summary and Conclusion of Potential Effects for the Non-Traditional Land and Resource Use VCs

Potential Effect	Study Area	Potential for Occurrence	Carry Forward in Assessment?
Change to land use and stewardship compatibility	LSA	Low to High	Yes
	RSA	No to Negligible	No
Change to location, number, type of commercial and industrial activities	LSA	Low to High	Yes
	RSA	No to Negligible	No
Change to the location, number, type of recreation and tourism activities or users, access for land and waterway use, and resource availability	LSA	Low to High	Yes
	RSA	Low to High	Yes
Change in traffic volume on existing roads, change in opportunities for travel and road use (road transportation), and change in demand for air and shipping services (air transportation)	LSA	Low to High	Yes
	RSA	Moderate	Yes

16.4 Mitigation and Enhancement Measures

This section describes the proposed mitigation measures to eliminate, reduce, control or offset potential adverse effects of the Project and enhance positive effects on the Non-Traditional Land and Resource Use VCs. A Webequie Community Readiness Plan (CRP) has also been developed for the Project (Appendix N). The CRP will be further developed in consultation with First Nations with the aim to confirm the findings on social, economic, and health impacts of the Project and further guide mitigation and monitoring measures, including helping Webequie First Nation and other communities' benefit from the Project's opportunities. Further related measures for potential effects on the Non-Traditional Land and Resource Use VCs will be developed in the Construction Environmental Management Plan (CEMP) for implementation during the construction phase and the Operation Environment Management Plan (OEMP).



Indigenous community members will have an active role in developing and implementing environmental management plans.

16.4.1 Changes to Land Use Planning and Stewardship

Comply with Federal Legislation and Guidance for Removal of Aggregate at ARA-4

The construction and use of ARA-4 conflicts with Section 93 of the *Indian Act*, as aggregate located on Webequie First Nation reserve will be leaving the reserve and used across the Project Footprint (refer to **Section 16.3.1.1.6**). Following Section 93 of the *Indian Act*, written permission from the Minister of Crown-Indigenous Relations and Northern Affairs Canada (or "his duly authorized representative") is required to remove natural resources, such as vegetation and aggregate, from reserves. Consent from

the First Nation (i.e., Webequie First Nation) through a permit or lease would also be required under the Guidelines for Unconsolidated Non-Metallic Substances on Reserve Land (Sand and Gravel).

Restrict WSR Access to Minimize Access/Trespass and Comply with Federal Legislation



Study participants also reported that some community members would like to see Webequie First Nation have ownership over the road to better monitor and mitigate negative impacts on the community. (Stantec, 2024).

Road use may lead to access by non-Indigenous persons into the reserve and potential conflict with trespass as identified in Section 30 of the *Indian Act* (refer to **Section 16.3.1.1.7**). The ownership and operator of the WSR has not yet been determined. **Table 16-37** lists policy instruments that may be considered in determining restrictions to road use. In addition, community members from Webequie and Marten Falls First Nations have suggested implementing tolls and Indigenous ownership of the road to “better monitor and mitigate negative impacts on the community” (Stantec, 2024). Road tolls are pending ongoing discussions and agreements between the First Nation and the province.

Table 16-37: Potential Federal and Provincial Policy Tools to Restrict Road Access

Policy Reference	Details
Public Lands Act	
Sections 4, 21.1, 47	Regulations made by Lieutenant Governor in Council: <ul style="list-style-type: none"> That are considered “necessary to carry out the provision of this Act, or to meet cases for which no provision is made by this Act” (s. 4 Power to make regulations). To “remove or restrict any common law right of passage of the public over a road defined in section 48, including over a road allowance on public lands” (S 21.1(15) Restricting common law right of passage). That “[prohibit] or [regulate] the use or occupation of or the kinds of activities carried on upon public lands” (Regulations).
Section 11	Set apart lands for different purposes: <ul style="list-style-type: none"> “[F]or any purpose that will benefit... the management, utilization and administration of, the public lands” by the Minister.
Section 12	Create a land use plan: <ul style="list-style-type: none"> That is not in an area that has a CBLUP (<i>Far North Act</i>). Requires Minister’s approval.
Section 12.3	Minister’s order for compliance with land use plan: <ul style="list-style-type: none"> To “require any person to stop an activity that, in the opinion of the Minister contravenes subsection (1) which is for consistent activities with the approved land use plan.
Section 16	Sale or Lease public lands: <ul style="list-style-type: none"> With “terms and conditions as the Minister considers proper”.
Section 20	Licence of occupation with purchase or permission to occupy lands
Section 21	Grant an easement: <ul style="list-style-type: none"> Although, “an easement does not grant exclusive possession, an easement holder cannot stop others from using the easement area for purposes which are not inconsistent with the purpose of the easement” (MNR, 2024).
Section 28	Unauthorized Occupation: The Act and policy allow MNR to act against unauthorized use or occupation of Crown lands, including unauthorized road access in the corridor.
Section 37	Grant a freehold or leasehold interest of unpatented lands or of an easement.

Policy Reference	Details
Indian Act	
Section 30, 31	Trespassing: <ul style="list-style-type: none"> ▪ A person who trespasses on a reserve is guilty of an offence and liable on summary conviction to a fine not exceeding fifty dollars or to imprisonment for a term not exceeding one month or both. ▪ The Attorney General of Canada “may exhibit an information in the Federal Court claiming on behalf of the Indian or band [who alleges others are trespassing], the relief or remedy sought.”
Section 31	Attorney General <ul style="list-style-type: none"> ▪ Seeks relief or remedy by “exhibit an information in Federal Court” when an Indian or band alleges that persons other than Indians have been trespassing.

The above-mentioned measures related road use restrictions are also recommended to be reviewed within the context of Canada’s United Nations Declaration on the *Rights of Indigenous Peoples Act* through the following Articles:

- Article 18 “right to participate in decision-making in matters which would affect their rights”;
- Article 19 “States shall consult and cooperate in good faith with the Indigenous Peoples concerned through their own representative institutions in order to obtain their free, prior and informed consent before adopting and implementing legislative or administrative measures that may affect them”;
- Article 26.1 “right to land, territories and resources which they have traditionally owned, occupied or otherwise used or acquired” and Article 26.3 “States shall give legal recognition and protection to these lands, territories and resources”;
- Article 29 “Indigenous Peoples have the right to the conservation and protection of the environment and the productive capacity of their lands or territories and resources. States shall establish and implement assistance programmes for Indigenous Peoples for such conservation and protection, without discrimination”;
- Article 32.1 “Indigenous Peoples have the right to determine and develop priorities and strategies for the development or use of their lands or territories and other resources” and Article 32.2 “States shall consult and cooperate in good faith with the Indigenous Peoples concerned through their own representative institutions in order to obtain their free and informed consent prior to the approval of any project affecting their lands or territories and other resources, particularly in connection with the development, utilization or exploitation of mineral, water or other resources”; and
- Article 37 “Indigenous Peoples have the right to the recognition, observance and enforcement of treaties, agreements and other constructive arrangements concluded with States honour and respect such treaties, agreements and other constructive arrangements.”

Webequie and Marten Falls First Nations communities have also suggested the implementation of road tolls (pending ongoing discussions and agreements between the First Nation and the province).

Encourage the Advancement of Community Based Land Use Plans for First Nations’ Shared Stewardship of Lands

Encouraging the advancement of the CBLUP with First Nations or alternative process to resolve shared stewardship of lands and related issues is recommended. Alternative processes to develop land use direction in areas shared with First Nations, may be identified through other provincial legislation or assessments, and should consider Canada’s UNDRIP.



16.4.2 Change to Commercial/Industrial Activities

Utilize Provincial Tools to Manage Increase and Decrease Mining Claims

Road construction and supportive infrastructure will reduce the number and/or area of mining claims/tenure, which is undesirable for the mining sector. Some of the supportive infrastructure, such as temporary construction camps, will be decommissioned and restored to allow the natural environment to return to baseline conditions and therefore physical access for mining activities such as exploration will be available.

However, the WSR ROW will continue to affect mining claims and land tenure into the operations phase which will impede exploration activities and mining development. The selected proponent contractor may consider coordination of exploratory mining activities during the construction phase. During the operations phase of the Project, the affected mining claims and tenure may require compensation following Section 79 of the *Mining Act*.

The EA/IA examines the effects of the Project on First Nations interests, who have different perspectives on mining within their territories. During operations phase road use may increase or indirectly facilitate the increase in mining claims and mineral exploration activities, as it provides convenient access into remote territories. Access to use the WSR, and any road restrictions on are unknown and will consider mitigation in **Section 16.4.1** Changes to Land Use Planning and Stewardship.

First Nations in the RSA have indicated they are overwhelmed by the volume of mining claims requiring community consultation, participation and technical review. Some First Nations in the RSA have initiated a notice of application with the Ontario Superior Court of Justice regarding the ease of registering and starting the mining sequence. A one-year moratorium on mining claims was also requested in early 2024 (McIntosh, 2024). The impacts of the volume of mining claims also affect First Nations ability to be stewards of their lands (Ross, 2024). Initiatives to find efficiencies or provide support required for First Nations to fully participate in the mining sequence or its administration has not been shared or publicly announced.

Methods that may be used to reduce or minimize potential increases of mining claims as result of the Project under sections of the *Mining Act* include the following:

- Section 30, which states no claim shall be registered on any land where the MTO requires land for waterpower development or highway; that is within 45 m of a cemetery or burial ground, or is located in the Far North where a CBLUP has “designated the lands for a use inconsistent with mineral exploration and development”;
- Section 31 prohibits the registration of mining claims or mineral interests or working of mines in a provincial park and conservation reserve;
- Section 34 requires 45 m buffer from the road to mining activities unless consent from the Ministry of Transportation (MTO) is provided. It is recommended to not provide consent as this places a temporary or interim approach that is feasible for construction and operations and maintenance phases. The road must be maintained by the Ministry of Transportation;
- Section 35 allows the Minister to withdraw Crown lands from staking and prospecting, which can be used to prevent new mining claims along the Project corridor and minimize potential increases in claims;
- Section 40 provides authority to the Crown to reserve lands from claims that border water, has a road (owned or maintained by MTO) for surface rights on unpatented mining claims;



- Section 80 allows the Tribunal or recorder to reduce the size of the mining claim to a sufficient size for exploration and development; and
- Section 182 (4) states that “mining rights in, on or under all common and public highways and road allowances are vested in the Crown, and may be sold, leased or otherwise disposed of under this Act.”

Some First Nations have announced that they are not opposed to the economic benefits from the mining industry and want to be involved and included in future developments. There is no mechanism in the *Mining Act* to allow for the deeper involvement of First Nations in the mining sector (Ministry of Mines, 2021).

The Canadian Minerals and Metals Plan, along with the Action Plan, and Strategy, have been recently put forward by the federal government to “to promote sustainable resource development and to build and maintain a pipeline of projects” which includes “advancing the participation of Indigenous Peoples” as one of the six strategic directions (Mines Canada, 2024). Examples include procurement and business development support to secure contracts. The environment is another strategic direction to develop “tomorrow’s low-footprint mines and responsibly manag[e] the legacy of past activities” which envisions circular economy of mine waste, enhancements to mine closure plans and “systemic climate change adaption planning” (Mines Canada, 2024b). Some highlights include:

- Accelerate efforts to develop and adopt alternative, renewable, and clean energy sources, particularly for northern, remote, and isolated communities that rely on diesel, and including the feasibility of small modular reactors (SMRs) in mining operations; and
- Collaborate to recommend best practices for reclaiming mine sites regarding ecosystem rehabilitation plans and improved financial assurance measures for new mines.

In addition to advancing the participation of Indigenous Peoples and the environment, the other four strategic directions of the Canadian Minerals and Metals Plan include communities; global leadership; science, technology and innovation; and economic development and competitiveness. Ontario is not a signatory for this plan but continues to work collaboratively with the federal government.

The past experiences of mining companies operating in northern Ontario have been “exploitive and ultimately non-beneficial to Indigenous groups” which has left communities “untrusting of development and nervous for the effectiveness of mitigation related to potential environmental contamination and pollution” (Marten Falls First Nation, 2024). Weenusk First Nation proposes working with other First Nations to develop mitigation measures and monitoring programs that are comprehensive and involve community members participation (MNP LLP, 2023).

The above-mentioned measures should also be considered in context of Canada’s *United Nations Declaration on the Rights of Indigenous Peoples Act* through the following Articles:

- Article 18 “right to participate in decision-making in matters which would affect their rights”;
- Article 19 “States shall consult and cooperate in good faith with the Indigenous Peoples concerned through their own representative institutions in order to obtain their free, prior and informed consent before adopting and implementing legislative or administrative measures that may affect them”;
- Article 26.1 “right to land, territories and resources which they have traditionally owned, occupied or otherwise used or acquired” and Article 26.3 “States shall give legal recognition and protection to these lands, territories and resources”;



- Article 29 “Indigenous Peoples have the right to the conservation and protection of the environment and the productive capacity of their lands or territories and resources. States shall establish and implement assistance programmes for Indigenous Peoples for such conservation and protection, without discrimination”;
- Article 32.1 “Indigenous Peoples have the right to determine and develop priorities and strategies for the development or use of their lands or territories and other resources” and Article 32.2 “States shall consult and cooperate in good faith with the Indigenous Peoples concerned through their own representative institutions in order to obtain their free and informed consent prior to the approval of any project affecting their lands or territories and other resources, particularly in connection with the development, utilization or exploitation of mineral, water or other resources”; and
- Article 37 “Indigenous Peoples have the right to the recognition, observance and enforcement of treaties, agreements and other constructive arrangements concluded with States honour and respect such treaties, agreements and other constructive arrangements.”

WSR road use may provide improved access to lands which may potentially increase mining claims. News outlets have reported the increase of mining claims in the Ring of Fire Area from 2022 to 2023. First Nations communities in the Ring of Fire area have shared their concerns about the ability to participate in the increasing number of mining applications, which is overwhelming. Mitigations to implement road restrictions in **Section 16.4.1** (Changes to Land Use Planning and Stewardship), may also be effective against potential increase in mining claims during the operations phase. However, the relative ease of the MLAS as a free or open entry to lands and access to the lands through air services may continue to increase or overwhelm First Nation communities’ participation in mining claims regardless of WSR road use restrictions.

The notice of application to the Superior Court of Justice on the application of the *Mining Act* which “breaches” treaty rights and UNDRIP “argues [that] Ontario’s free-entry mining system – which allows prospectors to stake, or record, claims online for a fee – doesn’t allow First Nations to be properly consulted about exploration activities on their lands. It seeks changes to the act that would ensure treaty and constitutional rights are upheld” (Law, 2024). It is unknown when the legal outcome of this application will be issued and if so, to what effect it will have on the Mining Lands Administration System (MLAS). Until then, MLAS will continue to operate and facilitate efforts to increase mining claims, to the detriment of some First Nations communities in the RSA.

First Nations Consent and Consultation for Use of Aggregates



The use of aggregate for the WSR is a concern as aggregate sites located close to the community could be used for community improvement purposes. Aggregate sourced close to the community could be used for Webequie as some community members are concerned about the effects of aggregate extraction on eskers if gravel it is sourced further away from the community (Stantec, 2024).

The construction and use of ARA-4 and ARA-2 will decrease the number and area of existing aggregate sites. These sites were reviewed for technical feasibility with First Nations engagement and review. ARA-4 is located within the Webequie First Nations reserve and the proponent’s selected contractor will comply with Section 93 of the *Indian Act* and federal guidelines in **Section 16.4.1** Changes to Land Use Planning and Stewardship. The federal guidelines require consent of the First Nation to extract aggregate from the reserve, which, if received from Webequie First Nation, will accept the reduction of aggregate.

ARA-2 is located on Crown land and the Minister “will consider whether adequate consultation with Aboriginal communities has been carried out before exercising any power under this Act relating to licenses or permits that has the potential to adversely affect established or credibly asserted Aboriginal or treaty rights” (Government of Ontario, 1990). Webequie has indicated concern that aggregate should be used for community purposes. The proponent’s contractor may consider alternative aggregate source options in consultation with First Nations and following the requirements to obtain an aggregate permit from the MNR.

Road Maintenance to Minimize Potential ARA-4 Expansion

The use of aggregate through the operations phase is required for maintenance of the WSR and remedy potholes, dents, distortions such as bumps or depressions, washboarding or rippling, and soft areas (refer to Section 4.4.3.1.4). ARA-4 will be used during the operations phase for road maintenance and may be “routinely extracted and processed” although the potential size of expansion is unknown. The following suggestions to minimize the need for aggregate include:

- Regular inspections so maintenance can address issues before they evolve into larger potholes;
- Regular maintenance of drainage to maintain a clear path for water runoff to minimize the effects of water during the freeze-thaw cycle; and
- Driver reporting system to support inspection and maintenance program (Barnes, 2024).

Progressive rehabilitation of ARA-4 includes adequate vegetation to control erosion of topsoil or overburden, adequate drainage, ensuring slopes are stable. Mitigation during the operations phase will include further consultation and consent from Webequie First Nation in accordance with federal requirements indicated above (First Nations Consent and Consultation for Use of Aggregates).

16.4.3 Changes to Recreation and Tourism

First Nation Engagement and Consultation to Develop Recreation Facilities and Waterway Access/Navigation

Road construction will impact one known recreational camp site in the Project Footprint, and WSR road and waterbody construction may reduce or restrict waterway access or navigation and land-based travel routes. Further engagement and consultation with First Nations is proposed to confirm the location of the camp and its current use, including opportunities to avoid impacts to the structure in future development stages of the Project during detail design.

Trees removed as part of the construction activities for the Project will be “salvaged for community use by Webequie First Nation, where feasible, or in accordance with Ministry of Natural Resources permits” (Section 4.4.2.2 Vegetation Clearing and Grubbing). The removed trees may be used to build recreational structures for use by Webequie community members. One of the Elders in the Webequie IKLRU noted that “in the 1980s, people used to work together to build a cabin. They recalled one cabin that was built by a team of nine community members has since become the family’s ‘headquarters.’ They added: ‘You know, you find that missing because nowadays, when you build a cabin, nobody comes to help you. But back then, it was the whole family” (Stantec, 2024). A solution for any removed recreational structures is to build new ones with the salvaged wood, it may improve the “willingness to participate in traditional activities and group events [since they] have changed over the years” (Stantec, 2024). Project Team members have noted that to construct homes, the lumber needs to be planed and stamped so it can be used safely and confirm with standards for construction purposes. Adequate facilities for stored lumber



may be required. Building a community sawmill has been identified in the CCP as a minor capital project in the economic development goal (Webequie First Nation, 2023).

Engagement and notification with First Nations communities in the LSA and RSA will be undertaken in subsequent design stages of the Project and during the construction and operations phases to share details on the works in navigable waterways. The *Canadian Navigable Waters Act* supports and affirms the rights of First Nations under Section 35 of the *Constitution Act* to navigate waterways. The Project's installation of waterbody crossings may interrupt the navigation of waterways by dewatering activities. Consultation is a required component to receive approvals from Transport Canada to "build, alter, or remove a work (structure) that is in, on, over, under, through or across any navigable water" (Government of Canada, 2024 & 2025). Minor works under the Act include temporary works, erosion-protection, and watercourse crossings (Government of Canada, 2025) and major works include bridges and causeways (Government of Canada, 2025a). Eight waterbody crossings have been designed to accommodate small watercraft, based on First Nation engagement and 14 waterway travel routes that overlap the WSR may benefit from further engagement and consultation to refine design of the crossing structures.

