

Webequie Supply Road

PROJECT DESCRIPTION

Webequie First Nation



July 2019

661910



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Acronyms and Abbreviations

ASCR	All-Season Community Road
CEA Agency	Canadian Environmental Assessment Agency; the Agency
CBLUP	Community Based Land Use Plan
CEAA, 2012	<i>Canadian Environmental Assessment Act, 2012</i>
DFO	Fisheries and Oceans Canada
EA	Environmental Assessment
EAR	Environmental Assessment Report (for Ontario environmental assessment)
EASR	Environmental Activity and Sector Registry
ECA	Environmental Compliance Approval
ECCC	Environment and Climate Change Canada
EIS	Environmental Impact Statement (for federal environmental assessment)
ESA	<i>Endangered Species Act, 2007</i>
FWCA	<i>Fish and Wildlife Conservation Act</i>
GRT	Government Review Team
ISC	Indigenous Services Canada
Km	Kilometre
LiDAR	Light detection and ranging (surveying method)
MBCA	<i>Migratory Birds Convention Act</i>
MECP	Ministry of the Environment, Conservation and Parks
MENDM	Ministry of Energy, Northern Development and Mines
MNDM	Ministry of Northern Development and Mines (2017)
MNDMF	Ministry of Northern Development, Mines and Forestry (2011)
MNRF	Ministry of Natural Resources and Forestry
MOI	Ministry of Infrastructure
MTO	Ministry of Transportation of Ontario
PTTW	Permit to Take Water
ROW	Right-of-Way
SARA	<i>Species at Risk Act</i>
SWH	Significant Wildlife Habitat
ToR	Terms of Reference (for Ontario environmental assessment)
WFN	Webequie First Nation
WSR	Webequie Supply Road



1 General Information and Contacts

1.1 Nature of Designated Project and Proposed Location

The Project is located in northwestern Ontario, Webequie First Nation being approximately 525 km northeast of Thunder Bay. The road will extend in a southeast direction from the Webequie community, then easterly to a termination point near McFaulds Lake. The total length of the proposed corridor is approximately 107 km.

The primary purpose of the Webequie Supply Road is to accommodate an all-season road that connects Webequie First Nation to existing mineral exploration and potential future mining activities in the McFaulds Lake area. The road is to serve as a means of transporting people, materials, supplies and equipment between the airport located at Webequie First Nation and mineral exploration and mining activity located in the McFaulds Lake area. In the future, the road corridor could also be used to accommodate power transmission lines and broadband infrastructure. However, given the current uncertainty as to how and when power and communications infrastructure will be extended into the project area, these components have not been included in the scope of the Project.

The Webequie Supply Road could be constructed and operated as a facility that only provides a connection between Webequie First Nation and the McFaulds Lake area to serve mineral exploration and future mining development, with no connection to the provincial highway system. However, it is expected that there will ultimately be an all-season road connection between the McFaulds Lake area and the provincial highway system to ensure/maximize the viability of mine developments. This means that, with implementation of the Project, it is also likely that Webequie First Nation could more readily gain year-round access to the provincial highway system. It is in this scenario that the effects of the road would likely be realized or felt to the fullest.

There is an existing extensive winter road system that connects remote communities in the vicinity of the Project, including Webequie First Nation, to the provincial highway system (refer to Figure 4 in Section 3.1 of this Project Description). Through the winter road network, Webequie has seasonal access to Pickle Lake Road (formerly Highway 808) and Highway 599 near Pickle Lake. There will not be a dedicated connection between the Webequie Supply Road and the existing winter road system, but such a connection would be available from the Webequie Airport through the community built-up area. Therefore, the winter road could be used for seasonal transportation of goods, materials, equipment, waste and personnel during construction, operation and maintenance of the proposed Webequie Supply Road. It is not expected that the winter road would need physical improvements to serve such functions.

1.2 Proponent Contact Information

The proponent for the Project is Webequie First Nation. Contact information is summarized in **Table 1.1** below.