Advanced notification and engagement will also be conducted to optimize the scheduling or coordination related to construction work for waterbody crossings and repair and maintenance activities during the operations phase of the Project. Notification will target First Nations land users and recreational programs, such as Choose Life program, that run trips on the land. These coordination efforts will also be undertaken prior to the construction of the road at the nine identified land-based travel routes to minimize potential impacts to land users. The proponent's contractor will also consider or facilitate land users through construction zones prior to and during the construction phase. Communications to inform community members and programs of construction related impacts will be undertaken by establishing a Community Construction Committee with selected representation from the contractor and community members. Communications may include notices and signage that are posted in advance and provide detours, scheduling and other directions for the safe navigation of waterbodies.

Further involvement in the detail design of waterbody crossings in future development stages of the Project are proposed to provide opportunity for inclusion of Indigenous art, material treatments, and community showcases at waterbody crossing structures. These recommended actions may also provide an opportunity for youth to be recognized as participants and provide a canvas for expression during a period of change in the community.

Manage Remoteness and "Outsiders" Access and Potential Impact on Fish and Wildlife Resources with Tourism and CBLUP Plans (Supports Section 16.4.1 Shared Stewardship of Lands)

The Project's employment during the construction and operations phase, and access by non-Indigenous or tourists during operations, along with potential connection of the WSR with other road networks if access is unrestricted, were assessed to have negligible potential effects on fish and wildlife resources (**Sections 16.3.3.1.3, 16.3.3.1.8, and 16.3.3.1.9**). However, Webequie First Nation is interested in pursuing community owned and operated tourism operations (tourism is allowed in all land use zones except one #3), although the community also has shared concern of "outsiders" access to the territory. Tourism is included in the CBLUP Terms of References of Webequie, Marten Falls, Eabametoong and Mishkeegogamang, Wawakapewin, Constance Lake, Kashechewan and Weenusk First Nations. Road ownership and operations are unknown and may include restrictions that will be determined in future stages of the Project's development.



The development of a First Nations tourism plan can consider the following from Burkhardt and Lawson (2005):

- Protection of resource-based and remote-based opportunities as “remoteness is a quantifiable economic value that can and should be managed”;
- Use tourism principles and best practices for Aboriginal tourism; and
- Track detailed tourism value inventories to map integral components of land use planning.

Burkhardt and Lawson also note Grand Chief Alvin Fiddler of the Nishnawbe Aski Nation that First Nations must be “active agents in the tourism industry, have control over tourism initiatives, become successful partners with governments or industry, and take part in the decision-making process and policymaking regarding tourism.” He recommends improving First Nations capacity building, networking, partnerships to create sustainable businesses. The Indigenous Tourism Association of Canada has an Indigenous Tourism Destination Fund to “invest in infrastructure, human resources and development and marketing projects” (ITDF, 2023). Indigenous Tourism Ontario also has a fund from federal programs for program, product development, infrastructure enhancement and workforce development (ITO, 2022).

Community members from Webequie and Marten Falls First Nation have suggested consideration of a road toll, which could be included in a tourism or economic development plan. Road tolls are pending ongoing discussions and agreements between the First Nation and the province.

First Nation Consultation on WSR Design Features for Access to Land-Based Travel Routes

The Project overlaps with and will impact nine land-based travel routes. There are no intersections currently planned for pedestrian crossings. From the socio-economic survey, respondents indicated concern for women, youth, Elders and overall road safety. A third of respondents also indicated concern for pedestrian safety, road/street maintenance, lack of stop signs, insufficient lighting, speed limit enforcement and wildlife collisions. The current preliminary design for the WSR meets all provincial roadside safety standards to protect the public and road users. The proponent in future development stages, during the detail design for the WSR, will consult with First Nations on the traffic safety measures and opportunities to enhance the safety of people on-foot at the land-based travel routes that intersect the road, and other areas of concern, where applicable.

Mitigation measures from Section 12 (Assessment of Effects on Wildlife and Wildlife Habitat) may also support overall safety for the WSR with existing travel routes including the use of signage, speed reduction, maintaining safe line of site for drivers, and managing roadside vegetation.

First Nations Monitoring During Construction of Waterbody Crossings

There may be a negative perception during the Project’s construction phase that the installation of waterbody crossings may reduce the availability of fish. The Project’s predicted net effects on fish and fish habitat were determined to be not significant (refer to Section 10.6.2). First Nations on-site environment monitors are proposed during construction to observe, track and report on any impacts to surface water and fish and fish habitat, and that mitigations are implemented and effective.

Improved Access to Employment Opportunities to Increase Recreation Activities and Users



Webequie is hopeful that the Project will improve prices for food and gas, increase employment and business opportunities and lead to greater community involvement overall (Section 15.2.2.2 Overall Economy)



The construction and operation phases will increase access to employment opportunities which may increase employment income for many First Nations community members. Road use will provide access to employment opportunities in the Ring of Fire area. This increased employment income can be used to cover the expensive costs of living in a remote community, which include getting out onto the land. Indigenous people experience barriers to employment, which require employment policies to address and remove these barriers. This may enhance the positive effect of the Project and may increase the number of recreational activities or users.

The mitigation and enhancement measures to address barriers to employment are described in Section 15 – Assessment of Effects on the Economic Environment. In addition, time away from work is also important in employment for Indigenous People as “[f]lexible holidays: [that] allow employees to take off days for traditional cultural practices such as hunting, fishing or traditional celebrations” (Douglas, 2023). Connecting with and getting out onto the land may require as much as one day to access the land, as Webequie’s Three-Tier Model is based on a day’s walk (40-50 km). The time to access recreational activities and get out onto the land may compete with other duties and responsibilities such as work schedule, family and community roles and responsibilities, and “invisible” work for women as they often bear unpaid caregiving.

The Webequie CCP also encourages youth to get out onto the land. Targeted employment would support the potential for this positive benefit of the Project to be realized for youth, who are encouraged to participate in recreation. The removal of employment barriers by the proponent’s selected contractor and for developments in the Ring of Fire area would also support an increase in the number of recreational activities or users, as 47% of the socio-economic survey respondents experienced barriers related to education or training, 43% experience childcare, and 30% experienced barriers around traditional practices such as hunting. Youth indicated barriers to employment as childcare (34%), lack of education or training (34%), lack of drivers’ license (24%) and addictions treatment (19%). Approximately 62% of Marten Falls respondents and 9% of Weenusk First Nations responds to the socio-economic survey indicated driver’s licenses as barriers to employment.

Youth respondents in the socio-economic survey indicated their interest in the following areas of employment for the WSR: road maintenance (60%), heavy equipment operator (60%), education (60%), health (55%), labourer (52%), food services (50%), economic development (47%), and environmental monitoring (42%). The survey respondents also showed interest in potential mining employment positions in food services (18%), administration (17%), mine operations (12%), labour (12%) and trades (11%).

Difficulty in obtaining a driver’s license in remote communities was identified in the socio-economic survey results and the Draft Technical Background report (IBI and Hemson, 2016). The Draft Transportation Plan for Northern Ontario includes this challenge as one of the priorities to address in remote communities.

Accommodate traditional practices and community/family obligations. Indigenous employees may prefer work schedules that allow them to fulfill community obligations and participate in traditional activities, such as hunting/fishing. This flexibility can build trust and loyalty. (MacLaine, C. et al., Conference Board of Canada, 2019)

Employment in the Project’s construction and operation phases that respect cultural practices will also benefit access to recreation. Further employment benefits are included in the Community Readiness Plan (Appendix N).



Reduce Recreation Costs to Increase Participation



Webequie First Nation depends on mechanized travel and modern technology to access our traditional territory for cultural nourishment. The costs of transportation, fuel and equipment to maintain our way of life is very expensive and increases the financial pressures of living in a remote area (Webequie First Nation and MNR, 2025).

Gas is commonly cited as a costly expense that affects the ability to get out onto the land and participate in recreational activities or cultural pursuits. The energy transition away from fuel in northern Ontario includes a number of initiatives that could contribute to potential enhancement of affording recreational expenses, or way of life overall, including:

- Wah-ila-toos Initiative Clean Energy Initiatives in Indigenous, rural and remote communities which facilitates and administers programs and initiatives to change the supply, delivery and use of energy and power in Indigenous Communities;
- Indigenous Off-Diesel Initiative (IODI) for community-led clean energy projects;
- Indigenous Clean Energy programs to build capacity in clean energy leadership, scale up energy efficiency efforts, explore careers for youth in clean energy, mentorship and accelerate the implementation of electric vehicle charging stations in Indigenous communities;
- Clean Energy for Rural and Remote Communities funded projects in or near northern Ontario include:
 - Capacity building “community energy champions” by Independent Electricity System Operator (IESO);
 - Community skills and capacity pursuits in renewal energy projects in their communities which include a career mentorship for youth by Matawa First Nations Management;
 - Installation of biomass heating systems in Kitchenuhmaykoosib Inninuwug and Pikangikum First Nations with Askii Environmental;
 - Replacement of woodstove heating with high efficiency stoves to lower demand on communities’ electrical supply by Nishnawbe Aski Nation; and
 - Hydro One and IESO studies on supplying electrical power Matawa First Nations Management member communities and to “unlock potential” in the Ring of Fire as an Integrated Regional Resource Plan (the 2023 Northwest Ontario IRRP) which is expected to be completed by the end of 2024 (Hydro One, 2024).

16.4.4 Change to Transportation

Coordinate Transportation Technical Working Group for Increased Road and Air Traffic

During the construction phase, the coordination of the Project’s needs for transportation and mobilization of equipment, materials and supplies is proposed to be fastidiously coordinated. The transport and mobilization of equipment and supplies to the Project site will increase the traffic on existing roads including the Webequie Winter Road corridor and provincial highway, such as Highway 599. The Webequie Winter Road corridor is the more affordable transportation mode (compared to air) to serve Webequie and is “extremely vulnerable” to climate change (Zhang et al., 2024). This could result in a short or shorter season of service, delays to the proponent’s contractor schedule, and damage or loss of equipment and supplies, which the proponent may wish to avoid or have a plan that can quickly adapt to these adverse changes, such as reduction in vehicle loads or utilizing air services. Air services are also anticipated to increase to supply equipment and materials for the Project’s transport and mobilization



activities, and as workers fly-in/fly-out of their communities during the construction phase. Workers arriving at the Webequie Airport will be transported by air to the construction site.

A Technical Working Group is recommended to develop a detailed coordination plan to optimize the transportation and mobilization of the Project's equipment and supplies, and to identify strategies that can adapt to changes in planning efforts of the proponent's construction contractor. Members in the working group should include representatives from the Indigenous communities (including Nibinamik, Neskantaga and Eabametoong First Nations as they share the Winter Road corridor), public and private sector companies involved in the supply chain or acting as construction subcontractors, such as trucking, and air transportation. It will also need to include provincial representatives in winter road programming and airport operations and federal representatives in airport safety and asset management. Details related to the plan for transportation and mobilization of equipment and supplies to the Project site will be included as part of the proponent's Traffic Management Plan to be developed prior to construction. The Traffic Management Plan will be coordinated with Webequie First Nation and other Indigenous communities and will be developed in future stages of the Project.

The establishment of the Technical Working Group is recommended for the following reasons:

- Webequie is a fly-in/fly-out remote community;
- "Average temperatures are rising more quickly in the North than in the rest of Ontario" (MMAH, 2023);
- The Webequie Winter Road Corridor has been identified as "extremely vulnerable" (Zhang et al., 2024);
- Between 2013 and 2024, the Webequie Road Corridor had under 30-days of four out of the 10 recent years, which would not meet the "30-day minimum operating threshold for full vehicle weight capacity" (Zhang et al, 2024); and
- The winter road network is a "vital transportation link" to provide essential goods and services at a more affordable option compared air transportation (NAN, 2024).

Webequie Community and Winter Roads Improvements for Increased Traffic on Existing Roads

During the operations phase, access to employment opportunities in the Ring of Fire area and associated potential increase in income may result in higher traffic on existing roads as income can be used to afford vehicles and fuel. Webequie community members may increase their road use on local roads in the community and may also drive to other communities on the Webequie Winter Road corridor. In addition, deliveries of supplies and equipment during the operations phase of the Project will also use the Webequie Winter Road corridor.

Recommendations from the 2014 capital planning study (AECOM, 2014) for Webequie First Nation highlighted the following improvements for local roads in the reserve:

- "Drainage is extremely important due to the groundwater and soil conditions, and their response to frost action. All roads must have adequate drainage. Subgrades should be sloped at 3% towards ditches. Ditches should extend at least 0.5 below all subgrades and culverts provided to prevent any ponding";
- Site drainage recommendations:
- Excavate accumulated sediments to original contours and vegetation for positive drainage;
- Reshape side slopes;
- Stabilize banks;



- Install ditch culverts under driveways;
- Install missing roadway culverts;
- Regrade property lots with drainage issues;
- Reshape drainage swale;
- Repair existing road structures to keep ditches in good condition
- Gravel road recommendations including:
 - Reshape driving surface and shoulders;
 - Compact finished surface;
 - Reshape entire roadway cross section including subgrade;
 - Raise roadway; and
- Maintain minimal ditch on both side of the road to eliminate ponding.

To mitigate and manage the potential increase in traffic the following issues and recommendations identified in the 2016 Draft Technical Backgrounder report (IBI & Hemson) for winter roads across northern Ontario should be considered by the proponent during the construction and operations phases of the Project. The mobilization of construction equipment is anticipated to use the Webequie Winter Road as it is the affordable option compared to air services. This will increase traffic along a route that is “extremely vulnerable” to climate change (Zhang et al., 2024). Suggestions from the 2016 Technical Backgrounder report include the following:

- Establish standards, training and support for communities to lead the construction of “higher quality” winter roads;
- Road inspection to meet standards and reduce “inconsistency in road quality” such as road widths, so vehicles travelling in opposite directions have sufficient room to pass;
- Carry out off-season improvements such as large rock removal, slope levelling, installation of permanent bridges to “substantially improve” the construction and operation of winter roads and reduce the time rushed to build the road to get it operational;
- Develop signage standards as signs along the winter roads “often lacking or inadequate, and tends not to include Indigenous languages”;
- Traffic enforcement for the safety of winter roads, such as facilitating access to driver’s licenses, traffic enforcement, which was noted as “sporadic”, to address speeding, and using winter roads before or after official opening and closing dates;
- Changes to the funding model (including disbursement schedule and amount of funds as programming has not matched rate of inflation (NAN, 2024)) to support communities who have difficult water crossings and related challenges;
- Develop rest areas to support drivers, as there are “long stretches of road without communities or facilities to rest, and there can be issues of driver fatigue”; and
- Provide communications services, such as mobile phone coverage and real-time information sharing for emergencies (NAN has consolidated a webpage with winter road status with the most up to date information).

These above-mentioned recommendations are further supported by the 2023 Northern Roads Summit and the 2024 Northern Ontario transportation task force final recommendations (see next mitigation below, Traffic Safety on Provincial Highways). The summit also recommended the establishment of a First Nations-led Road agency, to administer strategic plans, advocate for funding, permits (which is



“fragmented and complex”), standards, as well as identify vulnerabilities of the transportation systems based on a “comprehensive assessment that includes climate change and other stressors” (NAN, 2024).



The Webequie Winter Road System is extremely vulnerable to climate change and changes to the winter road program has been identified at recent conferences and task forces. Remote First Nations communities “depend critically on winter road shipments of large volumes of diesel fuel for the community diesel generation facilities that [power] schools, health care clinics, band offices, homes and businesses throughout the year. Reliability of delivery of these supplies is essential to the well-being of remote communities.” (IBI & Hemson, 2016).

The draft transportation plan for northern Ontario, “Connecting the North” also supports these mitigations and specifically includes the following actions that apply to improvements of Winter Roads:

- Explore expanding of winter road inspection and oversight such as radar to monitor ice thickness for safe and predictable travel;
- Create a training program for winter road builders to share construction and maintenance practices;
- Support OPP and NAN Police to monitor winter roads; and
- Explore potential of new and emerging freight transportation technologies to improve the transportation of cargo to remote communities and help address the challenges of transporting goods over winter roads.

Provincial Highway Improvements for Increased Traffic on Existing Roads

Provincial highways in the RSA may see a minor increase in traffic during the operations phase of the Project but also during construction for the transport and mobilization of supplies and equipment. The following findings and recommendations to be implemented by others from the 2024 Final Report of the Northern Ontario Transportation Task Force may help to improve safety and reduce traffic (MTO, 2024):

- Traffic safety:
 - Improved road signage and use of live or real-time road information systems to better manage traffic flows;
 - Fund additional MTO inspectors along provincial highways and northern Ontario corridors; and
 - Expand broadband service across northern Ontario road network and work with municipalities and Indigenous communities to explore partnerships to deploy emerging transportation technologies.
- Road Maintenance:
 - Adopt minimum highway maintenance standards on highways 11 and 17 and improve maintenance along extensions of the provincial highway network including the Ontario Resource Trail Road (NORT Road) beyond Pickle Lake to the winter road network.
- Reduce traffic:
 - Improve and expand rail freight in northern Ontario to reduce truck volumes on highways.
- Capital improvements and planning:
 - Advance new road widening projects;
 - Install turning lanes and clover leaf interchanges along provincial highways; and
 - Install snow fencing in strategic locations along Highways 11 and 17.



- Commercial truck driver standards:
 - Driver training for drivers after collisions; and
 - Improve training requirements with more oversight to training providers, develop specialized training for northern Ontario challenges, require in-vehicle driving training in northern Ontario and night driving.

The draft transportation plan for Northern Ontario, “Connecting the North,” includes the following relevant actions (MTO, 2020) which complement the mitigation measures for provincial highways that complement the above-mentioned mitigation measures associated with increased traffic due to Project transport and mobilization:

- Increase availability of near real time information including highway conditions, accidents, road and weather conditions and construction activities to make informed travel decisions;
- Proactive use of anti-icing liquids before storms;
- Improve safety on Highway 11 and 17 in the winter with a pilot project to determine maintenance standard improvements;
- Continue to invest in commercial motor vehicle inspection facilities;
- Review passing lane needs where the network is two-lanes;
- Improve broadband to improve access for rural, remote and northern communities; and
- Fund long-term maintenance of Pickle Lake Northern Ontario Resource Transportation Road extension (NORT) from its endpoint to North Caribou Lake First Nation.

Airport and Air Transportation Services Improvements for Increased Air Traffic/Demands

During the construction and operations phase, the Project may increase the demand for air services. The transport of WSR construction equipment and supplies are anticipated to have 52 flights in the first season of construction and 26 flights for each following construction season. Workers from RSA communities will also use air services to Webequie Airport and then to the construction site. The supply of road maintenance equipment and supplies during the operations phase may also increase demand for air services at Webequie Airport. The use of the airport may also increase if the proponent’s contractor determine the use of air services to avoid challenges associated with the winter road corridor and climate change.