Table 1.1: Proponent Contact Information

Project Name:	Webequie Supply Road
Project Proponent:	Webequie First Nation
Proponent Contact Information:	Chief Cornelius Wabasse Webequie First Nation P.O. Box 268 Webequie, ON P0T 3A0 Phone: 807-353-6531 Fax: 807-353-1218 E-mail: info@webequie.ca
Principal contact person for the purposes of the Project Description:	Michael Fox Regional Consultation Lead Webequie First Nation 1000 Chippewa Road Thunder Bay, ON P7J 1B6 Tel: (807) 472-6147 Fax: (807) 577-0404 E-mail: michael.fox@supplyroad.ca

1.3 List of Parties Consulted During Preparation of the Project Description

Following is a list of jurisdictions and other parties, including Aboriginal groups and the public were consulted during the preparation of this Project Description. A description of the result of consultation undertaken is provided in Sections 6 and 7 of the Project Description.

Aboriginal Groups

- Webequie First Nation
- Aroland First Nation
- Attawapiskat First Nation
- Constance Lake First Nation
- Eabametoong First Nation
- Fort Albany First Nation
- Ginoogaming First Nation
- Kasabonika Lake First Nation
- Kashechewan First Nation
- Kingfisher Lake First Nation
- Kitchenuhmaykoosib Inninuwug
- Long Lake #58 First Nation
- Marten Falls First Nation



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- Métis Nation of Ontario – Region 2
- Mishkeegogamang First Nation
- Neskantaga First Nation
- Nibinamik First Nation
- North Caribou Lake First Nation
- Weenusk (Peawanuck) First Nation
- Wapekeka First Nation
- Wawakapewin First Nation
- Wunnumin Lake First Nation
- Matawa Tribal Council
- Mushkegowuk Council
- Shibogama Council
- Windigo First Nations Council

Federal Agencies

- Canadian Environmental Assessment Agency
- Environment and Climate Change Canada
- Department of Fisheries and Oceans
- Crown-Indigenous Relations and Northern Affairs Canada
- Indigenous Services Canada
- Transport Canada

Provincial Agencies

- Ministry of Community Safety and Correctional Services
- Ministry of Economic Development, Job Creation and Trade
- Ministry of Environment, Conservation and Parks
- Ministry of Energy, Northern Development and Mines
- Ministry of Indigenous Affairs
- Ministry of Municipal Affairs
- Infrastructure Ontario
- Ministry of Natural Resources and Forestry
- Ministry of Tourism, Culture and Sport
- Ministry of Transportation
- Ontario Provincial Police

Public

- City of Thunder Bay
- Municipality of Greenstone
- Township of Pickle Lake
- MP Thunder Bay – Superior North
- MPP Thunder Bay – Superior North
- MP Thunder Bay – Rainy River
- MPP Thunder Bay – Atitokan
- MPP Kenora – Rainy River
- MPP Timmins
- Thunder Bay Fire Rescue



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- Thunder Bay Police Service
- Municipality of Greenstone – Fire Services
- Pickle Lake Fire Department
- Superior North EMS
- Lakehead District School Board
- Superior-Greenstone District School Board
- Thunder Bay Catholic District School Board
- Superior North Catholic District School Board
- Noront Resources Ltd.
- Macdonald Mines Exploration Ltd.
- Noront Muketei Minerals Ltd.
- Canada Chrome Corporation
- Abitibi Royalties Inc.
- Metalex Ventures Ltd.
- Aurcrest Gold Inc.
- De Beers Canada Inc.
- Fancamp Exploration Ltd.
- Debut Diamonds Inc.
- Platinex Inc.
- Perry Vern English
- Michael Albert Haveman
- Clark Exploration and Consulting Inc.
- Tourism Thunder Bay
- Thunder Bay International Airport
- Leuenberger Air Service
- Nakina Air Service Ltd.
- Camp Lake St Joseph
- Osnauburgh Airways Ltd/Pickle Lake Outposts
- Makoop Lake Lodge
- Old Post Lodge
- Oz Lake Lodge & Motel
- Pickle Lake Hotel
- White Sands Camp
- Greenstone Snowmobile Club
- Thunder Bay Adventure Trails Snowmobile Club
- North Western Ontario Snowmobile Trails Association
- Canadian Council of Snowmobile Organizations
- Federation of Northern Ontario
- Geraldton Chamber of Commerce
- Longlac Chamber of Commerce
- Green Forest Management
- Greenmantle Forest Inc.
- North of Superior Trapping Association
- Ontario Parks Association
- Ontario Prospectors Association
- Ontario Recreational Canoeing and Kayaking Association



1.4 Information Regarding Whether the Designated Project is Subject to Environmental Assessment/Regulatory Requirements of Another Jurisdiction

The Project is subject to the environmental assessment requirements of the Province of Ontario as an individual environmental assessment under the *Environmental Assessment Act*. A listing of provincial permits, licences and other authorizations is presented in Section 4.4 of the Project Description.

1.5 Information Regarding Whether the Designated Project is Taking Place in a Region that has Been the Subject of an Environmental Study

There have been two environmental studies undertaken in the region that are pertinent to the Webequie Supply Road Project. Included in these is the Cliffs Black Thor Project Environmental Assessment, which was initiated on September 22, 2011 and terminated on February 5, 2015. This project consisted of several components, including:

- › Constructing, operating and eventually decommissioning an open pit/underground chromite ore mine (30-year mine life at a predicted extraction rate of 6,000 to 12,000 tonnes/day) and ore processing facility;
- › An integrated transportation system, consisting of a new north-south all-season road corridor; and
- › A new ferrochrome production facility, which would be located at a different location than the mine site.

The other environmental assessment study was the Noront Resources Eagle's Nest Project EA (a coordinated EA under the federal CEAA process and the Ontario EA Act process), which was initiated on November 1, 2011 and is currently in progress. The Project consists of the construction, operation, decommissioning and abandonment of an underground nickel-copper-platinum multi-metal mine, an on-site metal mill, and a facility for the extraction of 358,000 cubic metres of groundwater per annum. It should be noted that the Noront EA has not been completed and the draft document produced has not been formally reviewed by government agencies.

Other studies in the project area that include transportation and environmental considerations, and which are summarized in **Appendix A - Description and Assessment of Project Alternatives**, include:

- › Winter Road Re-Alignment Study (Mattawa First Nations Tribal Council, 2008);
- › All-Season Community Road Study (Webequie, Neskantaga, Nibinamik and Eabametoong First Nations, 2016); and
- › All-Season Community Road Study – Phase 2 (Nibinamik and Webequie First Nations, 2017).

Section 6.1 of this Project Description presents an outline of consultation conducted for these studies, including comments from First Nations that are relevant to the Webequie Supply Road Project in relation to the use of lands and the all-season road.



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Through correspondence to the Webequie Project Team, dated May 16, 2019, the Agency confirmed that there have been no Regional Studies, as described in Section 74 of the *Canadian Environmental Assessment Act*, 2012. Therefore, the Project would not be taking place in a region that has been subject to a Regional Study under Section 74 of CEAA, 2012.



2 Project Information

2.1 General Description of the Project

The proposed all-season industrial supply road consists of a corridor/cleared right-of-way (ROW) approximately 35 m in width and approximately 107 km in length, connecting Webeque First Nation and its airport to existing mineral exploration areas and proposed future mining operations located near McFaulds Lake, Ontario. The proposed road consists of two distinct segments: one segment of approximately 51 km in length, which runs southeasterly from Webeque First Nation; and an adjoining 56 km segment, which runs east and terminates at a location close to the Eagle's Nest Mine proposed by Noront Resources. Seventeen (17) km of the corridor is located on Webeque First Nation Reserve lands.

Webeque First Nation is seeking approval for designation of a road corridor right-of-way that is 35 m wide, accommodating a road width that will facilitate use by a range of traffic types, including light vehicles and heavier industrial/commercial vehicles. Generally, the volume of vehicles is expected to be low with an Annual Average Daily Traffic volume of less than 500 vehicles. The 35 m ROW will be allocated to accommodate a permanent two-lane, gravel surface all-season road. The Project will also include aggregate pits/quarries and associated access roads, as well as structures such as bridges and culverts necessary for roadway watercourse crossings along the corridor.

The current alignment will necessitate constructing bridges over major waterbody crossings (Muketei River, Unnamed Tributary of Winisk River and Winisk Lake), which may include single-span or multi-span structures. A variety of culvert types and sizes (e.g., corrugated steel pipe, concrete box culvert) will also be placed to cross more minor watercourses. Specific crossing points have not yet been finalized. The number and type of structures for waterbody crossings could change as the environmental assessment and design process progresses. Typical watercourse crossing structures are shown in **Figures 1 to 3** below.