The increase in air traffic and demand may potentially impact the community of Webequie’s use of these services for deliveries of goods and access to services such as healthcare. In response to an increase in demand, air services may modify or increase service frequency or use larger aircraft. The Webequie First Nation Airport Redevelopment Plan (WSP, 2016) included the following proposed changes to manage potential increase in demand and efficiency in the operations for air transportation service in Webequie:

- Runway length extension to 4,100 feet;
- Runway End Safety Areas (RESA);
- Automated Weather Observation System (AWOS);
- GPS-based RNAV (GNSS) approaches to “increase the usability of the Airport, by reducing the ceiling and visibility minimums required for safe operations”;
- Separate aprons for passengers, cargo and helicopters;



- A new terminal facility – office accommodations for two carriers, dedicated area for baggage/light cargo, spare multi-purpose room that can be used as a rest area for Elders or medical patients, inbound passenger screening area to search for contraband;
- Cargo expansion including future warehouse facility to store equipment and offload cargo of 4,000 square feet and road intersection improvements; and
- Commercial areas associated with the economic opportunities of development of the Ring of Fire, which could include fuel drums, hangar facilities, administration/accommodation building.

Regarding managing demands for air transportation services in remote areas of the province, the 2024 Northern Ontario Transportation Task Force Final Report (MTO, 2024) included the following recommendations for remote airports:

- Federal review of funding models to “ensure adequate financial support for both airport and air service providers” and contribute to increased capital and operating costs of remote airports in northern Ontario;
- Extend runway lengths to increase airport capacity which will allow access by larger planes and will improve goods movement and reduce cargo costs;
- Improve retention of airport staff; and
- Assess gaps in Automated Weather Observation Stations.

Additional mitigation measures to address the potential increase in demand for air services include:

- Review and determine opportunities and changes following the Remote Air Services Program (RASP) (Government of Canada, 2023); and
- Develop relevant policies for air services in northern communities, as they are “of a commercial nature and determined by supply and demand” (Barros et al., 2023);

The draft transportation plan for northern Ontario, “Connecting the North” also supports these mitigations including the continued investment in remote airports to “ensure they remain in good operating condition” for the goal of reliable travel options for remote and Far North communities.

16.4.5 Summary

Table 16-38 identifies key mitigation measures to eliminate, reduce potential adverse effects or enhance positive effects of the Project. Further measures are provided in the CRP (Appendix N), Appendix E (Mitigation Measures), as well as the CEMP and OEMP to be developed and implemented for the Project.



Table 16-38: Summary of Potential Effects, Mitigation Measures and Predicted Net Effects for Non-Traditional Land and Resource Use VCs

VC / VC Subcomponent	Indicators	Project Phase Construction (C) Operations (O)	Project Component or Activity	Potential Effect	Mitigation Measures	Predicted Net Effect
Land Use	<ul style="list-style-type: none"> Compatibility with existing and proposed land use policies and stewardship. 	C, O	<ul style="list-style-type: none"> Construction and use of supportive infrastructure. Road use. Construction of WSR. 	<ul style="list-style-type: none"> Requires changes to federal legislation and guidance for the removal of aggregate from reserve to maintain Compatibility. Road use may allow trespasser access into reserve. Unknown compatibility with shared land use stewardship areas with other First Nations. 	<ul style="list-style-type: none"> Minister's (Crown-Indigenous Relations and Northern Affairs Canada) written permission and consent of First Nation to remove aggregate from reserve. Use federal and/or provincial policy instruments to restrict potential access for trespassers to comply with federal legislation. Complete CBLUPs or Land Use Plan (under <i>Public Lands Act</i>) to resolve concerns in area shared with other First Nations to support Indigenous stewardship of lands. 	No
Commercial and Industrial	<ul style="list-style-type: none"> Changes to location, number, area of commercial and industrial activities. 	C, O	<ul style="list-style-type: none"> Construction of road. Road use. Construction and use of supportive infrastructure. Operations of pits/quarries. 	<ul style="list-style-type: none"> Decrease in number or area of mining claims and tenure. Potential increase in mining claims. Decrease in number or area of aggregate sources. 	<ul style="list-style-type: none"> Decommission and restoration of temporary supportive infrastructure to return areas of mining claims to holders. Utilize <i>Mining Act</i> instruments to minimize potential increase in mining claims (road restrictions identified in Land Use and Stewardship to reduce potential increase of mining claims). Receive consent of First Nation per federal legislation for the removal of aggregate from reserve. Regular road maintenance to minimize potential of aggregate expansion during operations phase. 	No
Recreation and Tourism	<ul style="list-style-type: none"> Changes to location, number, type of recreation and tourism activities or users. Changes to access for land and waterway use. Changes to resource availability of fish or wildlife) and/or their habitat. 	C, O	<ul style="list-style-type: none"> Construction of WSR. Installation of Waterbody Crossings Structures. Road Use. Employment and Expenditures. 	<ul style="list-style-type: none"> Decrease number or location of recreational or tourism activities. Increase number of recreational activities or users. Reduction of waterway access or navigation. Reduction to land-based travel routes Reduction in availability of fish and wildlife resources. 	<ul style="list-style-type: none"> First Nation engagement and consultation in subsequent stages of project for impact to recreational/land user camp site, use of removed trees for new recreational facilities, for compliance with navigable waterways access, coordination with recreation programs and land users for waterway travel route access. Establish community construction committee to notify, update and coordinate with selected contractor on impacts to existing travel routes. Determine opportunities for public art on waterbody crossings to as waterbody crossings impact waterway travel routes. Develop tourism plan to support CBLUP, stewardship of shared lands with other First Nations to manage remoteness and "outsiders" potential impact on fish and wildlife resources. Engagement and consultation with First Nations in subsequent stages of the Project on WSR design features and safety measures at land-based travel routes. First Nations representatives monitoring of waterbody crossings to minimize impacts on fish and fish habitat. Project employment that respects cultural needs, removes barriers for Indigenous peoples, and is targeted to youth, to enhance Project beneficial effects that may increase recreational activities and users. Transition to renewable energy to enhance the Project's benefits of employment opportunities and income to reduce recreational supplies (fuel/diesel) costs and increase recreational activities and users. 	Yes (net benefit)

VC / VC Subcomponent	Indicators	Project Phase Construction (C) Operations (O)	Project Component or Activity	Potential Effect	Mitigation Measures	Predicted Net Effect
Transportation	<p>Road transportation:</p> <ul style="list-style-type: none"> ▪ Change in traffic volume (autos, trucks) on existing road connection (winter) to provincial road network. ▪ Change in opportunities for travel and road use (captured in recreation and tourism VC subcomponent). <p>Air transportation:</p> <ul style="list-style-type: none"> ▪ Demand for air and shipping services. 	C, O	<ul style="list-style-type: none"> ▪ Transport and mobilization. ▪ Employment and Expenditure. ▪ Road use. ▪ Operations, maintenance and repair of road. 	<ul style="list-style-type: none"> ▪ Increased traffic on existing road including winter roads and provincial network. ▪ Increased demand for air transportation services. 	<ul style="list-style-type: none"> ▪ Establish Technical Working Group to coordinate transport and mobilization of supplies that will increase air and road traffic. ▪ Implement improvements for Webequie community roads for increased road traffic and Webequie workers to construction site. ▪ Implement improvements for winter roads for the increased road traffic. ▪ Implement airport and air service improvements (including airport redevelopment) to manage increasing demand for air services. 	Yes



16.5 Characterization of Net Effects

Net effects are defined as the effects of the Project that remain after application of proposed mitigation measures. The effects assessment follows the general process described in Section 5 – Environmental Assessment / Impact Assessment Approach. The focus of the effects assessment is on predicted net effects, which are the effects that remain after application of proposed mitigation measures. Potential effects with no predicted net effect after implementation of mitigation measures are not carried forward to the net effects characterization or the cumulative effects assessment.

Table 16-39 presents definitions for net effects criteria, developed with specific reference to Non-Traditional Land and Resources Use VC. These criteria are considered together in the assessment, along with context derived from existing conditions and proposed mitigation measures, to characterize predicted net effects from the Project on the Non-Traditional Land and Resources Use VC.

Table 16-39: Criteria for Characterization of Predicted Net Effects on Land and Resource Use VC

Characterization Criteria	Description	Quantitative Measure or Definition of Qualitative Categories
Direction	Direction relates to the value of the effect in relation to the existing conditions.	<p>Positive – Net gain or benefit; effect is desirable.</p> <p>Neutral – No change compared with baseline conditions and trends.</p> <p>Negative – Net loss or adverse effect; effect is undesirable.</p>
Magnitude	Magnitude is the amount of change in measurable parameters or the VC relative to existing conditions.	<p>Negligible – No measurable change.</p> <p>Low – Net effect may be measurable but represents a small change relative to existing conditions.</p> <p>Moderate – Net effect is measurable but represents a moderate change relative to existing conditions.</p> <p>High – Net effect is measurable to a high degree of change relative to existing conditions.</p>
Geographic Extent	Geographic extent refers to the spatial area over which a net effect is expected to occur or can be detected within the Project Footprint, Local Study Area and Regional Study Area.	<p>Project Footprint – The effect is confined to the Project Footprint.</p> <p>Local Study Area – The effect is confined to the Local Study Area.</p> <p>Regional Study Area – The effect extends beyond the Local Study Area boundary but is confined within the Regional Study Area.</p>
Timing	Timing criteria indicate the timing (e.g., dates or seasons) importance of the net effect.	<p>Not time sensitive- The net effect is not sensitive to the timing of a Project phase and/or specific Project activity.</p> <p>Time sensitive – The net effect is sensitive to the timing of a Project phase and/or specific Project activity.</p>

Characterization Criteria	Description	Quantitative Measure or Definition of Qualitative Categories
Duration	Duration is the period of time required until the measurable indicators or the VC returns to its existing (baseline) condition, or the net effect can no longer be measured or otherwise perceived.	<p>Short-term – Net effect restricted to no more than the duration of the construction phase (approximately 5 years).</p> <p>Medium-term – Net effect extends through the Operations Phase of the Project (75-year life cycle).</p> <p>Long-term – Net effect extends beyond the Operations Phase (greater than 75 years).</p> <p>Permanent – Recovery to baseline conditions unlikely.</p>
Frequency	Frequency refers to the rate of occurrence of an effect over the duration of the Project or in a specific phase.	<p>Infrequent – The effect is expected to occur rarely.</p> <p>Intermittent – The effect is expected to occur intermittently.</p> <p>Continuous – The effect is expected to occur continually.</p>
Context	Context considers sensitivity and resilience of the VC to project-related change.	<p>High resilience – The VC has high resilience or ability to adapt to changes in the measurement indicator and low sensitivity to changes caused by the Project.</p> <p>Moderate resilience – The VC has a moderate resilience or ability to adapt to changes in the measurement indicator and has moderate sensitivity to potential changes caused by the Project.</p> <p>Low resilience – The VC has low resilience or ability to adapt to changes in the measurement indicator and is sensitivity to potential changes caused by the Project.</p>
Input from Indigenous Peoples	Views of the Indigenous communities and groups in assigning the criteria to be used and in characterizing the effects.	<p>Inputs Received: inputs received during engagement and consultation, and participation in the EA/IA process, in assigning the criteria to be used for characterizing the effects.</p> <p>Inputs not Received: no inputs were received during EA/IA process and supportive engagement and consultation activities.</p>
Reversibility	Reversibility describes whether a measurable indicator or the VC can return to its existing condition after the project activity ceases.	<p>Reversible – The net effect is likely to be reversed after activity completion and rehabilitation.</p> <p>Irreversible – The net effect is unlikely to be reversed.</p>
Likelihood of Occurrence	Likelihood of occurrence is a measure of the likelihood that an activity will result in an effect.	<p>Unlikely – The net effect is not likely to occur.</p> <p>Possible – The net effect may occur but is not likely.</p> <p>Probable – The net effect is likely to occur.</p> <p>Certain – The net effect will occur.</p>



16.5.1 Potential Effect Pathways Not Carried Through for Further Assessment

Potential effect pathways are expected to be eliminated through the implementation of mitigation measures for the following:

16.5.1.1 Changes to Land Use Planning and Stewardship

LSA:

- Construction and Use of Supportive Infrastructure → Change to Webequie First Nation Reserve Lands → Decrease in Compatibility with Federal Land Use Policies.
- Road Use (Operations Phase) → Improved Access to Reserve Lands → Potential Access by Non-Indigenous Persons into Reserve Lands → Decrease in Compatibility with Federal Land Use Policies.
- Construction of Road → Change to Traditional Territory → Decrease in Compatibility with Indigenous Land Use Stewardship.
- Road Use (Operations Phase) → Change to Traditional Territory Lands → Decrease in Compatibility with Indigenous Land Use Stewardship.

16.5.1.2 Changes to Commercial/Industrial Activities

LSA:

- Construction of Road → Changes to Lands → Decrease in Number and Area of Mining Claims and Tenure.
- Road Use (Operations Phase) → Improved Access to Lands → Potential Increase in Mining Claims.
- Construction and Use of Supportive Infrastructure → Changes to Lands → Decrease in Number and Area of Aggregate Sites.
- Operation, Maintenance and Repair of Road → Operations of Pits/Quarries → Changes to Lands → Potential Decrease in Area of Aggregate Sites.

16.5.1.3 Changes to Recreation and Tourism

LSA:

- Construction of WSR → Change to Lands → Potential Decrease to Number and Location of Recreation Activities
- Construction of Waterbody Crossings → Temporary Dewatering → Change to Waterbodies → Potential Reduction to Fish Resources.
- Construction of Waterbody Crossings → Temporary Dewatering → Change to Waterbodies → Potential Reduction to Waterway Access and Navigation.
- Construction of WSR → Change to Lands → Potential Reduction to Land-Based Access Routes.
- Road Use (Operations Phase) → Change to Lands → Potential Reduction to Land-Based Access Routes.



RSA

- Construction of Waterbody Crossings → Temporary Dewatering → Change to Waterbodies → Potential Reduction to Availability of Fish.
- Construction of Waterbody Crossings → Temporary Dewatering → Change to Waterbodies → Potential Reduction to Waterway Access and Navigation.
- Construction of WSR → Change to Lands → Potential Reduction to Land-Based Access Routes.

16.5.1.4 Changes to Transportation

LSA:

- Employment and Expenditure → Use of Existing Roads to Access WSR Construction Site → Potential Increase in Traffic Volumes on Existing Roads (Including Winter Roads and Provincial Highway Network).
- Road Use (Operations Phase) → Transportation Access to Employment Opportunities → Potential Increase in Employment Income → Potential Increase in Traffic Volumes on Existing Roads (Including Winter Roads and Provincial Highway Network).
- Road Use (Operations Phase) → Operations, Maintenance and Repair of Road → Employment and Expenditure → Potential Increase in Employment Income → Potential Increase in Traffic Volumes on Existing Roads (Including Winter Roads and Provincial Highway Network).
- Road Use (Operations Phase) → Operations, Maintenance and Repair of Road → Use of Delivery and Construction Vehicles → Potential Increase in Traffic Volumes on Existing Roads (Including Winter Roads and Provincial Highway Network).
- Operation, Maintenance and Repair of Road → Increased Use of Air Transportation → Increased Demand for Air Services.

RSA:

- Road Use (Operations Phase) → Transportation Access to Employment Opportunities → Potential Increase in Employment Income → Potential Increase in Traffic Volumes on Existing Roads (Including Winter Roads and Provincial Highway Network).
- Road Use (Operations Phase) → Operations, Maintenance and Repair of Road → Employment and Expenditure → Potential Increase in Employment Income → Potential Increase in Traffic Volumes on Existing Roads (Including Winter Roads and Provincial Highway Network).
- Road Use (Operations Phase) → Operations, Maintenance and Repair of Road → Use of Delivery and Construction Vehicles → Potential Increase in Traffic Volumes on Existing Roads (Including Winter Roads and Provincial Highway Network).
- Transportation and Mobilization of Equipment and Supplies → Increased Use of Air Transportation → Potential Increased Demand for Air Transportation Services.
- Employment and Expenditure → Increased Use of Air Transportation → Potential Increased Demand for Air Transportation Services.
- Operation, Maintenance and Repair of Road → Increased Use of Air Transportation → Increased Demand for Air Transportation Services.

Potential effects that remain following the implementation of mitigation measures are carried forward for further assessment (**Section 16.5.2**).



16.5.2 Predicted Net Effects

Following the implementation of mitigation measures and enhancement measures, net effects on the Non-traditional Land and Resource Use VCs may remain. The predicted net effects are characterized here.

16.5.2.1 Changes to Recreation and Tourism

16.5.2.1.1 Construction of WSR → Employment and Expenditure → Potential Increase to Employment Income → Potential Increase in Number of Recreation Activities or Users

Road Use (Operations Phase) → Transportation Access to Employment Opportunities → Potential Increase in Employment Income → Potential Increase in Number of Recreation Activities or Users

Road Use (Operations Phase) → Operations, Maintenance and Repair of Road → Employment and Expenditure → Potential Increase in Employment Income → Potential Increase in Number of Recreation Activities or Users

In the LSA and RSA, access to employment opportunities may increase income which may be used to afford recreational supplies and result in an increase in recreational activities and users. Employment opportunities include Project employment in the construction and operations phases, and at the Ring of Fire area during the operations phase. The cost of goods and services to remote communities is expensive and the opportunities for employment will increase the income of individuals or households as a significant portion of the population in Webequie and other communities in the RSA is low income. Increased employment income can be used to cover the high costs of goods and services to and from remote communities, including the equipment and supplies needed for recreation or tourism activities. This may result in an increase in recreational activities and users and is a net positive effect.

- Direction: **Positive**. Improved financial means is a positive and desirable effect of the Project and removing barriers to employment may further enhance this net benefit.
- Magnitude: **High**. This is a high degree of change as existing employment opportunities and income is low in Webequie and other RSA communities.
- Geographic extent: **LSA and RSA**. Employment access through the Project is anticipated to have a high proportion from communities in the RSA.
- Timing: **Time Sensitive**. Employment opportunities correspond with the Project phases and schedules. Access to employment at the Ring of Fire is linked to the completion of the Project's construction phase.
- Duration: **Medium-term**. Project employment is required for both the construction and operation phases and during the operations phase, road use will provide Webequie community members with access to the Ring of Fire area for employment opportunities.
- Frequency: **Continuous**. Project employment is required throughout the construction phase and will significantly reduce into the operations phase; however, the operations phase is expected to continually offer access to employment in the Ring of Fire area.
- Context: **High Resiliency**. Access to employment is a desirable effect for First Nation community members.



- Input from Indigenous Peoples: **Input Received and Ongoing**. Ongoing engagement and consultation with Indigenous communities within the RSA and Webequie First Nation have occurred throughout EA/IA process for the Project. The use of input received to-date has been incorporated into the assessment of the Non-Traditional Land and Resource Use VC, and ongoing and future input will be incorporated into the future revisions of the report.
- Reversibility: **Reversible**. Baseline conditions may return once Project-related employment ends.
- Likelihood of occurrence: **Probable**. Employment and other economic benefits are anticipated throughout the Project's construction and operations and maintenance phases, as well as any negotiated agreements with Ring of Fire developments. However, the ownership and the maintenance program for the WSR are unknown.