Figure 1: Example of Minor Watercourse Crossing Structure (Culvert)



Figure 2: Example of Single-span Major Watercourse Crossing Structure



Figure 3: Example of Multi-span Major Watercourse Crossing Structure

Construction of the all-season road will include but not be limited to the following activities:

- › Physical surveying of road right-way width and alignment, as well as supportive temporary infrastructure (e.g., access road, aggregate source area and camps);
- › Vegetation clearing, earth grading and granular placement for road construction within an approximately 35 m right-of-way width over a distance of 107 km;
- › Construction of multi-span watercourse crossing structures ranging in length from 20 m to 250 m;
- › Construction of single-span watercourse crossing structures ranging in length from 5 m to 20 m;
- › Construction of watercourse crossing culverts and culverts for localized road drainage;
- › Vegetation clearing, earth grading and construction of temporary and permanent supportive infrastructure (i.e., access roads, camps, storage/laydown yards, aggregate pits);
- › Aggregate extraction and production (e.g., crushing/screening) at source areas;
- › Earth and aggregate hauling operations;
- › Operation, maintenance and storage of machinery and equipment;
- › Construction camps (average workforce accommodation – 100);



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- › Management and stockpiling of topsoil and unsuitable earth material along the right-of-way;
- › Post-construction clean-up and restoration;
- › Equipment and crew mobilization/de-mobilization; and
- › Construction monitoring to ensure avoidance of direct impacts on traditional activities of First Nations.

During the operation and maintenance phase of the Project, activities such as the assessment of the condition and operating performance of the road surface, drainage system and structures at waterbody crossings will be conducted regularly along the road corridor. The objective of these routine inspections will be to ensure the road meets the minimum standards for roadside safety and is a reliable connection to allow for the movement of materials, supplies and people from Webequie in support of mineral exploration and mine developments in the McFaulds Lake area.

The operator of the Webequie Supply Road is not known at this time and is part of future discussions and agreement on the ownership and governance of the facility with the Province of Ontario. However, it is expected that the designated operator of the Webequie Supply Road will develop specific operational and maintenance procedures and standards for the road that will be consistent with municipal and/or provincial guidelines for level of service. Anticipated operation and maintenance activities, of variable frequency, to be conducted for the Project include:

- › Visual patrols and inspections of the road and structures (bridges/culverts) at waterbody crossings;
- › Localized surface repairs and full granular resurfacing of road base and shoulder;
- › Dust control;
- › Control of vegetation/brush within the ROW;
- › Winter maintenance – snow clearing and de-icing; and
- › Road drainage system – clean-out/repairs to culverts, ditches and outfalls or ditch inlet structures.

There will also be consideration of road uses and/or access controls that will be discussed between the Webequie First Nation and the Province of Ontario during the EA process. How these controls will be executed and enforced will be a function of road ownership and jurisdictional aspects of road operation. It will be particularly important to clarify this for the portion of the roadway that will cross the Webequie First Nation Reserve lands, which fall under federal jurisdiction and are controlled by Webequie. Some of the road control elements to be discussed include:

- › Road access (who will be allowed to use the road and under what conditions);
- › Access to and use of adjacent lands for traditional uses or other activities (e.g., mineral exploration, outfitters);
- › Vehicle and operator licensing requirements;
- › Insurance coverage requirements and general liability; and
- › Enforcement/policing responsibility.

At this time, it is Webequie's intention that the supply road would be operated beyond the life span of the proposed mineral exploration activities in the McFaulds Lake area.

In the event the Webequie Supply Road is constructed prior to any future connection from the McFaulds Lake area to the provincial road network, it is likely that there would be few access restrictions associated with the road. However, in the potential scenario where there is a full connection from Webequie to the provincial road network, this would present access opportunities for a larger group of people. Based on



discussions with First Nation communities, including Webequie First Nation from past studies since 2015 (e.g., All-Season Community Road Study, 2015-16), as summarized in Section 6.1 of this document, community members have significant concerns about uncontrolled access from the south by non-community members.

The Project will be operated for an indeterminate time period (i.e., as a permanent facility); therefore, decommissioning of the Webequie Supply Road is not anticipated. Should decommissioning activities eventually be considered for some or all project components, decommissioning will be planned and conducted in accordance with the relevant standards and regulatory requirements in effect at that time. If decommissioning activities are required, a detailed review of the potential environmental effects and mitigation measures will be conducted. Consideration of the permanency or temporary nature of supporting infrastructure will also be considered at that time.

2.2 Relevant Provisions in Regulations Designating Physical Activities Subject to CEAA

The Project is subject to review under the *Canadian Environmental Assessment Act (CEAA), 2012*, which requires proponents of projects that are described in Regulations Designating Physical Activities to prepare a Project Description. “Physical Activities”, are defined to include “The construction, operation, decommissioning and abandonment of a new all-season public highway that requires a total of 50 km or more of new right of way.”

In determining whether an environmental assessment is required, the Agency will consider the nature and extent of potential adverse environmental effects of the Project, taking into account the information in this Project Description and the views of expert federal departments, Indigenous communities, the public and stakeholders.

2.3 Components and Activities of the Designated Project

There are a number of components associated with a project of this nature. Detailed in **Table 2.1** is a list of these components, together with a description and the relevant phase(s) of the Project with which the component is associated.



Table 2.1: Webequie Supply Road Project Components

Project Component	Description	Project Phase
Surveying	<ul style="list-style-type: none"> * LiDAR survey has been conducted along corridor using sensors installed on fixed-wing aircraft. This will provide information on elevations within the corridor and help identify exact alignment of ROW, structures, access roads or trails, turn-around areas and laydown areas * Ground survey will be conducted to stake (physically delineate) the road corridor alignment, supportive infrastructure (camps, access roads, etc.) to support the detailed engineering design 	Site Preparation
Vegetation Clearing and Grubbing	<ul style="list-style-type: none"> * Clearing and grubbing of vegetation (forest), including removal, disposal and/or chipping 	Construction
Construction of temporary supportive infrastructure (i.e., camps, access roads/trails, watercourse crossings, aggregate pits and laydown areas)	<ul style="list-style-type: none"> * Average workforce accommodation – 100 * Facilitates storage, movement of equipment, supplies and materials to and within the corridor to build road * Grading and placement of earth and aggregate materials * Includes implementation of sediment and erosion control measures 	Site Preparation / Construction
Construction of road and supportive drainage system within a 35 m right-of-way over a distance of 107 km, as well as any permanent access roads to aggregate source areas	<ul style="list-style-type: none"> * Mechanical clearing of vegetation using heavy equipment, chainsaws, brush-saws, etc. * Topsoil stripping and stockpiling * Earth grading * Gravel installation * Will take into consideration: required riparian buffer zones 	Site Preparation / Construction
Significant/major watercourse crossing structures	<ul style="list-style-type: none"> * Single or multi-span bridges - exact type of structure depends on aquatic, navigation and alignment considerations 	Construction



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Project Component	Description	Project Phase
Minor watercourse crossing structures	<ul style="list-style-type: none"> * Corrugated steel pipe, or other type of culvert 	Construction
Unsuitable construction materials (excess fill) re-distributed within ROW	<ul style="list-style-type: none"> * Grading of disturbed areas * Contouring of disturbed slopes to a stable profile * Restoring natural drainage patterns where necessary 	Construction
Aggregate extraction and production (crushing/screening)¹	<ul style="list-style-type: none"> * Establishment of sources of road construction materials * Primary and/or secondary or tertiary crushing to reduce material to desired product size * Decommissioning of borrow pits not deemed necessary as a source of material for road maintenance 	Site Preparation / Construction / Operations
Aggregate and earth hauling operations	<ul style="list-style-type: none"> * Hauling along aggregate source access roads to Webequie Supply Road corridor * Earth movement/hauling along the road corridor 	Site Preparation / Construction / Operations
Clean-up and site restoration / reclamation	<ul style="list-style-type: none"> * Removal of temporary supportive infrastructure (camps, laydown areas, temporary access roads), management and disposal of excess materials and stabilization / restoration of exposed areas 	Construction
Environmental monitoring during and after construction activities	<ul style="list-style-type: none"> * Erosion and sediment control monitoring during construction * Post-construction vegetation restoration and rehabilitation 	Construction / Operations
Monitoring to ensure avoidance of direct impacts on traditional activities	<ul style="list-style-type: none"> * Presence of relevant First Nations community member to ensure at local level that no traditional sites are adversely affected prior to / during construction 	Site Preparation / Construction