16.5.2.2 Changes to Transportation

16.5.2.2.1 Mobilization of Equipment and Supplies → Use of Delivery and Construction Vehicles → Potential Increase in Traffic Volumes on Existing Roads (including Winter Roads and Provincial Highway Network)

The proponent's contractor will determine the ultimate transportation and mobilization requirements for equipment, materials and workers in subsequent stages of the Project prior to construction. The Webequie Winter Road corridor which is the affordable travel option for the remote fly-in/fly-out community to receive and access goods and services, is also "extremely vulnerable" to climate change, affected by a shortening season, has received attention for comprehensive changes in the funding, assessment and design standards. It also connects three other remote First Nations communities as well. Winter roads also see traffic ramp-up during the last portion of the season before official closure, which the proponent's selected contractor may do as well. "Companies will not tough our infrastructure projects due to – it's just not safe for them to drive up" (Omstead and Casey, 2024). The implementation of mitigations in **Section 16.4.4** may not be sufficient to address the Project's effects of increasing traffic on the winter road due to climate change and shortening winter road season.

- Direction: **Negative**. An increased demand on winter road would affect the availability of and affordability to use the winter roads for a remote fly-in/fly-out community during the construction phase.
- Magnitude: **Moderate**. As a conservative approach mitigation may not sufficiently reduce traffic especially during the ramp-up portion of the winter road season. Delivery scheduling and coordinate may improve over the five-year construction period with responsive measures from the technical working group and proponent's selected contractor.
- Geographic extent: **LSA and RSA**. The winter roads extend into the RSA and affect traffic on the Webequie route that is shared with Nibinamik First Nation.
- Timing: **Time Sensitive**. Scheduling deliveries will be aligned with the proponent's selected contractor's transport and mobilization plan and progress of construction work activities.
- Duration: **Short-term**. The net effects are linked to the construction phase and will not be needed once construction is complete.
- Frequency: **Intermittent**. The schedule for the delivery of construction equipment, materials and supplies by winter road is unknown and will take place during the winter road season.
- Context: **Moderate Resilience**. The transport of goods and equipment during the construction phase has a reliable year-round option to use air services as a back-up transportation mode.



- Input from Indigenous Peoples: **Input Received and Ongoing.** Ongoing engagement and consultation has occurred with First Nations in the LSA and RSA throughout the EA/IA process for the Project. Input received to-date has formed the basis for the assessment of effects on the Non-Traditional Land and Resource Use VC, and ongoing and future input will be incorporated into the future revisions of the report.
- Reversibility: **Reversible.** Traffic on the winter roads for the Project's delivery of equipment and materials will end once the WSR construction is completed and is expected to return to baseline conditions.
- Likelihood of occurrence: Based on the material needs to construct the WSR, with a reliable year-round travel mode of the airport, this net effect is **probable.**

16.5.2.2.2 Mobilization of Equipment and Supplies → Increased Use of Air Transportation → Potential Increase in Demand for Air Transportation Services

Employment and Expenditure → Increased Use of Air Transportation → Potential Increase in Demand for Air Transportation Services

As summarized in **Section 16.5.2.2.1**, the use of air services at the Webequie Airport may see an increase in demand if the Webequie Winter Road season continues to shorten and if the proponent's contractor determines that "it's just not safe for them to drive up" (Omstead and Casey, 2024). The Project's transportation activities can opt to use the year-round and reliable services of air transportation at the airport if delivery by the Winter Road is unreliable. The transportation of WSR construction equipment and materials may improve over the five-year construction phase with responsive measures from the Technical Working Group and proponent's contractor. Workers from communities in the RSA will also use the air transportation to arrive at Webequie Airport up to two or three times a month based on a 14-day on and 7-day off schedule (from the airport, they will be transported by air to the construction site).

However, the delivery of goods and access to services for Webequie community members may also increase use of air transportation services if the Webequie Winter Roads become unreliable. The implementation of mitigation measures in **Section 16.4.4** may not be sufficient to address the effects of the Project.

- Direction: **Negative.** The use of and increased demands on air services at the Webequie airport is undesirable as it may 'compete' with the community's existing needs to access goods and services such as health care that is not available within the reserve and is the more expensive travel mode, compared to winter roads, to go to and from Webequie.
- Magnitude: **Low.** The number of flights anticipated for the construction phase may change based on the potential expansion of the Webequie's airport infrastructure, or the use of larger aircraft.
- Geographic extent: **LSA.** The airports that serve workers from communities in the RSA will have a negligible effect (**Section 16.3.4.2.3**). The greatest effect will be at Webequie airport to receive equipment, goods and workers, as it will be the destination point for WSR construction activities.
- Timing: **Time Sensitive.** The use and demand for the airports will be affected by the timing of the construction schedule for WSR construction activities and worker schedule which is estimated as a 14 days-on and 7 days-off rotation.
- Duration: **Short-term.** The net effects are linked to the construction phase for the transportation and mobilization of construction equipment and materials.
- Frequency: **Intermittent.** The potential redevelopment improvements at Webequie airport could reduce the number of estimated flights for the transportation and mobilization of equipment, materials as larger aircraft may be used. The transport schedule is unknown at this time, but the number of



flights is estimated for each construction season and will not be continuous through the construction phase.

- Context: **High Resilience**. The Webequie airport provides year-round reliable air transportation services and can accommodate increased number of flights with the implementation of mitigation measures and coordination with airport operations and the proponent's selected contractor.
- Input from Indigenous Peoples: **Input Received and Ongoing**. Ongoing engagement and consultation has occurred with First Nations in the LSA and RSA throughout the EA/IA process for the Project. Input received to-date has formed the basis for the assessment of effects on the Non-Traditional Land and Resource Use VC, and ongoing and future input will be incorporated into the future revisions of the report.
- Reversibility: **Reversible**. The demand for air services by the Project can return to baseline conditions once construction phase is completed.
- Likelihood of occurrence: **Probable**, based on the construction needs for the WSR which require year-round reliable delivery of equipment, materials and workers.

16.5.3 Summary

A summary of the characterization of predicted net effects for Non-Traditional Land and Resource Use VC is provided in **Table 16-40**.



Table 16-40: Summary of Predicted Net Effects on Non-Traditional Land and Resource Use VC

Predicted Net Effect	Project Phase	Net Effects Characterization								
		Direction	Magnitude	Geographic Extent	Timing	Duration	Frequency	Context	Reversibility	Likelihood of Occurrence
Change in Recreation and Tourism	Construction and Operations	Positive	High	RSA	Time sensitive	Medium	Continuous	High	Reversible	Probable
Change in Transportation: increased traffic volumes on existing roads (including winter roads and provincial highway network)	Construction	Negative	Moderate	RSA	Time sensitive	Short	Intermittent	Moderate	Reversible	Probable
Change in Air Transportation: Demand for air and shipping services	Construction	Negative	Low	LSA	Time Sensitive	Short	Intermittent	High	Reversible	Probable

16.6 Determination of Significance

16.6.1 Methodology

Several methodologies can be used to determine whether an adverse environmental effect is significant or not significant, as outlined in the Interim Technical Guidance Determining Whether a Designated Project is Likely to Cause Significant Adverse Environmental Effects under the former *Canadian Environmental Assessment Act* (CEA Agency, 2018) and relevant to the *Impact Assessment Act* (2019). As presented in Section 5.2.6 and Table 5-7, a qualitative aggregation method is used for the determination of significance based on the sequential interaction among the magnitude, geographic extent, and duration criteria for net effects. The net effects criteria are presented in **Table 16-39**. Consideration is also given to potential management concerns and concerns of Indigenous communities and groups, the public, government agencies, and stakeholders raised during engagement and consultation activities conducted for the Project (**Table 16-2** and **Table 16-3**).

The characterization of net effects is considered to be **significant** if the aggregated effect meets all the criteria in Table 5-7 for Non-Traditional Land and Resource Use VC:

- Moderate to high in magnitude;
- Local or regional in extent;
- Long-term to permanent in duration;
- Represents a management concern (net effect alters the sustainability of the VC beyond manageable level or results in changes that are not in accordance with provincial and federal guidelines); and
- Identified as a key concern or interest by Indigenous communities and groups.

16.6.2 Results

The results for determination of significance for the Non-Traditional Land and Resource Use VC are presented in **Table 16-41**. Although net positive and negative effects are expected to occur, with project planning design and mitigation measures, the Project's net effects are predicted to be not significant (low scores for significance). Discussions regarding the individual scores are presented below.



Table 16-41: Determination of Significance for the Non-Traditional Land and Resource Use VCs

Net Effects Characterization Criterion	Magnitude	Geographic Extent	Duration	Management Concern	Key Concern of Indigenous Community and Group	Determination of Significance
Change in Recreation and Tourism	High	RSA	Medium	No	Yes	Not Significant
Change in Transportation: increased traffic volumes on existing roads (including winter roads, and provincial highway network)	Moderate	RSA	Short	Yes	Yes*	Not Significant
Change in Air Transportation: Demand for air and shipping services	Low	LSA	Short	No	No	Not Significant

16.6.2.1 Recreation and Tourism

A positive net effect from changes to recreation and tourism are predicted due to:

- Increase in recreational or tourism activities or users.

The Project's employment and expenditures would benefit communities in the LSA and RSA through the construction and operation phases of the Project. Road use will also connect community members to significant employment opportunities expected in the Ring of Fire area. Existing socio-economic conditions are characterized as low income, low labour force participation, and limited employment opportunities in Webequie, Marten Falls and other First Nations in the RSA. One Project goal is to provide employment and other economic development opportunities to First Nations. This increased employment income can be used to afford goods and services for the overall quality of life, including those for recreational purposes, which would be a high degree of change relative to existing conditions.

This net effect would not be a management concern and would not be a compliance concern for provincial or federal guidelines. Key concerns of Indigenous communities as summarized in **Table 16-3** include potential for tourism (including ecotourism, resource-based tourism, and cultural tourism), recreation, share community values include respect for sustainable land and resource use. Concerns include increased access to traditional lands from outside tourism, which would be addressed through existing provincial policies and regulatory bodies, such as MNR.

The likelihood of occurrence is "probable" as employment and other economic benefits are anticipated through the Project's construction and operations and maintenance phases as well as with negotiated agreements with the Ring of Fire developments.

Following the implementation of mitigation and enhancement measures, the characterization of net effects is a **net positive effect**, and the significance determination is **not significant**.

16.6.2.2 Transportation

Adverse net effect from changes to transportation are predicted due to:

- Increased traffic volumes on existing roads (including winter roads and highway network); and
- Increased demand for air transportation services.

The reliance of communities on winter road and air services to receive essential goods and access services will be under increased pressure based on the Project's requirements to transport and mobilize equipment, materials and workers during the construction phase. The challenges of transporting the Project's goods and workers will have an adverse effect and likely be aggravated by climate change and weather fluctuations. The implementation of mitigation measures will not guarantee a reduction in traffic and demand for air services. As the Webequie winter road corridor is "extremely vulnerable" to climate change risks, a shortening season or shortened "ramp up" portion of the winter road season, may mean increased demand for air services, which is more costly in comparison. However, the increased demand for air services is expected to be accommodated with the redevelopment of the airport, which could potentially reduce the number of flights during the construction phase. The airport serves community members access goods and services that are not available within the reserve and does not handle a high number of flights on a regular basis.



The change in air transportation is localized to Webequie First Nation and the potential change to transportation on existing roads, winter roads and provincial highway network would include the RSA. These changes would be restricted to a short-term duration of the construction phase, as road traffic on the winter roads and demand for air transportation will be markedly less during the operations phase. However, the net effect on winter roads is expected to overlap with the Webequie Winter Road Corridor status by the National Research Council of Canada as “extremely vulnerable (2024)” to climate change. This may potentially be a management concern as it could alter the sustainability of the VC beyond a manageable level. Since 2016, detailed and comprehensive recommendations were prepared for MTO and Ministry of Northern Development and Mines (currently Ministry of Energy and Mines, and Ministry of Northern Economic Development and Growth), which were supported by the 2023 Northern Roads Summit and 2024 Northern Ontario transportation task force. The concern for the sustainability of the winter roads was not identified through direct Project engagement and consultation but through a NAN resolution (NAN, 2024).

For air transportation, the net effect is not a management concern and was not identified as a key concern by Indigenous communities or groups. The likelihood of occurrence is “probable” because winter road season is shortening which the companies may use during the ramp-up portion of the season, however the Project’s construction needs will require a reliable year-round travel mode, which the airport can provide.

Overall, the adverse net effect on Transportation VCs and were determined to be **not significant**.

16.6.3 Summary

As noted in **Table 16-41**, the three predicted net effects were determined to be **Not Significant** as per the criteria defined in **Section 16.6.1** with the implementation of proposed mitigation and enhancement measures.

16.7 Cumulative Effects

In addition to assessing the net environmental effects of the Project, the assessment for Non-Traditional Land and Resource VC also evaluates and assesses the significance of net effects from the Project that overlap temporally and spatially with effects from other past, present and reasonably foreseeable developments (RFDs) and activities (i.e., cumulative effects).

For a valued component that has identified net effects where the magnitude was determined to be moderate or high, it is necessary to determine if the effects from the Project interact both temporally and spatially with the effects from one or more past, present RFDs or activities, since the combined effects may differ in nature or extent from the effects of individual Project activities. Where information is available, the cumulative effects assessment estimates or predicts the contribution of effects from the Project and other human activities on the criteria, in the context of changes to the natural, health, social or economic environments.

The cumulative effects assessment for the Project is completed at the regional scale (i.e., VC specific RSA). The cumulative effects assessment for each VC is primarily qualitative and describes how the interacting effects of human activities and natural factors are predicted to affect indicators for each VC. The assessment is presented as a reasoned narrative describing the outcomes of cumulative effects for each VC. For the Non-Traditional Land and Resource VC assessment, the net effects in **Section 16.5**



that are characterized as the following are carried forward to the cumulative effects assessment (Section 5.2.7):

- Moderate to high magnitude, and likelihood of occurrence as “probable” or “certain”, or,
- Low magnitude, a geographical extent of the VC to the RSA, and likelihood of occurrence as “probable” or “certain”.

Net effects with this characterization are most likely to interact with other RFD and activities.

The predicted net effects of the Project on the Non-Traditional Land and Resource VC that are carried forward for the assessment of cumulative effects within the Non-Traditional Land and Resource RSA include:

- Change in Transportation: increased traffic volumes on existing roads (including winter roads and provincial highway network).

Results of the cumulative effects assessment for the Non-Traditional Land and Resource VC with consideration of RFDs and activities are presented in Section 21.

16.8 Prediction of Confidence in the Assessment

The level of confidence in net effect predictions in assessments depends on the degree of uncertainty associated with the basis for the determination of significance. Uncertainty is influenced by factors such as the adequacy of available data, the level of knowledge and understanding about the VC being assessed, the characteristics of the proposed Project, and the effectiveness of mitigation and enhancement measures.

A **low level** of confidence is defined as a Project-VC interaction that is poorly understood with little to no data or research conducted on the subject matter. A low level of confidence also occurs where there are no or few established industry-wide or best management practices associated with the potential effects, or the assessment has a high degree of uncertainty in the predicted outcomes and level of effect.

A **moderate level** of confidence is defined as the Project-VC interaction is partially understood. A moderate level of uncertainty exists due to gaps in data or research exist. The assessment is conducted with conservative methods and there is a moderate level of uncertainty in the outcomes and level of effect.

A **high level** of confidence is defined as a fully understood Project-VC interaction. Data and research on the subject matter are robust and well-tested. The effect is mitigated with well-established industry wide or best management practice. The assessment has a high level of certainty in the outcomes and level of effect.

A conservative approach was used in assessing potential net effects for the Non-Traditional Land and Resource VC where there was uncertainty with information. Key information gaps that have contributed to the uncertainty in the level of confidence of the assessment include:

- Lack of supplemental or primary information and data from First Nations in the RSA on land use;



- Reliance on secondary data and research on First Nations land use that was incomplete and/or over 10 years old;
- Uncertainty regarding the use of legislative powers and authority to support land use, including desirable effects for First Nations in the RSA regarding industrial and mining development;
- Unknown outcomes and potential changes or effects from legal cases on land use and industrial development; and
- Challenge and complexity to identify, fund, allocate, coordinate several comprehensive or capital requirements or plans and mitigations strategies, especially with multiple stakeholders (federal, provincial and First Nations).

Based on the uncertainties of information outlined above, several assumptions were used in the effects assessment including:

- Agreed upon compensation or equitable models of revenue sharing are achieved;
- Road restrictions are effective to prevent the public access by outsiders or trespassers;
- Barriers to employment for Indigenous people are removed and addressed;
- Energy transition and climate change initiatives are deployed;
- Trucking industry and training providers are improved; and
- Funding to update and construct capital plans, such as airport redevelopment, are undertaken.

The confidence in the net effects assessment for recreation and tourism, and transportation is **moderate**. Uncertainties due to the complexity of human behaviour and market dynamics challenge socio-economic modelling, which is based on availability of data and assumptions, including data gaps, consumer preferences, accuracy of secondary data, regional advancements and geopolitical events. Unexpected events, social changes, and changing environmental conditions all have the potential to model inaccuracies.

16.9 Predicted Future Condition of the Environment if the Project Does Not Proceed

Should the Project not proceed, the conditions with the proposed Project Footprint will likely continue on the current trajectory (i.e., non-traditional land and resource uses described in **Section 16.2** will not change much). Future conditions of the Non-Traditional Land and Resource Use may be changed by climate change and climate change initiatives, political shifts away from the *Indian Act* and CBLUPs for UNDRIP, energy transition, improved utilities and telecommunications, outcomes of litigation.

Webequie First Nation will continue to pursue its economic development interests towards achieving a self-sustaining community. Access to employment, training and services to support both Indigenous practices and modern employment responsibilities, such as childcare and Eldercare will continue to strain community members and households.

Getting out onto the land for connection and healing, in addition to recreation, will remain inconsistent, especially for youth, as associated costs require access to employment and income to offset costs for recreational activities. Changes to tourism and parks are not anticipated to change from existing conditions. Tourism relies on the overall domestic and international economic and financial well-being.



Transportation needs and services will remain as the status of Webequie will continue to be a fly-in/fly-out community.

Increased development pressures from mining conflicts and/or absence of developing land use plans and other policy instruments to enable stewardship will continue and the mining industry process to easily access register mining claims will continue or increase.

16.10 Follow-Up and Monitoring

A follow-up monitoring program will be developed and implemented for each phase of the Project with the objective to verify the predicted effects on the Non-Traditional and Resource Use VC and effectiveness of mitigation and enhancement measures. Follow-up and monitoring are also aimed at the identification and management of effects that were not expected or identified in the assessment. Follow up and monitoring outcomes may be incorporated into the Construction Environmental Management Plan, Operation Environmental Management Plan, Traffic Management Plan and the Community Readiness Plan, where applicable. **Table 16-42** identifies components from **Section 16.4** Mitigation for follow-up and monitoring during the construction and operations phases to ensure the mitigations are implemented to best avoid, reduce and minimize Project effects.



The Project invites community members to participate in developing and implementing monitoring programs to assess the effectiveness of proposed mitigation measures and potential adverse effects of the Project. Where effects are considered unacceptable and/or based on concerns raised by Indigenous community members or other stakeholders, further mitigation options will be considered by the road operator in consultation with Indigenous communities and stakeholders.