Project Component	Description	Project Phase
Corridor operation and maintenance activities	<ul style="list-style-type: none"> * Vegetation management control within corridor * Localized surface repairs and full granular resurfacing of road base and shoulder * Dust control to minimize air quality effects * Winter maintenance – snow clearing and de-icing * Road drainage system – clean-out/repairs to culverts, ditches and outfalls or ditch inlet structures * Visual patrols and inspections of the road and structures (bridges/culverts) at waterbody crossings 	Operations

¹ The Webequie Project Team has not yet assessed either the capacity of potential aggregate sources (field work in this regard is scheduled to commence in summer 2019), or the annual aggregate resources requirements for construction and maintenance. However, in the context of the of thresholds established in the CEAA, 2012 *Regulations Designating Physical Activities* (subsections 16(g) and 17(g)), it is not expected that the Project would involve i) the construction, operation, decommissioning and abandonment of a new stone quarry or sand or gravel pit, with a production capacity of 3,500,000 t/year or more; or ii) the expansion of an existing stone quarry or sand or gravel pit that would result in an increase in the area of mine operations of 50% or more and a total production capacity of 3,500,000 t/year or more.

2.4 Emissions, Discharges and Waste

The following emissions, discharges and waste are anticipated at various points (as specified) during the course of the Project. Also included are anticipated management practices.

- › **Waste oil from heavy equipment** (Site Preparation / Construction). Maintenance of heavy equipment would occur at specific temporary and secure locations prior to management or disposal at a licensed facility.
- › **Solid waste** generated at temporary construction camps/work sites and during operations and maintenance activities (e.g., construction waste, domestic waste, wood, cardboard, plastics, foods, metals, etc.). Reduce, reuse and recycle materials and recover resources in all aspects of the project, prior to disposal into the solid waste stream (i.e., at existing landfill sites), including appropriate separation, storage, transport and disposal in accordance with applicable provincial and federal laws and regulations, and with respect for First Nations' traditional use of the project lands and surrounding environment.
- › **Equipment and vehicle noise emissions** (Site Preparation / Construction / Operations). These will be managed using Best Management Practices, such as use of proper equipment and adherence to manufacturer's specified maintenance frequencies. Noise control using current best



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management practices, including but not limited to: using newer, well-maintained equipment, using boring/augering equipment instead of pile drivers, and quieter diesel generators, as well as specified/original exhaust and intake muffling.

- › **Domestic wastewater and sewage, both hazardous and non-hazardous**, in the form of liquid effluent generated by the temporary workforce/construction camps (Site Preparation / Construction). Depending on available facilities, these may be treated on site using portable facilities or transported offsite by tanker truck for treatment at approved disposal facilities.
- › **Air emissions from exhaust of vehicles and equipment** (Site Preparation / Construction / Operations). These will be managed by applying Best Management Practices, including but not limited to: minimization of idling time by shutting equipment off when not in use, or reducing idling times, as well as maintaining construction equipment in proper working condition according to manufacturer's specifications.
- › **Greenhouse gas (GHG) emissions** will occur as result of the construction and operation of the Project. GHG, as expressed in carbon dioxide equivalent units (ktCO₂eq), contribute to climate change and are a concern to federal and provincial agencies and the public. The primary sources of GHG emissions during the construction stage of the Project are land clearing and associated biomass burning, loss of peatlands/wetlands, emissions from construction camp areas, as well as exhaust emissions from construction vehicles and equipment. Potential effects associated with construction are anticipated to be minimal due to their short duration and intermittent frequency. It is anticipated that sources of GHG during the operations phase of the Project will include exhaust emissions from equipment used to maintain the road, and from light and heavy vehicles using the road to transport people, goods and materials.

At this early stage of the project planning, detailed estimates of direct emission attributed to the construction and operation of the Project are not available; these will be examined in the EA. Generally, GHG emissions from the Project are expected to be negligible because the emissions, although detectable, would be very small with respect to contributions to provincial, national and global emissions and would not be reportable when taking into account the implementation of mitigation measures. However, from a high-level perspective, based on the project schedule presented in **Table 2.3**, the preliminary estimate of greenhouse gas emissions attributable to the Project during construction is 73.2 kilotons of CO₂eq, and during the operations phase the annual contribution would be 11.8 kilotons of CO₂eq. These contributions in relation to Ontario and Canada-wide totals and future targets are below 0.05%, as shown in **Table 2.2**.