Table 16-42: Summary of Follow-up and Monitoring

Subcomponent	Follow-up and Monitoring
Construction	
Land Use Planning and Stewardship	Monitor and document the following key commitments: <ul style="list-style-type: none"> ▪ Proponent and/or selected contractor receives permission from the Minister of CIRNAC or representative regarding the removal of aggregate from Webequie First Nation reserve. ▪ Proponent and/or selected contractor receives consent from Webequie First Nation for the removal of aggregate from reserve. ▪ Status of CBLUP or other land use plans of First Nations in shared areas of traditional territory with Webequie First Nation for consideration in the construction and operations phases of the Project.
Commercial/ Industrial Land Use Activities	Monitor and document the following key commitments: <ul style="list-style-type: none"> ▪ Province’s approach to compensation or use of <i>Mining Act</i> for loss of mining claims. ▪ Province’s funding to First Nations to fully participate in mining claim processes. ▪ Contractor consideration and potential coordination of access for mining exploration and activities. ▪ Status of appropriate government auditor tracking outcomes of litigation and mining claim registrations and exchanges.

Subcomponent	Follow-up and Monitoring
Recreation and Tourism	<p>Monitor and document the following key commitments:</p> <ul style="list-style-type: none"> ▪ Proponent and/or selected contractor to establish agreement for use of removed trees for Webequie First Nation purposes. ▪ Consult with First Nations with territories that overlap the Project Footprint on communities' interest to use of removed trees for potential construction of recreational structures. ▪ Proponent and/or selected contractors' compliance with Canadian Navigable Waterways and Navigation Protection Program and any related approvals for installation of waterbody crossings impacts to navigation. ▪ Proponent and/or selected contractors to consult and coordinate advanced notification of waterbody and road construction activities with First Nations land users and groups to minimize adverse effects on individual and group trips, including establishment of a construction committee, with community representation. ▪ Proponent to consider opportunities for public art at waterbody crossings and other design components during detail design with financial support of federal and provincial government. ▪ Proponent's, provincial and federal governments' initiatives to identify programs and directives for contractor to remove barriers to employment for Indigenous people and especially youth.
Transportation	<p>Monitor and document the following key commitments:</p> <ul style="list-style-type: none"> ▪ Proponent to establish Technical Working Group to oversee transportation mitigation activities, follow-up and monitoring, including advising selected contractor, to manage changes in road traffic and demand for air services. ▪ First Nations and federal government program and recommendations for road improvements within Webequie First Nation reserve (AECOM, 2014; Saulteaux, 2023). ▪ Province, road enforcement and First Nations' standards and funds for winter road improvements including recommendations from Draft Technical Background Report (IBI & Hemson, 2016), 2023 Northern Road Summit (NAN, 2024), and 2024 Northern Ontario Transportation Task Force (MTO, 2024). ▪ Provincial road improvements for routes used to transport and deliver construction materials during detail design in coordination with Technical Working Group. ▪ Webequie, federal and provincial governments' to advice to Technical Working Group on improvements to the airport as indicated in the Airport Redevelopment Plan (WSP, 2016), Northern Ontario Transportation Task Force (MTO, 2024), Technical Backgrounder (IBI and Hemson, 2016a). ▪ Further consult with First Nations on potential design enhancements for the WSR such as pedestrian safety features during detail design.
Operations	
Land Use Planning and Stewardship	<p>Monitor and document the following key commitments:</p> <ul style="list-style-type: none"> ▪ Proponent, owner and operator, provincial and federal governments, Webequie First Nation to advise other communities in Treaty No. 9 on potential federal and provincial policy and legislation tools for road access restrictions in accordance with UNDRIP articles.
Commercial	<p>Monitor and document the following key commitments:</p> <ul style="list-style-type: none"> ▪ Proponent and/or Webequie First Nation to monitor aggregate use during operations and opportunities to minimize need to expand ARA-4.
Recreation	<p>Monitor and document the following key commitments:</p> <ul style="list-style-type: none"> ▪ Province and First Nations with territory in the Project Footprint development of a tourism plan that also recognizes and aligns with road restrictions in land use planning and stewardship.



Subcomponent	Follow-up and Monitoring
	<ul style="list-style-type: none"> ▪ Proponent, provincial and federal governments programs and directives to operator of WSR and mining development companies in the Ring of Fire on removal of barriers to employment for Indigenous people and especially youth. ▪ Provincial and federal governments, and First Nations communities development of an energy transmission plan to reduce the costs associated with recreation (fuel) to increase activities to get out onto the land.

The Project Team will be monitoring the events outside of the EA/IA process that may have an effect on the Project such as the following issues:

- Outcomes of Treaty No. 9 litigations;
- Progress on the Omushkego Wahkohtowin Conservation Initiative;
- Development and Outcomes of the Regional Assessment for the Ring of Fire;
- Ownership, operational oversight models (e.g., agreements, partnerships, equity-sharing) including road restrictions of the WSR;
- Implementation of UNDRIP Act; and
- Major investments in winter roads and remote airports.

16.11 References

16.11.1 Section 16.1 Scope of the Assessment

Firelight Research Inc and Fort Albany First Nation. (2024). Fort Albany First Nation Knowledge and Use Study for the Proposed Webequie Supply Road. Prepared for Fort Albany First Nation. Draft September 2024. Internal Document Review.

Impact Assessment Agency of Canada (IAAC). (2020). Webequie Supply Road Project Tailored Impact Statement Guidelines. Retrieved July 6, 2023. Available: <https://iaac-aeic.gc.ca/050/documents/p80183/133938E.pdf>.

Ministry of Northern Economic Development and Growth. (2011). Growth Plan for Northern Ontario, 2011. Retrieved March 14, 2023. Available: <https://www.ontario.ca/document/growth-plan-northern-ontario/context>.

MNP LLP (n.d.). Weenusk First Nation Existing Conditions Report Webequie Supply Road Project – Draft. Internal Document Review.

Stantec Consulting Ltd. (2024). Interim Report Webequie First Nation Indigenous Knowledge Study for the Webequie Supply Road. Internal Document Review. October 4, 2024.

Suslop Inc. (2024). Marten Falls First Nation Indigenous Knowledge, Land Use and Occupancy Study for the Northern Access Roads. Proposed Webequie Supply Road Project. Internal Document Review

Webequie First Nation. (2020). Webequie Supply Road Environmental Assessment Terms of Reference. Retrieved July 3, 2023. Available: <https://www.supplyroad.ca/wp-content/uploads/2020/08/SNCSubmission-ToR-for-Review-2020-08-12.pdf>



16.11.2 Section 16.2 Existing Conditions

- 211 Ontario North. (2024a). Kasabonika Lake First Nation – Land Use Planning Program. Retrieved January 30, 2025. Available: <https://211north.ca/record/65299648/>
- 211 Ontario North. (2024b). Kasabonika Lake First Nation – Housing Authority. Retrieved January 30, 2025. Available: <https://211north.ca/record/65299646/>
- 211 Ontario. (2024c). Marten Falls First Nation – Governance. Retrieved January 25, 2025. Available: <https://211ontario.ca/service/65300615/marten-falls-first-nation-governance/#:~:text=Activities%20and%20services%20for%20community,the%20arena%20during%20winter%20months>
- 211 Ontario. (2024d). Eabametoong First Nation – Governance. Retrieved January 30, 2025. Available: <https://211ontario.ca/service/65301793/eabametoong-first-nation-governance/>
- 211 Ontario North. (2024e). Kasabonika Lake First Nation – Kasabonika Lake Community Development Corporation. Retrieved January 30, 2025. Available: <https://211north.ca/record/65299628/>
- 211 Ontario. (2024f). Neskantaga First Nation – Economic Development. Retrieved March 3, 2025. Available: <https://211ontario.ca/service/65300641/neskantaga-first-nation-economic-development/>
- 211 Ontario North. (2023). Weenusk First Nation: Governance. Retrieved June 27, 2023. Available: <https://211north.ca/record/65282495/>
- 211 Ontario North. (2024g). Nibinamik First Nation – Governance. Retrieved January 29, 2025. Available: <https://211north.ca/record/65301441/>
- 211 Ontario North. (2024h). Attawapiskat First Nation – Recreation Service. Retrieved January 29, 2025. Available: <https://211ontario.ca/service/65282270/attawapiskat-first-nation-recreation-services/>
- 211 Ontario North. (2025a). Webequie First Nation – Governance. Retrieved January 9, 2026. Available: <https://211north.ca/record/65282541/>
- 211 Ontario North. (2025b). Weenusk First Nation – Governance. Retrieved January 9, 2026. Available: <https://211north.ca/record/65282495/>
- Aboriginal Sport Circle. (2025). The Spirit of Sport, Active Together – A National Strategy for Indigenous Peoples’ Participation in Sport, Physical Activity, and Recreation in Canada. Retrieved January 6, 2026. Available: https://www.aboriginalsportcircle.ca/wcm-docs/docs/national_strategy/asc_niss_eng_19.04.25.pdf
- AECOM. (2014). Webequie First Nation Capital Planning Study. Internal Document Review.
- AECOM. (2019). Marten Falls First Nation, Project Description – Summary, Marten Falls All-Season Community Access Road. Retrieved December 24, 2025. Available: <https://iaac-aeic.gc.ca/050/documents/p80184/132151E.pdf>
- Aecon Group. (2019). Marten Falls First Nation and Aecon announce strategic partnership to explore renewable energy solution. Retrieved December 23, 2025. Available: <https://www.newswire.ca/news-releases/marten-falls-first-nation-and-aecon-announce-strategic-partnership-to-explore-renewable-energy-solution-899028357.html>



- AirCreebec. (2023). Kashechewan. Retrieved August 10, 2023. Available: <https://www.aircreebec.ca/destinations/kashechewan/>
- APTN News. (2023). 'We never surrendered our rights': Treaty 9 Nations launching \$95B lawsuit against Canada, Ontario. Retrieved on July 18, from <https://www.aptnnews.ca/nation-to-nation/we-never-surrendered-our-rights-treaty-9-nations-launching-95b-claim-lawsuit-against-canada-ontario/>
- Arriaga, Mariano, Claudio A. Cañizares, and Mehrdad Kazerani. (2012) Renewable Energy Alternatives for Remote Communities in Northern Ontario, Canada. IEEE Transactions on Sustainable Energy. Retrieved: September 20, 2024. Available: https://uwaterloo.ca/scholar/sites/ca.scholar/files/ccanizar/files/mariano_tsg1.pdf
- AtkinsRéalís Canada Inc. (2021). Webequie Key Informant Interview Economic Development Officer. Internal Document Review. October 1, 2021.
- AtkinsRéalís Canada Inc (2021b). Webequie Supply Road Webequie First Nation Socio-Economic Survey. Internal Document Review.
- AtkinsRéalís Canada Inc. (2022). Webequie Key Informant Interview with Employment. Internal Document Review. May 13, 2022.
- AtkinsRéalís Canada Inc. (2022b). Webequie Key Informant Interview with Health Director. Internal Document Review. March 2, 2022.
- AtkinsRéalís Canada Inc. (2022c). Webequie Key Informant Interview. Internal Document Review. May 13, 2022.
- AtkinsRéalís Canada Inc. (2022d). Webequie Key Informant Interview, Councillor. Internal Document Review. May 12, 2022.
- AtkinsRéalís Canada Inc (2022e). Webequie Supply Road Webequie First Nation Socio-Economic Survey
- AtkinsRéalís Canada Inc. (2022f). Transcripts from Interviews and Focus Groups with Webequie Knowledge Holders. Internal Document Review.
- AtkinsRéalís Canada Inc. (2022g). Webequie Key Informant Interview with Former Chief and Councillor. July 21, 2022.
- AtkinsRéalís Canada Inc. (2022h). Webequie Key Informant Interview with Chief. July 21, 2022.
- AtkinsRéalís Canada In. (2022i). Webequie Key Informant Interview. Internal Document Review. May 12, 2022.
- AtkinsRéalís Canada Inc. (2023). Webequie Supply Road Project – Socio-Economic Primary Data Collection Program – Land User Group Summary. Internal Document Review
- AtkinsRéalís Canada Inc. (2023b). Results of Socio-Economic Survey. Internal Document Review.
- Attawapiskat First Nation. (2019). Re: Attawapiskat First Nation Preliminary Comments on Draft Terms of Reference, Webequie Supply Road. Letter correspondence from Attawapiskat First Nation to Webequie First Nation. December 12, 2019.
- Attawapiskat First Nation. (2020). Re: Attawapiskat First Nation Preliminary Comments on Terms of Reference, Webequie Supply Road. Letter correspondence from Attawapiskat First Nation to Webequie First Nation. October 6, 2020.



- Bamaji Air Inc. (2023). Bamaji Air Inc. Retrieved June 27, 2023. Available: <https://bamajairinc.ca/>
- Beals, Rachel. (2017). Indigenous Tourism: Takeaways for Northern Ontario. Retrieved April 21, 2025. Available: <https://www.northernpolicy.ca/article/indigenous-tourism-takeaways-for-northern-ontario-32333.asp>
- Button, Brenton L.G., Suzanne Tillmann and Jason Gilliland. (2020). "Exploring children's perceptions of barriers and facilitators to physical activity in rural Northwestern Ontario, Canada." *Paediatrics Publications*. 1394. Available: <https://ir.lib.uwo.ca/paedpub/1394>
- Briggs, David. (2025). Feds invest to support inclusive tourism in northern Ontario. Retrieved April 21, 2025. Available: <https://www.baytoday.ca/local-news/feds-invest-to-support-inclusive-tourism-in-northern-ontario-10426976>
- Brockman, A. (2023). First Nations leaders in Treaty 9 say their message is clear – no development without us as partners. Available: <https://www.cbc.ca/news/canada/thunder-bay/first-nations-lawsuit-ring-of-fire-development-1.6822920>
- Campbell, Ian. (2024). Indigenous Tourism Ontario says they had a banner summer. Retrieved October 15, 2024. Available <https://northernontario.ctvnews.ca/indigenous-tourism-ontario-says-they-had-a-banner-summer-1.7048048>
- Casey, Liam. (2025). Ontario signs deal with Marten Falls First Nation to fast track road to Ring of Fire. CityNews. Retrieved January 7, 2026. Available: <https://kitchener.citynews.ca/2025/11/27/ontario-signs-deal-with-marten-falls-first-nation-to-fast-track-road-to-ring-of-fire/>
- CBC News. (2017). Noront signs exploration agreement with Marten Falls First Nation. Available: <https://www.cbc.ca/news/canada/thunder-bay/noront-marten-falls-1.4069294>
- CBC News. (2017a). Monday's Ring of Fire road announcement 'premature' say area First Nations. Retrieved August 10, 2023. Available <https://www.cbc.ca/news/canada/thunder-bay/ring-of-fire-road-premature-1.4261877>
- CBC News. (2023a). Original Voices: OJI-CREE-CBC. Retrieved May 3, 2023. Available: <https://www.cbc.ca/newsinteractives/original-voices/oji-cree>
- CBC News. (2023b). Northwest winter road season 'successful' despite climate challenges, some First Nations say. Retrieved June 19, 2023. Available: <https://www.cbc.ca/news/canada/thunder-bay/northwestern-ontario-winter-road-recap-1.6804386>
- Canadian Lodges. (n.d.) Moccasin Trails Adventures. Retrieved April 21, 2025. Available: <https://canadianlodges.com/ontario-fishing-lodges/moccasin-trails-adventures>
- Canadian Lodges. (n.d.-a). Asheweig River Camps. Retrieved April 21, 2026. Available: <https://canadianlodges.com/ontario-fishing-lodges/asheweig-river-camps>
- Cision Canada. (2021). Memorandum of Understanding signed by Webequie First Nation and Juno Corp. Retrieved May 8, 2025. Available: <https://www.newswire.ca/news-releases/memorandum-of-understanding-signed-by-webequie-first-nation-and-juno-corp--832798782.html>
- Constance Lake First Nation. (2023). Our Territory. Retrieved July 12, 2023. Available: <https://constancelake.ca/our-territory/>
- Creswell, J.W., Clark, V.L.P. (2007). Designing and conducting mixed methods research. Sage Publications, Inc. Retrieved May 3, 2023. Available: [Psychnet.apa.org](https://psychnet.apa.org)



- Crown-Indigenous Relations and Northern Affairs Canada (CIRNAC). (2013). Crown and Indigenous Relations and Northern Affairs Canada, Treaty Texts – Treaty No. 9., Retrieved August 30, 2024. Available: <https://www.rcaanc-cirnac.gc.ca/eng/1100100028863/1581293189896>
- Crown-Indigenous Relations and Northern Affairs Canada (CIRNAC). (2025). Registered Population – Weenusk. Retrieved January 9, 2026. Available: https://fnp-ppn.aadnc-aandc.gc.ca/fnp/Main/Search/FNRegPopulation.aspx?BAND_NUMBER=146&lang=eng
- Daniels, Jordan. (2020). Reconciliation for whom? Fostering Meaningful Relationships through Indigenous Tourism in Ontario. Retrieved October 15, 2024. Available: <https://atrium.lib.uoguelph.ca/items/e83e2651-c05f-4476-81af-2a7f7ab39274>
- Davison, Leighton. (2018) Research & Analysis 13 RTOs of Ontario Report. Regional Tourism Organization 9 (RTO9). Retrieved October 20, 2024. Available: <https://rto9.ca/wp-content/uploads/2019/01/Research-and-Analysis-Report-Leighton-Davison-April-6-2018-1.pdf>
- Destination Northern Ontario. (2023). 2022-2023 Annual Report. Retrieved October 15, 2024. Available: <https://destinationnorthernontario.ca/wp-content/uploads/2023/11/AnnualReport-2022-23-Digital.pdf>
- Destination Northern Ontario. (2024). 2023-2024 Annual Report. Available: https://destinationnorthernontario.ca/sites/default/files/2024-11/AnnualReport2023-24_Final_11-01-24.pdf
- Destination Northern Ontario. (2024b). 2024-2025 Business Plan. Available: https://destinationnorthernontario.ca/sites/default/files/2024-11/GA_24-25%20Business%20Plan%20_Final_24%2004%2012.pdf
- Dimayuga, Pia Isabel. (2020). Northern Ontario Air Transportation and Remote Community Resilience and Wellbeing. Retrieved April 21, 2025. Available: <https://utoronto.scholaris.ca/server/api/core/bitstreams/ef937e87-64bd-4c4f-86c9-40e50c8f7ad6/content>
- Eabametoong First Nation, Mishkeegogamang First Nation, and Ministry of Natural Resources. (2013). Eabametoong and Mishkeegogamang First Nations Far North community based land use planning terms of reference – July 15, 2023. Retrieved July 6, 2023. Available: [https://www.ontario.ca/page/eabametoong-and-mishkeegogamang-first-nations-far-north-community-based-land-use-planning-terms#:~:text=In%20this%20Terms%2C%20Eabametoong%20and,AIP%20\)%20that%20encompasses%20%2C487%2C752%20hectares](https://www.ontario.ca/page/eabametoong-and-mishkeegogamang-first-nations-far-north-community-based-land-use-planning-terms#:~:text=In%20this%20Terms%2C%20Eabametoong%20and,AIP%20)%20that%20encompasses%20%2C487%2C752%20hectares)
- Pratt, Tracy A. and Sophie Langlois. (2023). Treaty 9 First Nations To File Claim Against Canada and Ontario Seeking Co-Jurisdiction Over Treaty 9 Lands, Fasken Martineau DuMoulin LLP. Retrieved September 30, 2024. Available: <https://www.fasken.com/en/knowledge/2023/05/16-treaty-9-first-nations-to-file-claim-against-canada>
- Federal Economic Development Agency of Northern Ontario. (2024). Northern Ontario Development Program (NODP). Retrieved March 19, 2025. Available: <https://fednor.canada.ca/en/our-programs/northern-ontario-development-program-nodp>
- Federal Economic Development Agency of Northern Ontario. (2024a). Tourism Growth Program (TGP) in Northern Ontario. Retrieved March 19, 2025. Available: <https://fednor.canada.ca/en/our-programs/tourism-growth-program-tgp-northern-ontario>



- Finlay, Judy and Lauren Akbar. (2016). Caught Between Two Worlds: the Voices of Youth from Four First Nations in Northern Ontario. Canadian Journal of Children's Rights. Vol 3, No. 1. Retrieved September 22, 2024. Available: <https://ojs.library.carleton.ca/index.php/cjcr/article/view/82/44>
- Fiser, A. and Hermus, G. (2019). Canada's Indigenous Tourism Sector. Insights and Economic Impacts. The Conference Board of Canada. Retrieved November 13, 2025. Available: https://indigenoustourism.ca/wp-content/uploads/2023/10/10266_IndigenousTourismSector_RPT.pdf
- Fisheries and Oceans Canada (DFO). (2023). Aboriginal fisheries, programs supporting Aboriginal fisheries and funding for commercial fishing development and conservation. Retrieved on September 30, 2024. Available: <https://www.dfo-mpo.gc.ca/fisheries-peches/aboriginal-autochtones/index-eng.html>
- Global Newswire. (2024). Juno and Marten Falls First Nation Sign Exploration Agreement. Retrieved December 23, 2025. Available: <https://www.globenewswire.com/news-release/2024/03/07/2842624/0/en/Juno-and-Marten-Falls-First-Nation-Sign-Exploration-Agreement.html>
- Golder Associates. (2018). Wataynikaneyap Phase 2 Final Environmental Study Report. Available: <https://www.oslp.ca/phase-2-blackline-final-esr>
- Government of Canada. (2019). Improved visitor accommodations to benefit Webequie First Nation. Retrieved April 21, 2025. Available: <https://www.canada.ca/en/fednor/news/2019/01/improved-visitor-accommodations-to-benefit-webequie-first-nation.html>
- Government of Canada. (2019a). Government of Canada investing in safety at the airport in Webequie First Nation. Retrieved April 21, 2025. Available: <https://www.canada.ca/en/transport-canada/news/2019/01/government-of-canada-investing-in-safety-at-the-airport-in-webequie-first-nation.html>
- Government of Canada. (2020). FedNor investments support jobs, growth and opportunities in Indigenous Communities across Northern Ontario. Retrieved April 21, 2025. Available: <https://www.canada.ca/en/fednor/news/2020/08/fednor-investments-support-jobs-growth-and-opportunities-in-indigenous-communities-across-northern-ontario.html>
- Government of Canada. (2020a). Lands and Minerals Sector - Indigenous Mining Agreements. Retrieved December 23, 2025. Available: <https://atlas.gc.ca/imaema/en/index.html>
- Government of Canada. (2021). Backgrounder: Canada and Ontario invest in more accessible sport, recreation and cultural facilities in Northern Ontario. Retrieved August 19, 2024. Available: <https://www.canada.ca/en/housing-infrastructure-communities/news/2021/03/backgrounder-canada-and-ontario-invest-in-more-accessible-sport-recreation-and-cultural-facilities-in-northern-ontario.html>
- Government of Canada. (2023). Canada 365: Welcoming the World. Every Day. The Federal Tourism Growth Strategy. Retrieved October 15, 2024. Available: <https://ised-isde.canada.ca/site/canadian-tourism-sector/sites/default/files/attachments/2023/canada-365-welcoming-the-world-every-day-federal-tourism-growth-strategy.pdf>
- Government of Canada. (2023a). United Nations Declaration on the Rights of Indigenous Peoples Act Action Plan 2023 -2028. Available: <https://www.justice.gc.ca/eng/declaration/ap-pa/index.html>



- Government of Canada. (2024). Tourism Growth Program (TGP) in Northern Ontario. Retrieved October 15, 2024. Available: <https://fednor.canada.ca/en/our-programs/tourism-growth-program-tgp-northern-ontario>
- Government of Canada. (2025). Project Finance for Permanence: Support for Indigenous-led conservation initiatives. Retrieved March 4, 2025. Available: <https://www.canada.ca/en/environment-climate-change/services/nature-legacy/about/project-finance-for-permanence.html>
- Government of Canada. (2025a). Indigenous Tourism Fund: Signature Indigenous Tourism Experiences Stream. Retrieved April 21, 2025. Available: <https://ised-isde.canada.ca/site/canadian-tourism-sector/en/indigenous-tourism-fund/signature-indigenous-tourism-experiences-stream>
- Government of Canada. (2025b). Supporting Indigenous tourism businesses. Retrieved May 06, 2025. Available: <https://www.canada.ca/en/innovation-science-economic-development/news/2025/02/supporting-indigenous-tourism-and-businesses.html>
- Government of Canada. (2025c). Electrical Distribution System Upgrades - Marten Falls First Nation. Retrieved December 23, 2025. Available: <https://iaac-aeic.gc.ca/050/evaluations/proj/89562?culture=en-CA>
- Government of Ontario. (1990). Environmental Protection Act, R.S.O. 1990, c. E.19. Available: <https://www.ontario.ca/laws/statute/90e19>
- Government of Ontario. (2008). Bruce Mines Planning For New Growth Opportunities. Retrieved January 9, 2026. Available: <https://news.ontario.ca/en/release/1077/bruce-mines-planning-for-new-growth-opportunities>
- Government of Ontario. (2010). Far North Act, 2010, S.O. 2010, c. 18. Accessed July 30, 2024. Available: <https://www.ontario.ca/laws/statute/10f18>
- Government of Ontario. (2021). Canada and Ontario Invest in Improved Community, Cultural and Recreational Facilities in First Nation Communities in Ontario. Available: <https://news.ontario.ca/en/backgrounder/61146/canada-and-ontario-invest-in-improved-community-cultural-and-recreational-facilities-in-first-nation-communities-in-ontario>
- Government of Ontario. (2023). Ontario Works. Retrieved December 8, 2023. Available: <https://www.ontario.ca/page/ontario-works#section-0>
- Government of Ontario (2023b). Supporting Indigenous Job Training in Northern Ontario. Retrieved October 15, 2024. Available: <https://news.ontario.ca/en/backgrounder/1003628/supporting-indigenous-job-training-in-northern-ontario>
- Government of Ontario. (2024). Crown land management. Accessed on September 27, 2024. From: <https://www.ontario.ca/page/crown-land-management>.
- Government of Ontario. (2024c). Resource-based tourism. Retrieved October 15, 2024. Available <https://www.ontario.ca/page/resource-based-tourism#:~:text=Resource%2Dbased%20tourism%20is%20tourism,camping>
- Government of Ontario. (2024d). Fisheries Management Zone 2. Retrieved October 15, 2024. Available <https://www.ontario.ca/document/ontario-fishing-regulations-summary/fisheries-management-zone-2>



- Government of Ontario (2024e). 2024 Ontario Hunting Regulations Summary, Fall 2024-Spring 2025. Retrieved October 15, 2024. Available https://www.ontario.ca/files/2024-03/mnrf-2024-hunting-regulations-summary-en-2024-03-26_0.pdf
- Government of Ontario. (2024b). Community Sport and Infrastructure Fund Stream 2: New Builds/Signature New Builds. Retrieved October 20, 2024. Available: https://forms.mgcs.gov.on.ca/dataset/1e786e72-84b2-4603-8059-e5cef86e83ad/resource/7d2327f9-c091-44d8-bdf7-959142c59d2e/download/csrif-stream-2-guidelines_en.pdf
- Government of Ontario. (2024a). Sport and recreation programs in Indigenous communities. Retrieved October 20, 2024. Available: <https://www.ontario.ca/page/sport-and-recreation-programs-indigenous-communities>
- Government of Ontario. (2025a). Ontario's Ring of Fire. Accessed on January 17, 2026. Available: <https://www.ontario.ca/page/ontarios-ring-fire#:~:text=The%20Ring%20of%20Fire%20has%20the%20potential,new%20One%20Project%20C%20One%20Process%20approval%20model.>
- Government of Ontario. (2025b). Mining Act, R.S.O. 1990, c. M.14. Retrieved January 9, 2026. Available: <https://www.ontario.ca/laws/statute/90m14>
- Graci, Sonya. (2010). The potential for aboriginal ecotourism in Ontario. Geography Research Forum, Vol. 30, 2010: 135-148. Retrieved October 15, 2024. Available: <https://www.researchgate.net/publication/287354678>
- Hay, Iain. (2016). Qualitative Research Methods in Human Geography. Retrieved May 3, 2023. Available: www.minescanada.ca
- Helin, C. (2008). Dances with Dependency: Out of Poverty through Self-Reliance. Retrieved June 2, 2023. Available: Cubbie Blue Publishing, Inc.
- Honigmann, John J. (1948). Foodways in a Muskeg Community, an anthropological report on the Attawapiskat Indians. Retrieved September 28, 2024. Available: https://www.myccr.com/sites/default/files/storage/CCR%20pdf/Ontario/CanoeRoutesofOntario/WiniskRiver_TripReport.pdf
- Hydro One Remote Communities Inc. (2025a). Marten Falls First Nation (Ogoki Post). Retrieved December 23, 2025. Available: <https://www.hydrooneremotes.ca/marten-falls-first-nation>
- IBI Group & Hemson Consulting Ltd. (2016). Winter Roads. Draft Technical Backgrounder. Prepared for the Ministry of Transportation and Ministry of Northern Development and Mines. Retrieved July 4, 2023. Available: https://northernontariommts.files.wordpress.com/2016/11/ttr_winter_roads_techbackgrounder_2016-11-10.pdf
- IBI Group & Hemson Consulting Ltd. (2016a). Draft Technical Background – Northern Ontario Multimodal Transportation Strategy – Remote Airports. Retrieved April 21, 2025. Available: https://northernontariommts.wordpress.com/wp-content/uploads/2016/11/ttr_remoteairports_techbackgrounder_2016-11-10.pdf
- Impact Assessment Agency of Canada (IAAC). (2024). For Input – Draft Terms of Reference for the Regional Assessment in the Ring of Fire Area. Retrieved October 7, 2024. Available: <https://iaac-aeic.gc.ca/050/documents/p80468/158865E.pdf>



- Impact Assessment Agency of Canada (IAAC). (2025). Regional Assessment in the Ring of Fire Area – Milestone Reached: Regional Assessment in the Ring of Fire Area in northern Ontario Moves to Next Phase. Retrieved May 06, 2025. Available: <https://www.canada.ca/en/impact-assessment-agency/news/2025/01/regional-assessment-in-the-ring-of-fire-area---milestone-reached-regional-assessment-in-the-ring-of-fire-area-in-northern-ontario-moves-to-next-phase.html>
- Independent Electricity System Operator (IESO). (2023). Integrated Regional Resource Plan, Northwest Region. Retrieved on September 29, 2024. Available: <https://www.ieso.ca/-/media/Files/IESO/Document-Library/regional-planning/Northwest-Ontario/nw-ontario-20230113-report-final.pdf>
- Indigenous Sport and Wellness. (n.d.). Northern and Remote Communities Recreation Fund (NRCRF). Retrieved September 22, 2024. Available: <https://iswo.ca/community/northern-remote-communities-recreation-fund-nrcrf/>
- Indigenous Tourism Ontario (ITO). (2024). Who We Are. Available: <https://indigenoustourismontario.ca/who-we-are>
- Indigenous Tourism Ontario (ITO). (2024a). Member Directory. Retrieved May 06, 2025. Available: <https://indigenoustourismontario.ca/member-directory>
- Indigenous Tourism Ontario (ITO). (n.d.). Who We Are. Retrieved January 9, 2026. Available: <https://indigenoustourismontario.ca/who-we-are>
- Kayahna Tribal Area Council. 1985. The Kayahna Region land utilization and occupancy study. Big Trout Lake, Ont.: Kayahna Tribal Area Council.
- Kimesskenemenow LP. (2025). The Winter Road Company – Kimesskenemenow Limited Partnership. Available: <https://www.winterroadcompany.ca/>
- Leuenberger Air Services. (2023). Charters. Retrieved June 27, 2023. Available: <http://www.leuenberger.ca/charters>
- MacDonald, Justine. (2011). Anishiniwi bimaadisiwin: Ojicree and (East) Cree Experiences of Aboriginal Literacies from Kasabonika, Mistissini, Waswanipi, and Waskagani. Available: https://curve.carleton.ca/system/files/etd/d7184350-0b1f-465c-ae96-b182b9162d9e/etd_pdf/e5c39545b83a615a6864cfefa7ed536f/macdonald-anishiniwibimaadisiwinojicreeandeastcree.pdf
- Marten Falls First Nation (n.d.). Marten Falls First Nation homepage – Marten Falls / Bay Meats Partnership! Available: <https://martenfalls.com/>
- Marten Falls First Nation and Ministry of Natural Resources (MFFN and MNR). (2013). Marten Falls Community Based Land Use Plan Terms of Reference. Retrieved July 9, 2023. Available: <https://www.ontario.ca/page/marten-falls-community-based-land-use-plan-terms-reference>
- Marten Falls First Nation Community Access Road (MFFNCAR). (2019). Frequently Asked Questions (FAQ). Available: <https://www.martenfallsaccessroad.ca/faq/>
- Marten Falls First Nation Community Access Road (MFFNCAR). (2022). Tourism Outfitter Locations. Retrieved December 23, 2025. Available: https://www.martenfallsaccessroad.ca/wp-content/uploads/2022/06/NEW-MAP_TourismOutfitters-June-21.pdf
- Matawa First Nations Management. (n.d.). Economic Development. Retrieved April 16, 2025. Available <https://www.matawa.on.ca/services/economic-development/>



Matawa First Nations Management. (2018). Matawa First Nations Host Community Sessions to Develop 20-year Regional Tourism Strategic Plan. Retrieved April 21, 2025. Available: <https://www.matawa.on.ca/matawa-first-nations-host-community-sessions-to-develop-20-year-regional-tourism-strategic-plan/>

Matawa First Nations Management. (2023). 2022/2023 Annual Report. Retrieved on October 8, 2024. Available: https://www.matawa.on.ca/wp-content/uploads/2023/08/Matawa_2023_Annual_Report.pdf

McIntosh, Emma. (2023). 10 First Nations sue Ontario and Canada over resource extraction and broken Treaty 9 promises. The Narwal. Accessed on September 27, 2024. Available: <https://thenarwhal.ca/ontario-treaty-9-lawsuit/>

McIntosh, Emma. (2024). Can these far northern First Nations protect the world's Breathing Lands? The Narwal. Accessed October 8, 2024. Available: <https://thenarwhal.ca/mushkegowuk-james-bay-indigenous-conservation/>

Mining Association of Canada. (2024). The Mining Story, 2024 Canadian Industry Facts and Figures. Retrieved: September 30, 2024. Available: https://mining.ca/wp-content/uploads/dlm_uploads/2024/06/Facts-and-Figures-2023-FINAL-DIGITAL.pdf

Mining Watch. (2018). Neskantaga and Eabametoong First Nations Issue Declaration of Alliance and Shared Regulatory Territory. Available: <https://miningwatch.ca/news/2018/11/9/neskantaga-and-eabametoong-first-nations-issue-declaration-alliance-and-shared>

Ministry of Energy and Mines. (2024). MLAS Map Viewer. Retrieved January 6, 2026. Available: <https://www.lioapplications.lrc.gov.on.ca/MLAS/Index.html?viewer=MLAS.MLAS&locale=en-CA>

Ministry of Environment, Conservation and Parks. (Updated 2021). Winisk River Provincial Park Management Statement. Retrieved October 1, 2024. Available: <https://www.ontario.ca/page/winisk-river-provincial-park-management-statement>

Ministry of Mines. (2022). Ring of Fire, November 2022. Retrieved March 17, 2023. Available: <https://www.ontario.ca/page/ontarios-ring-fire>

Ministry of Mines. (2022a). Ontario's Critical Minerals Strategy 2022-2027: Unlocking potential to drive economic recovery and prosperity. Retrieved October 1, 2024. Available: <https://www.ontario.ca/page/ontarios-critical-minerals-strategy-2022-2027-unlocking-potential-drive-economic-recovery-prosperity>

Ministry of Mines. (2024). Ontario's minerals sector. Retrieved: September 30, 2024. Available: <https://www.ontario.ca/page/ontarios-minerals-sector#section-4>

Ministry of Municipal Affairs and Housing (MMAH). (2024). Provincial Planning Statement, 2024. Retrieved March 18, 2025. Available: <https://www.ontario.ca/files/2024-10/mmah-provincial-planning-statement-en-2024-10-23.pdf>

Ministry of Natural Resources (MNR). (2020). Sustainable Growth: Ontario's Forest Sector Strategy. Retrieved May 8, 2025. Available: <https://www.ontario.ca/page/sustainable-growth-ontarios-forest-sector-strategy>

Ministry of Natural Resources (MNR).(2021). Forest management: facts and figures. Retrieved October 8, 2024. Available: <https://www.ontario.ca/page/forest-management-facts-and-figures>



- Ministry of Natural Resources (MNR). (2021a). Forest regions. Retrieved May 8, 2025. Available: <https://www.ontario.ca/page/forest-regions>
- Ministry of Natural Resources (MNR). (2022). Fisheries in Ontario. Retrieved on September 29, 2024. Available: <https://www.ontario.ca/page/fisheries-ontario>
- Ministry of Natural Resources (MNR). (2023). Fisheries Management Zones (FMZs) 1, 2, and 3. Retrieved on September 29, 2024. Available: <https://www.ontario.ca/page/fisheries-management-zones-fmzs-1-2-and-3>
- Ministry of Natural Resources (MNR). (2024). Ontario Hunting Regulations Summary. Retrieved October 7, 2024. Available: <https://www.ontario.ca/document/ontario-hunting-regulations-summary/how-use-this-summary>
- Ministry of Natural Resources (MNR). (2025). Aggregate resources. Retrieved May 8, 2025. Available: <https://www.ontario.ca/page/aggregate-resources>
- Ministry of Natural Resources and Forestry (MNR). (2022). Success at a Glance: Ontario's Forest Sector Strategy Progress Report. Retrieved on September 29, 2024. Available: <https://www.ontario.ca/files/2022-09/mnrf-success-at-a-glance-ontario-forest-sector-strategy-progress-report-2022-en-2022-09-21.pdf>
- Ministry of Northern Economic Development and Growth. (2011). Growth Plan for Northern Ontario, 2011. Retrieved March 14, 2023. Available: <https://www.ontario.ca/document/growth-plan-northern-ontario/context>.
- Ministry of Tourism Culture and Sport. (2025). Sport and recreation programs in Indigenous Communities, July 11, 2022. Retrieved January 9, 2026. Available: <https://www.ontario.ca/page/sport-and-recreation-programs-indigenous-communities>
- Ministry of Tourism, Culture and Gaming and Ministry of Sport. (2024). Region 13c: Northwest Ontario. Retrieved October 20, 2024. Available: <https://www.ontario.ca/document/tourism-regions/region-13c-northwest-ontario>
- Ministry of Tourism, Culture and Gaming and Ministry of Sport. (2024). Tourism Profile Region 13c: Northwest Ontario (Data set). Retrieved October 20, 2024. Available: <https://data.ontario.ca/dataset/3c246042-98ea-4eb7-88fe-5f2bd0baf29f/resource/984bf2ea-dcd3-458a-93e5-81fa59ac8d5a/download/mtcs-tourism-regional-profile-region13c-en-2024-05-29.xlsx>
- Ministry of Tourism, Culture and Gaming and Ministry of Sport. (2025). Published plans and annual reports 2024–2025: Tourism, Culture and Sport. Retrieved May 06, 2025. Available: <https://www.ontario.ca/page/published-plans-and-annual-reports-2024-2025-tourism-culture-and-sport>
- Ministry of Transportation (MTO). (2022). Connecting the North: A Draft Transportation Plan for Northern Ontario. Retrieved October 8, 2024. Available: <https://www.ontario.ca/page/connecting-north-draft-transportation-plan-northern-ontario>
- Ministry of Transportation (MTO). (n.d.) Traffic Volume Data. Available: <https://www.library.mto.gov.on.ca/SydneyPLUS/TechPubs/Portal/tp/tvSplash.aspx>
- MNP LLP (n.d.). Weenusk First Nation Existing Conditions Report Webequie Supply Road Project – Draft. Internal Document Review.