Table 2.2: Initial Estimate of Greenhouse Gas Emissions

		Construction	Operations
	GHG emissions (ktCO₂eq/yr)	73.2	11.8
Ontario Provincial Total (2017)¹	159,000	0.0460 %	0.0074 %
Canadian National Total (2017)¹	716,000	0.0102 %	0.0016 %
Canadian 2030 Target¹	511,000	0.0143 %	0.0023 %

¹ 2019 National Inventory Report (1990-2017): – Greenhouse Sources and Sinks in Canada. Canada’s Submission to the United Nations Framework Convention on Climate Change - Executive Summary. Environment and Climate Change Canada (2019).

- › **Dust emissions originating from cleared areas and equipment/vehicle exhausts** (Site Preparation / Construction / Operations). These will be managed by applying Best Management Practices, including barriers/enclosures around storage piles, wetting storage piles, covers and limiting the number and height of storage piles. Other control measures could include wetting road surfaces during dry periods, regular cleaning of trucks and covers, providing adequate freeboard space for truck loads and controlling vehicle speeds through the corridor.
- › **Erosion and sedimentation** (Site Preparation / Construction / Operations). These will be managed by best erosion and sediment control management practices, including but not limited to: sediment fences, sediment ponds, check dams and erosion control fabric.
- › **Slash and root waste from clearing and grubbing operations** (Site Preparation) will be managed using Best Management Practices, including but not limited to: chipping, leaving in place and small wood scattering.
- › **Unsuitable construction materials generated during roadbed construction**, such as poor soils (Construction). Where possible, these will be used in preliminary site grading.
- › **Aggregate or quarry materials to be for tested acid rock drainage/metal leaching potential** prior to use in construction.

2.5 Construction, Operation, Decommissioning and Abandonment Phases and Scheduling

A high-level project phasing schedule is included in **Table 2.3** below; start/end dates are indicative only. A 6-month Site Preparation period would be followed by a 33-month Construction Period, with Operations commencing immediately after commissioning.



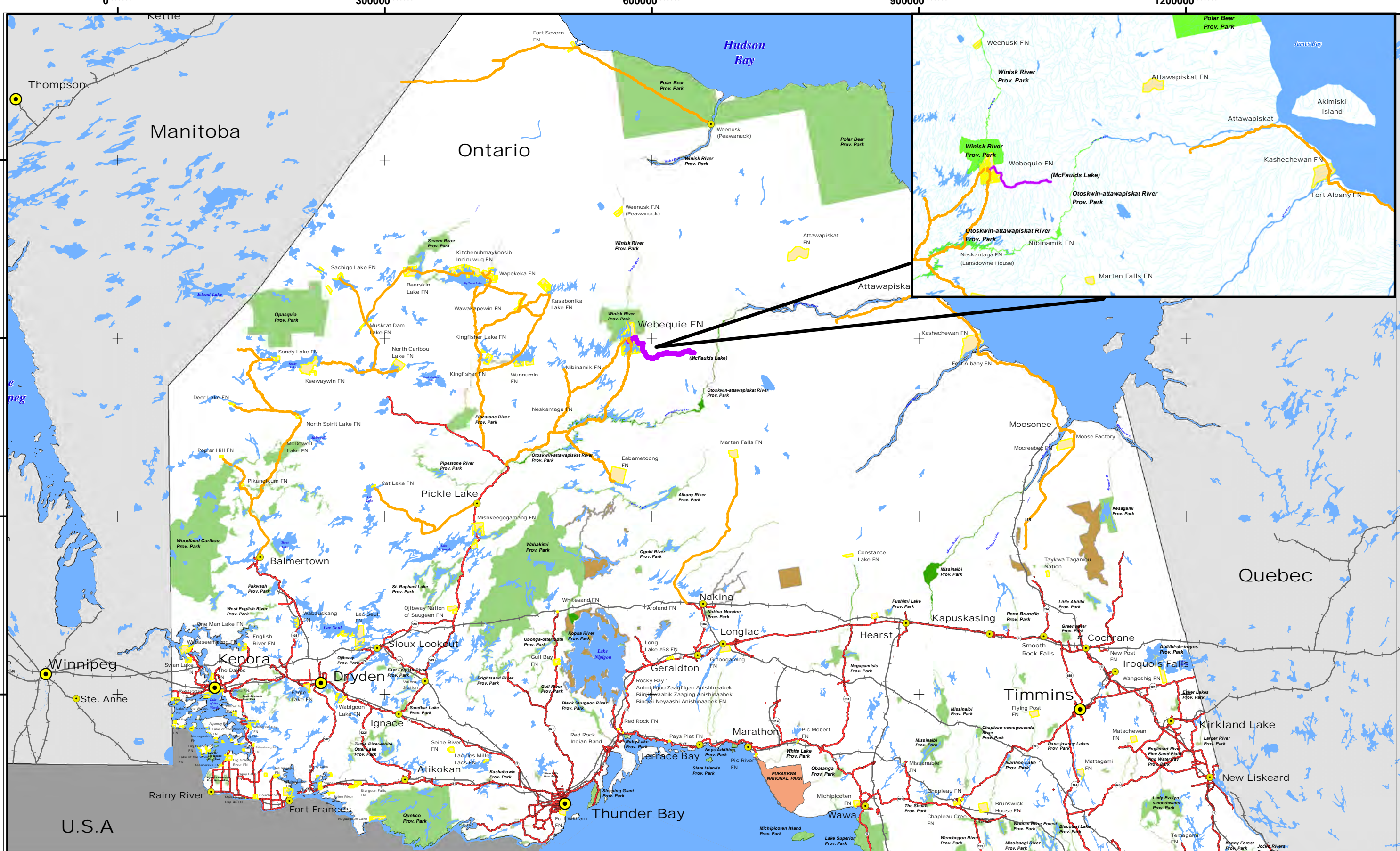
Webequie Supply Road
Project Description