- Mushkegowuk Council. (2024). Draft Omushkego Wahkohtowin Conservation Plan. Retrieved March 4, 2025. Available: https://mushkegowuk.ca/wp-content/uploads/2025/02/DraftConservationPlan_March2024_web.pdf
- Nakina Outpost Camp. (2023). Airbase (Nakina Air Service). Retrieved June 27, 2023. Available: <https://www.nakinaoutpostcamps.com/about/airbase/>
- Natural Heritage, Lands and Protected Spaces. (2011). Retrieved on September 28, 2024. Available: https://www.ontarioparks.ca/pdf/ansi/ansi_procedure.pdf
- Natural Resources Canada. (2013). Guide to exploration and mining for Aboriginal communities. Retrieved June 26, 2023. Available: <https://natural-resources.canada.ca/sites/nrcan/files/mineralsmetals/files/pdf/abor-auto/mining-guide-eng.pdf>
- Natural Resources Canada. (2020). Lands and Minerals Sector – Indigenous Mining Agreements. Retrieved March 18, 2025. Available: <https://atlas.gc.ca/imaema/en/>
- Neegan Burnside. (2009). Matawa First Nations Tribal Council Winter Roads Realignment Study. Internal Document Review.
- Neegan Naymowan Stantec LP. (2015). Attawapiskat First Nation Community Based Land Use Plan Terms of Reference. Prepared by Neegan Naymowan Stantec LP. May 7, 2015. Internal Document.
- Neskantaga First Nation. (2019). Letter correspondence from Neskantaga First Nation to Webequie First Nation. Re: Neskantaga Comments and Information Requests Webequie Supply Road- Draft Environmental Assessment Terms of Reference Review and Comment. November 6, 2019.
- Neskantaga First Nation. (2021). Letter correspondence from David Peerla (Advisor to Neskantaga First Nation) to Sash McLeon (Special Project Officer, MECP, EAB) “Re: Information and Knowledge that can be considered across the Marten Falls Community Access Road (MFCAR) Project and Webequie Supply Road (WSR) Project. Internal Document Review.
- Newell, Dianne and Rosemary Ommer (Eds.) 1999. Fishing places, fishing people: traditions and issues in Canadian small-scale fisheries. University of Toronto Press.
- Nibinamik First Nation. (2014). Mamow Ki Ken Da Ma Win: Searching Together 2014 – Sports and recreation in Nibinamik First Nation. Internal Document Review.
- Nibinamik First Nation (2014a). Mamow Ki Ken Da Ma Win: Searching Together 2014 – Youth Voices of Nibinamik First Nation. Internal Document Review.
- Nishnawbe-Aski Legal Services (n.d.) Know your Rights. Retrieved October 8, 2024. Available: <https://nanlegal.on.ca/wp-content/uploads/2018/11/Hunting-Trapping-Fishing-Treaty-9-Card-2022.pdf>
- Northern Ontario Business. (2017). Marten Falls’ new best buddies. Retrieved December 23, 2025. Available: <https://www.northernontariobusiness.com/industry-news/mining/marten-falls-new-best-buddies-636031>
- Northern Ontario Business. (2024). Grants, mentorship looking to ‘spark’ new tourism ideas. Retrieved October 15, 2024. Available: <https://www.northernontariobusiness.com/industry-news/tourism/grants-mentorship-looking-to-spark-new-tourism-ideas-9591538>



- Northern Ontario Business. (2024b). Feds providing \$7M for Indigenous eco dev projects. Retrieved October 20, 2024. Available: <https://www.northernontariobusiness.com/industry-news/aboriginal-businesses/feds-providing-7m-for-indigenous-eco-dev-projects-9549747>
- Northern Ontario Business Awards. (2020). First Nations Business Award of Excellence: Attawapiskat Enterprises. Retrieved October 8, 2024. Available: <https://www.noba.ca/2017-winners/first-nations-business-award-of-excellence-attawapiskat-enterprises-2681443>
- Northern Ontario Heritage Fund Corporation (NOHFC). (2022). Ontario Strengthening Tourism Sector in the North. Retrieved October 15, 2024. Available: <https://nohfc.ca/en/news/2022/ontario-strengthening-tourism-sector-in-the-north>
- Northwest Health Line. (2023a). Wunnumin Lake First Nation Band Office. Retrieved June 27, 2023. Available: <https://www.northwesthealthline.ca/display/service.aspx?id=172080>
- North Star Air Ltd. (2023). First Nation Community Partners. Retrieved June 27, 2023. Available: <https://www.northstarair.ca/article/first-nation-community-partners-1176.asp>
- Ontario Chamber of Commerce. (2014). Beneath the Surface: Uncovering the Economic Potential of Ontario's Ring of Fire. Retrieved on September 29, 2024. Available: https://occ.ca/wp-content/uploads/Beneath_the_Surface_web-1.pdf
- Ontario Fish and Wildlife Conservation Act. (2021). Fish and Wildlife Conservation Act, 1997, S.O. 1997, c. 41, Amended. Retrieved March 17, 2023. Available: <https://www.ontario.ca/laws/statute/97f41>
- Ontario Mining Association. (n.d.). Economic Contribution. Retrieved on September 29, 2024. Available: <https://oma.on.ca/en/ontario-mining/EconomicContribution.aspx#:~:text=In%202022%2C%20Ontario%27s%20mining%20sector,billion%20in%20wages%20and%20salaries>
- Ontario Mining Association. (2021). Ontario Mining Operations 2025. Retrieved March 18, 2025. Available: <https://oma.on.ca/en/ontario-mining/Map.aspx>
- Ontario Newsroom. (2021). Canada and Ontario Invest in Improved Community, Cultural and Recreational Facilities in First Nation Communities in Ontario. Retrieved October 7, 2024. Available: <https://news.ontario.ca/en/backgrounder/61146/canada-and-ontario-invest-in-improved-community-cultural-and-recreational-facilities-in-first-nation-communities-in-ontario>
- Ontario Newsroom. (2024). Ontario working in Partnership with Northern First Nations to End Reliance on Diesel Fuel. Retrieved on September 29, 2024. Available: <https://news.ontario.ca/en/release/1004394/ontario-working-in-partnership-with-northern-first-nations-to-end-reliance-on-diesel-fuel>
- Pratt, Tracy A. and Sophie Langlois (2023). Treaty 9 First Nations To File Claim Against Canada and Ontario Seeking Co-Jurisdiction Over Treaty 9 Lands. Fasken Martineau DuMoulin LLP. Retrieved September 30, 2024. Available: <https://www.fasken.com/en/knowledge/2023/05/16-treaty-9-first-nations-to-file-claim-against-canada>
- Provincial Advocate for Youth & Children. (n.d.). Together We Are ... Feathers of Hope – A First Nations Youth Action Plan. Available: https://cwrp.ca/sites/default/files/publications/Feathers_of_Hope.pdf
- Proulx, Gilbert. (2015). Fur Trapping. The Canadian Encyclopedia. Retrieved April 21, 2025. Available: <https://www.thecanadianencyclopedia.ca/en/article/fur-trapping>



- Rand, M., Gray C., & Nysten K. (n.d.) Creating physically active Indigenous communities through Path to Prevention report recommendations. Cancer Care Ontario. Retrieved October 10, 2024. Available: https://sportforlife.ca/wp-content/uploads/2018/03/D2_-_Path_to_Prevention_MichelleRand.pdf
- Raphael, D., T. Bryant, J. Mikkonen, and A. Raphael. (2020). Social Determinants of Health: The Canadian Facts. 2nd Edition, Page 59. Available: https://thecanadianfacts.org/The_Canadian_Facts-2nd_ed.pdf
- Sieciechowics, K. 1986. Northern Ojibwe Land Tenure, *Anthropologica* (Ottawa), 28(1/2), 187-202. Retrieved May 15, 2023. Available: <https://www.jstor.org/stable/25605199?origin=crossref&seq=1>
- SkyCare. (2023). SkyCare. Retrieved June 27, 2023. Available: <https://www.skycare.ca/>
- Slattery & Slattery Aboriginal Law Practitioners. (2020). What are Indigenous commercial fishing rights? Retrieved: September 30, 2024. Available: <https://slatterylaw.ca/blog/f/indigenous-commercial-fishing-rights>
- SNC-Lavalin Inc. (2022). Transcripts from Interviews and Focus Groups with Webequie Knowledge Holders. Internal Document Review.
- Statistics Canada. (2021). Census Profile Table – Attawapiskat 91A. Retrieved April 21, 2025. Available: <https://www12.statcan.gc.ca/census-recensement/2021/dp-pd/prof/details/page.cfm?Lang=E&SearchText=Attawapiskat%2091A&DGUIDlist=2021S05101497&GENDERlist=1,2,3&STATISTIClist=1&HEADERlist=0>
- Statistics Canada. (2021a). Census Profile Table – Fort Hope 64. Retrieved April 21, 2025. Available: <https://www12.statcan.gc.ca/census-recensement/2021/dp-pd/prof/details/page.cfm?Lang=E&SearchText=Fort%20Hope%2064&DGUIDlist=2021A00053560053&GENDERlist=1,2,3&STATISTIClist=1&HEADERlist=0>
- Statistics Canada. (2021b). Census Profile Table – Kasabonika Lake. Retrieved April 21, 2025. Available: <https://www12.statcan.gc.ca/census-recensement/2021/dp-pd/prof/details/page.cfm?Lang=E&SearchText=Kasabonika%20Lake&DGUIDlist=2021A00053560096&GENDERlist=1,2,3&STATISTIClist=1&HEADERlist=0>
- Statistics Canada. (2021c). Census Profile Table – Neskantaga. Retrieved April 21, 2025. Available: <https://www12.statcan.gc.ca/census-recensement/2021/dp-pd/prof/details/page.cfm?Lang=E&SearchText=Neskantaga&DGUIDlist=2021A00053560093&GENDERlist=1,2,3&STATISTIClist=1&HEADERlist=0>
- Statistics Canada. (2021d). Census Profile Table – Nibinamik. Retrieved April 21, 2025. Available: <https://www12.statcan.gc.ca/census-recensement/2021/dp-pd/ipp-ppa/details/page.cfm?Lang=E&SearchText=Nibinamik%20First%20Nation&DGUID=2021C1005275&GENDER=1&AGE=1&HP=0&HH=0>
- Statistics Canada. (2021e). Census Profile Table – Weenusk. Retrieved April 21, 2025. Available: <https://www12.statcan.gc.ca/census-recensement/2021/dp-pd/ipp-ppa/details/page.cfm?Lang=E&SearchText=Weenusk%20First%20Nation&DGUID=2021C1005184&GENDER=1&AGE=1&HP=0&HH=0>
- Stantec Consulting Ltd. (2024). Interim Report Webequie First Nation Indigenous Knowledge Study for the Webequie Supply Road. Internal Document Review. October 4, 2024.



- Steel, Debora. (2013). The Eabametoong First Nation delivered a tourism development and training program. Retrieved June 28, 2023. Available: <https://www.ammsa.com/publications/windspeaker/eabametoong-first-nation-delivered-tourism-development-and-training-program>
- Suslop Inc. (2024). Marten Falls First Nation Indigenous Knowledge, Land Use and Occupancy Study for the Northern Access Roads. Proposed Webequie Supply Road Project. Internal Document Review
- Sutherland, Julie. (2021). Indigenous sports and recreation programs and partnerships across Canada: A literature review and environmental scan. Prince George, BC: NCCIH. Retrieved September 18, 2024. Available https://www.nccih.ca/Publications/lists/Publications/Attachments/ISR/Indigenous_Sports_and_Recreation_EN_Web_2022-01-27.pdf
- Teach for Canada. (n.d.). Welcome to Marten Falls First Nation / Ogoki Post. Retrieved December 23, 2025. Available: <https://teachforcanada.ca/en/wp-content/uploads/2017/09/Marten-Falls-2024.pdf>
- Teach for Canada. (2025). Marten Falls First Nation, Henry Coaster Memorial School. Retrieved December 23, 2025. Available: <https://teachforcanada.ca/en/community/marten-falls-first-nation/>
- The Daily Press. (2025). Agreement with Marten Falls aimed at fast tracking Ring of Fire access road. Retrieved December 23, 2025. Available: <https://www.timminspress.com/news/agreement-with-marten-falls-aimed-at-fast-tracking-ring-of-fire-access-road>
- Thomas, D (2020). "Transforming relations: Anishnawbe Natural Law in the "Ring of Fire"" (2020). Theses and Dissertations (Comprehensive). 2303. Retrieved on July 18, 2023, from <https://scholars.wlu.ca/etd/2303>
- Thunder Airlines. (2023). Services. Retrieved June 27, 2023. Available: <https://www.thunderair.com/serviceshttps://www.thunderair.com/serviceshttps://www.thunderair.com/services>
- Timmins Today. (2021). ONTARIO: Government to spend \$14.5M on better air services to remote First Nations communities. Retrieved April 21, 2025. Available : <https://www.timminstoday.com/around-ontario/ontario-government-to-spend-145m-on-better-air-services-to-remote-first-nations-communities-3984580>
- TKG Group. (2023). First Nation owned TKG Group acquires Oshtugon Computers Inc. Retrieved November 13, 2025. Available: <https://www.tkggroup.ca/first-nation-owned-tkg-group->
- Tourism Industry Association of Ontario and Ontario Chamber of Commerce (TIAO & OCC). (2022). State of the Ontario Tourism Industry Report. Retrieved October 15, 2024. Available: <https://occ.ca/wp-content/uploads/State-of-the-Ontario-Tourism-Industry-Report-December-13-2022-FINAL.pdf>
- Tourism Innovation Lab. (2024). Northeastern Ontario (Round 2) "Spark" Program. Retrieved October 15, 2024. Available: https://www.tourisminnovation.ca/northeasternontario.html?utm_source=northern%20ontario%20business&utm_campaign=northern%20ontario%20business%3A%20outbound&utm_medium=referral
- Turner, L. (2023). Can the Crown make land decisions without First Nations consent? Treaty 9 lawsuit argues no. Available: <https://www.cbc.ca/news/canada/thunder-bay/treaty-nine-lawsuit-1.6822266>



- United Nations. (2007). UN Declaration on the Rights of Indigenous Peoples. Retrieved June 27, 2024. Available: <https://docs.un.org/en/A/RES/61/295>
- Wasaya Airways Limited Partnership. (2023). Services. Retrieved June 27, 2023. Available: <https://www.wasaya.com/services/>
- Wataynikaneyap Power. (2022). Kingfisher Lake First Nation Energized by Wataynikaneyap Power. Retrieved January 9, 2026. Available: <https://www.wataypower.ca/updates/kingfisher-lake-first-nation-energized-by-wataynikaneyap-power>
- Wataynikaneyap Power. (2023). Wunnumin Lake First Nation Energized by Wataynikaneyap Power. Retrieved January 9, 2026. Available: <https://www.wataypower.ca/updates/wunnumin-lake-first-nation-energized-by-wataynikaneyap-power>
- Webequie First Nation. (n.d.). Tourism. Retrieved October 15, 2024. Available: <http://www.webequie.ca/article/tourism-146.asp>
- Webequie first Nation. (n.d.-a). Spruce Shores Lodge. Retrieved April 21, 2025. Available: <http://www.webequie.ca/article/spruce-shores-lodge-149.asp>
- Webequie First Nation. (2019a). On-Reserve Land Use Plan. Internal Document Review. Webequie Supply Road (2020)
- Webequie First Nation. (2019b). Webequie First Nation Community Based Land Use Plan. Webequie Anishininiwuk Ahki Ohnahchiikaywin. V. 4.3. Draft. March 2019. Internal Document Review.
- Webequie First Nation. (2023). Webequie First Nation Comprehensive Community Plan. Internal Document Review.
- Weenusk First Nation and Ministry of Natural Resources and Forestry (MNR). (2017). Terms of Reference, November 2017. Retrieved March 14, 2023. Available: <https://files.ontario.ca/weenusk-terms-of-reference-english.pdf>
- Weenusk First Nation. (2024). Weenusk First Nation Existing Conditions Report, Webequie Supply Road Project (draft). Internal Document Review
- Webequie First Nation and Ministry of Natural Resources and Forestry. (2025). Webequie First Nation Community Based Land Use Plan. Webequie Anishininiwuk Ahki Ohnahchiikaywin. V. 5.2. Draft. July 2025. Internal Document Review.
- Winchester, H.P., & Rofe, M.W. (2010). Qualitative Research and Its Place in Human Geography. Retrieved May 3, 2023. Available: https://www.researchgate.net/publication/303862394_Qualitative_research_and_its_place_in_human_geography
- Wildlands League. (2013). First Nation paddling trip highlights need to protect watershed. Retrieved July 12, 2023. Available: <http://wildlandsleague.org/attachments/WLL-KlpaddlersSept2012.pdf>
- Woolway, R. Iestyn, Lei Huang, Sharma Sapna et al. (2022). Lake Ice Will Be Less Safe for Recreation and Transportation Under Future Warming. Earth's Future, Vol 10., Iss. 10. Available: <https://doi.org/10.1029/2022EF002907>
- WSP Canada Inc. (2016). Webequie First Nation Airport and Commercial Sites Redevelopment Phase II Report: Airport Development and Business Plan. Internal Document Review.



Wunnumin Lake First Nation. (2010). Community Profile 2010. Retrieved September 30, 2024. Available: <https://wunnumin.com/community-profile-2010/>

Wunnumin Lake First Nation. (2010b). Economic Development Profile 2010. Retrieved September 30, 2024. Available: <https://wunnumin.com/economic-development-profile-2010/>

Zhang, Merrina, Alireza Roghani and Sylvie Chenier. (2024). Winter Road Climate Risk & Vulnerability 2020-2024 Research Summary. National Research Council Canada. Available: <https://nrc-publications.canada.ca/eng/view/object/?id=811fed70-eb56-4f3b-b795-201695feb6ae>

AtkinsRéalis Canada Inc. (2023). Transcripts from Interviews and Focus Groups with Webequie Knowledge Holders. Internal Document Review.

16.11.3 Section 16.3 Identification of Potential Effects, Pathways and Indicators

ᐃᐃᐃᐃ ᐃᐃᐃᐃᐃᐃ O mushkegowuk Weenuski-Inninowuk Otaskiwao
Weenusk First Nation Terms of Reference (OWIOWENTOR). (2017). Accessed on September 27, 2024. From: <https://files.ontario.ca/weenusk-terms-of-reference-english.pdf>

AECOM. (2014). Webequie First Nation Capital Planning Study. Internal Document Review.

Allan, Michelle. (2024). Mining company Wyloo gives update on Ring of Fire mining projects, First Nations resistance continues. Retrieved October 15, 2024. Available: <https://www.cbc.ca/news/canada/thunder-bay/wyloo-metals-ceo-update-1.7092369>

AtkinsRéalis Canada Inc. (2022). Webequie Key Informant Interview, Councillor. Internal Document Review. May 12, 2022

AtkinsRéalis Canada Inc. (2022a). Transcripts from Interviews and Focus Groups with Webequie Knowledge Holders. Internal Document Review. March 1, 2022.

Campbell, Austin. (2024). Wyloo Canada CEO provides update. Retrieved October 16, 2024. Available: <https://www.snewswatch.com/local-news/ring-of-fire-metals-ceo-provides-updates-about-eagles-nest-project-8153026>

Colliers. (2025). Highway 599. Retrieved April 18, 2025. Available: <https://www.colliersprojectleaders.com/projects/road-and-culvert-inspection/>

Eabametoong and Mishkeegogamang First Nations, and Ministry of Natural Resources (MNR). (2013). Eabametoong and Mishkeegogamang First Nations Far North community based land use planning terms of reference. Available: <https://www.ontario.ca/page/eabametoong-and-mishkeegogamang-first-nations-far-north-community-based-land-use-planning-terms>

Ezeudu, Martin-Joe. (2021). The unconstitutionality of Canada's free entry mining systems and the Ontario exception. Vol 20, No 1 (2020): Asper Review of International Business and Trade Law. Available: <https://journals.library.ualberta.ca/asperreview/index.php/asperreview/article/view/237>

FlightAware. (n.d.). CYWP Webequie Airport. Accessed March 11, 2025. Available <https://www.flightaware.com/live/airport/CYWP>

Globe Newswire. (2024). Juno and Marten Falls First Nation Sign Exploration Agreement. The Canadian Press. Accessed March 17, 2024. Available:



- https://www.thecanadianpressnews.ca/globenewswire_press_releases/juno-and-marten-falls-first-nation-sign-exploration-agreement/article_6b6e7463-3133-5428-8577-2e56fa548985.html
- Government of Canada. (1985). Indian Act, R.S.C., 1985, c. I-5. Available: <https://laws-lois.justice.gc.ca/eng/acts/i-5/>
- Government of Canada. (2014). Guidelines for Unconsolidated Non-Metallic Substances on Reserve Land (Sand and Gravel). Available: <https://www.sac-isc.gc.ca/eng/1409161837833/1612800209213>
- Government of Canada. (2019). Government of Canada investing in safety at the airport in Webequie First Nation. Accessed March 11, 2025. Available <https://www.canada.ca/en/transport-canada/news/2019/01/government-of-canada-investing-in-safety-at-the-airport-in-webequie-first-nation.html>
- Government of Canada. (2024). Apply to the Navigation Protection Program. Available: <https://www.tc.canada.ca/en/programs/apply-navigation-protection-program>
- Government of Canada. (2025). Reserve/Settlement/Village Detail. Accessed March 19, 2025. Available: https://fnp-ppn.aadnc-aadnc.gc.ca/fnp/Main/Search/RVDetail.aspx?RESERVE_NUMBER=09415&lang=eng
- Government of Canada. (2025a). Minor Works Order (SOR/2021-170). Available: <https://laws-lois.justice.gc.ca/eng/regulations/sor-2021-170/index.html>
- Government of Ontario. (1990). Environmental Protection Act, R.S.O. 1990, c. E.19. Available: <https://www.ontario.ca/laws/statute/90e19>
- Government of Ontario. (2025). 2025 Ontario Hunting Regulations Summary. Retrieved April 16, 2025. Available <https://www.ontario.ca/files/2025-03/mnr-2025-ontario-hunting-regulations-summary-en-2025-03-27.pdf>
- Hessey, Krista. (2023). Area covered by mining claims in Ontario's 'Ring of Fire' increased by 30 per cent in one year. Global News. Retrieved October 3, 2024. Available: <https://globalnews.ca/news/10142331/mining-claims-ontario-ring-of-fire/#:~:text=Area%20covered%20by%20mining%20claims,in%20one%20year%20%7C%20Globalnews.ca>
- InterGroup Consultants. (2024). GBA+ Webequie Supply Road. Internal Document Review.
- Marten Falls First Nation and Ministry of Natural Resources (MFFN and MNR). (2013). Marten Falls Community Based Land Use Plan Terms of Reference. Retrieved July 9, 2023. Available: <https://www.ontario.ca/page/marten-falls-community-based-land-use-plan-terms-reference>
- Marten Falls First Nation. (2024). Marten Falls First Nation Indigenous Knowledge, Land Use and Occupancy Study for the Northern Access Roads. Internal Document Review.
- McIntosh, Emma. (2024). Can these far northern First Nations protect the world's Breathing Lands? Retrieved September 27, 2024. Available <https://thenarwhal.ca/mushkegowuk-james-bay-indigenous-conservation/>
- Ministry of Children, Community and Social Services. (2023). Pathways to safety: Ontario's strategy in response to the Final Report of the National Inquiry into Missing and Murdered Indigenous Women and Girls. Retrieved November 20, 2025. Available:



<https://www.ontario.ca/page/pathways-safety-ontarios-strategy-response-final-report-national-inquiry-missing-and-murdered>

Ministry of Natural Resources (MNR). (2024). Buy or rent Crown land. Available: <https://www.ontario.ca/page/buy-or-rent-crown-land>

Ministry of Transportation (MTO). (2021). Provincial highways Traffic Volumes 2021 AADT Only. Retrieved April 18, 2025. Available: <https://www.library.mto.gov.on.ca/SydneyPLUS/TechPubs/Portal/tp/tvSplash.aspx>

MNP LLP (2024). Kashechewan First Nation Existing Conditions Report Webequie Supply Road Project – Draft. Internal Document Review.

MNP LLP (n.d.). Weenusk First Nation Existing Conditions Report Webequie Supply Road Project – Draft. Internal Document Review.

Neegan Naymowan Stantec LP. (2015). Attawapiskat First Nation Community Based Land Use Plan Terms of Reference. Prepared by Neegan Naymowan Stantec LP. May 7, 2015. Internal Document.

Neskantaga First Nation. (n.d.) Who We Are, Values Statement. Retrieved: September 27, 2024. Available: <https://neskantaga.com/who-we-are/>

Nibinamik First Nation. (2014). Mamow Ki Ken Da Ma Win: Searching Together 2014 – Sports and Recreation in Nibinamik First Nation. Internal Document Review.

Nibinamik First Nation (2014b). Mamow Ki Ken Da Ma Win: Searching Together 2014 – Youth Voices of Nibinamik First Nation. Internal Document Review.

Prokopchuk, Matt. (2025). First Nation seeks to ensure Ring of Fire developed on nation-to-nation basis, Indigenous Watchdog. Retrieved January 7, 2026. Available: <https://www.indigenouswatchdog.org/update/first-nation-seeks-to-ensure-ring-of-fire-developed-on-nation-to-nation-basis/>

Ross, Ian. (2025). First Nation road proponent going to court to halt Ring of Fire activity, Northern Ontario Business. Retrieved January 7, 2026. Available: <https://www.northernontariobusiness.com/regional-news/far-north-ring-of-fire/first-nation-road-proponent-going-to-court-to-halt-ring-of-fire-activity-11050689>

Saulteaux Engineering & Consulting. (2023). Extended-Asset Condition Reporting System 2023-2024, Webequie-240. Internal Document Review.

Sigfusson Northern Ltd. (2023). Webequie Supply Road Project – Request for Construction Support. Internal Document Review.

Statistics Canada. (2008). Air Carrier Traffic at Canadian Airports. Retrieved July 13, 2024. Available <https://www150.statcan.gc.ca/n1/en/pub/51-203-x/51-203-x2008000-eng.pdf?st=U1UYZ12G>

Statistics Canada. (2025). Table 23-10-0254-01 Air cargo traffic at Canadian airports, annual. Accessed March 11, 2025. Available <https://doi.org/10.25318/2310025401-eng>

Stantec Consulting Ltd. (2024). Interim Report Webequie First Nation Indigenous Knowledge Study for the Webequie Supply Road. Internal Document Review. October 4, 2024.



- Paper, Volume 15:37, February 2023, University of Calgary. Retrieved October 20, 2024. Available: https://www.researchgate.net/publication/383371849_Air_Connectivity_and_Airport_Infrastructure_in_Northern_Canada
- Burkhart, Riki and Sarah Lawson. (2005). Remoteness Sells, A Report on Resource-Based Tourism in Northwestern Ontario. Available: <https://wildlandsleague.org/attachments/tourismreport.pdf>
- Douglas, Emily. (2023). 10 ways to support Indigenous employees in your organization. Human Resources Director. Available: <https://www.hcamag.com/ca/specialization/corporate-wellness/10-ways-to-support-indigenous-employees-in-your-organization/461597>
- Government of Canada. (2024). Apply to the Navigation Protection Program. Available: <https://www.tc.canada.ca/en/programs/apply-navigation-protection-program>
- Government of Canada. (2025). Minor Works Order (SOR/2021-170). Available: <https://laws-lois.justice.gc.ca/eng/regulations/sor-2021-170/index.html>
- Government of Canada. (2025a). Major Works Order (SOR/2019-320). Available: <https://laws.justice.gc.ca/eng/regulations/sor-2019-320/FullText.html>
- Government of Ontario. (1990). Aggregate Resources Act, R.S.O. 1990, c. A.8. Available: <https://www.ontario.ca/laws/statute/90a08#BK4>
- Government of Ontario. (2010). Far North Act, 2010, S.O. 2010, c. 18. Accessed July 30, 2024. Available: <https://www.ontario.ca/laws/statute/10f18>
- Hydro One. (2024). Regional Planning Process Annual Status Report 2024. Available: https://www.oeb.ca/sites/default/files/HONI_Ltr_2024%20Regional%20Planning%20Status_20241101.pdf
- Indigenous Tourism Destination Fund (ITDF). (2023). Indigenous Tourism Destination Fund. Retrieved April 18, 2025. Available: <https://itdf.indigenoustourism.ca/>
- Indigenous Tourism Ontario (ITO). (2022). TRF Funding Program. Retrieved April 18, 2025. Available: <https://indigenoustourismontario.ca/project/trf-funding-program>
- Government of Ontario. (2024). Northern Ontario Transportation Task Force Final Report. Retrieved October 28, 2024. Available: <https://www.ontario.ca/page/northern-ontario-transportation-task-force-final-report>
- Government of Canada. (2019). Government of Canada investing in safety at the airport in Webequie First Nation. Accessed March 11, 2025. Available <https://www.canada.ca/en/transport-canada/news/2019/01/government-of-canada-investing-in-safety-at-the-airport-in-webequie-first-nation.html>
- Government of Canada. (2022). Action. Collaboration. Transformation. Final Report of the National Supply Chain Task Force 2022. Retrieved October 18, 2024. Available: https://tc.canada.ca/sites/default/files/2022-10/supply-chain-task-force-report_2022.pdf
- Government of Canada. (2023). Lessons Learned Review of the Remote Air Services Program (RASP). Transport Canada. Retrieved October 20, 2024. Available: <https://tc.canada.ca/en/corporate-services/transparency/corporate-management-reporting/evaluation-reports/lessons-learned-review-remote-air-services-program-rasp>



- Law, Sarah. (2024). 6 First Nations challenge Ontario's Mining Act, a month after similar legal action by Grassy Narrows. CBC. Available: <https://www.cbc.ca/news/canada/thunder-bay/first-nations-mining-act-court-application-1.7292351>
- MacLaine, Cameron, Melissa Lalonde, and Adam Fiser. (2019). Working Together: Indigenous Recruitment and Retention in Remote Canada. The Conference Board of Canada. Available: https://www.conferenceboard.ca/wp-content/uploads/woocommerce_uploads/reports/10121_IndigenousEmployment-RPT.pdf
- Marten Falls First Nation. (2024). Marten Falls First Nation Indigenous Knowledge, Land Use and Occupancy Study for the Northern Access Roads. Proposed Webequie Supply Road Project. Internal Document Review.
- McIntosh, Emma. (2024). Ontario First Nations want a year-long pause on mining claims. Will the Ford government listen? The Narwhal. Retrieved October 7, 2024. Available: <https://thenarwhal.ca/ontario-mining-claims-moratorium/>
- Mines Canada. (2024). Advancing the participation of Indigenous Peoples. Retrieved October 27, 2024. Available: <https://www.minescanada.ca/en/strategic-directions/advancing-participation-indigenous-peoples>
- Mines Canada. (2024b). The environment. Retrieved October 27, 2024. Available: <https://www.minescanada.ca/en/strategic-directions/environment>
- Ministry of Mines. (2021) Statement on community-proponent agreements. Retrieved October 27, 2024. Available: <https://www.ontario.ca/page/statement-community-proponent-agreements>
- Ministry of Municipal Affairs and Housing (MMAH). (2023). Growth Plan for Northern Ontario. Retrieved October 20, 2024. Available: <https://www.ontario.ca/document/growth-plan-northern-ontario/environment>
- Ministry of Natural Resources (MNR). (2024). Easements (Grants of). Available: <https://www.ontario.ca/page/easements-grants>
- Ministry of Transportation. (2020). Connecting the North: a draft transportation plan for Northern Ontario. Available: <https://files.ontario.ca/mto-northern-ontario-transportation-plan-en-2020-12-10.pdf>
- Ministry of Transportation. (2024). Northern Ontario Transportation Task Force Final Report. Available: <https://www.ontario.ca/page/northern-ontario-transportation-task-force-final-report>
- MNP LLP (n.d.). Weenusk First Nation Existing Conditions Report Webequie Supply Road Project – Draft. Internal Document Review.
- Nishnawbe Aski Nation (NAN). (2024). Northern Roads Summit Building Resiliency in a Changing Climate, Updated October 30, 2024. Available: <https://www.nan.ca/app/uploads/2024/11/Northern-Roads-Summit-Summary-NAN.pdf>
- Ross, Ian. (2024). Six First Nations look to take down Ontario's Mining Act. Northern Ontario Business Retrieved October 27, 2024. Available: <https://www.northernontariobusiness.com/industry-news/mining/first-nations-look-to-take-down-ontarios-mining-act-9340079>
- Stantec Consulting Ltd. (2024). Interim Report Webequie First Nation Indigenous Knowledge Study for the Webequie Supply Road. Internal Document Review. October 4, 2024.



United Nations Declaration on the Rights of Indigenous Peoples Act, UNDRIP Act. (S.C. 2021, c. 14). Retrieved on October 27, 2024. Available: <https://laws-lois.justice.gc.ca/PDF/U-2.2.pdf>

Webequie First Nation. (2023). Webequie First Nation Comprehensive Community Plan. Internal Document Review.

Webequie First Nation and Ministry of Natural Resources and Forestry. (2025). Webequie First Nation Community Based Land Use Plan. Webequie Anishininiwuk Ahki Ohnahchiikaywin. V. 5.2. Draft. July 2025. Internal Document Review.

WSP Canada Inc. (2016). Webequie First Nation Airport and Commercial Sites Redevelopment Phase II Report: Airport Development and Business Plan. Internal Document Review.

Zhang, Merrina, Alireza Roghani and Sylvie Chenier. (2024). Winter Road Climate Risk & Vulnerability 2020-2024 Research Summary. National Research Council Canada. Available: <https://nrc-publications.canada.ca/eng/view/object/?id=811fed70-eb56-4f3b-b795-201695feb6ae>

16.11.5 Section 16.5 Characterization of Net Effects

Omstead, J. and Liam Casey. (2024). Impassable winter roads create 'dire' situation for Ontario First Nations: NAN. The Canadian Press. Retrieved April 20, 2025. Available: <https://globalnews.ca/news/10287501/winter-roads-dire-situation-ontario-first-nations/>

16.11.6 Section 16.6 Determination of Significance

Canadian Environmental Assessment (CEA) Agency. 2018. Interim Technical Guidance Determining Whether a Designated Project is Likely to Cause Significant Adverse Environmental Effects under the Canadian Environmental Assessment Act. Available at: <https://www.canada.ca/en/impact-assessment-agency/services/policy-guidance/determining-project-cause-significant-environmental-effects-ceaa2012.html>

Nishnawbe Aski Nation (NAN). (2024). Northern Roads Summit Building Resiliency in a Changing Climate, Updated October 30, 2024. Available: <https://www.nan.ca/app/uploads/2024/11/Northern-Roads-Summit-Summary-NAN.pdf>

16.11.7 Section 16.7 Cumulative Effects

None.

16.11.8 Section 16.8 Prediction Confidence in the Assessment

None

16.11.9 Section 16.9 Predicted Future Condition of the Environment if the Project Does Not Proceed

None



16.11.10 Section 16.10 Follow-Up and Monitoring

AECOM. (2014). Webequie First Nation Capital Planning Study. Internal Document Review.

IBI Group & Hemson Consulting Ltd. (2016). Winter Roads. Draft Technical Backgrounder. Prepared for the Ministry of Transportation and Ministry of Northern Development and Mines. Retrieved July 4, 2023. Available:
https://northernontariommts.files.wordpress.com/2016/11/ttr_winter_roads_techbackgrounder_2016-11-10.pdf.

IBI Group & Hemson Consulting Ltd. (2016a). Draft Technical Background – Northern Ontario Multimodal Transportation Strategy – Remote Airports. Retrieved April 21, 2025. Available:
https://northernontariommts.wordpress.com/wp-content/uploads/2016/11/ttr_remoteairports_techbackgrounder_2016-11-10.pdf

Ministry of Transportation (MTO). (2024). Northern Ontario Transportation Task Force Final Report. Available: <https://www.ontario.ca/page/northern-ontario-transportation-task-force-final-report>

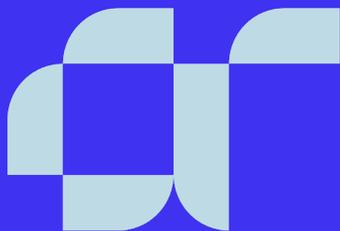
Nishnawbe Aski Nation (NAN). (2024). Northern Roads Summit Building Resiliency in a Changing Climate, Updated October 30, 2024. Available:
<https://www.nan.ca/app/uploads/2024/11/Northern-Roads-Summit-Summary-NAN.pdf>

Saulteaux Engineering & Consulting. (2023). Extended-Asset Condition Reporting System 2023-2024, Webequie-240. Internal Document Review.

WSP Canada Inc. (2016). Webequie First Nation Airport and Commercial Sites Redevelopment Phase II Report: Airport Development and Business Plan. Internal Document Review.



AtkinsRéalis



AtkinsRéalis

191 The West Mall
Toronto, ON M9C 5L6
Canada
416.252.5315

atkinsrealis.com

© AtkinsRéalis except where stated otherwise