Table 2.3: High-Level Project Phasing Schedule

Activity	2020	2021				2022				2023				2024
	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
Site Preparation														
Construction														
Commence Operations														

As indicated in Section 2.1, the Webequie Supply Road will be operated for an indeterminate time period (i.e., as a permanent facility, beyond the life span of mining operations in the McFaulds Lake area); therefore, decommissioning of the Project is not anticipated.



Legend

- Proposed Corridor for the Webequie Supply Road
- City/Town
- Airports
- Winter Roads
- All-Season Roads
- Rail
- First Nations Reserve
- Conservation Reserve
- Federal National Park
- Waterbody
- Provincial Park

WSR
WEBEQUIE
SUPPLY ROAD

0 50 100 Km

N

Canada Lambert Conformal
Conic Projection

**Webequie Supply Road
Project Location**

Date: 2019/07/08	File Number: 649920	Sub Code: 0000
Figure Number:	4	Rev. 0



3.2 Project Alternatives

During the course of WFN's initial engineering investigations on this project, an alternative route in close proximity to the 2 km wide corridor initially proposed by the Webequie First Nation community was identified (refer to **Appendix A** Description and Assessment of Project Alternatives). These alternative routes will be subject to assessment during the environmental assessment process.

Figure 5 illustrates the location of the alternative routes in relation to project infrastructure and project area features and sensitivities. At this stage of project development, information pertaining to the location of construction infrastructure elements, such as temporary work camps, aggregate source locations and access roads, is not available and will be determined following further engineering and environmental investigations, including determining how construction will be staged. However, it is anticipated that the alternative scenarios for such infrastructure will include the options described in Sections 3.2.1 and 3.2.2 below.

Similarly, due to confidentiality constraints (including those imposed by Webequie First Nation and Government of Ontario ministries), and the need to respect the wishes of potentially affected Indigenous communities with respect to divulging certain information on the use of lands in the project area, it is not possible to illustrate the location or bounds of a number of features and sensitivities, including First Nations' traditional territories, individual camps/cabins, species at risk (e.g., caribou ranges), and government-regulated hunting areas (e.g., trapline licences). However, sensitive features and resources are described in general terms in Section 5 – Environmental Effects.

3.2.1 Construction Camps

Accommodation for the construction work force for the Project will be provided through use of small, temporary construction camps (average workforce accommodation – 100). Construction camps are anticipated to be established in close proximity to the proposed road corridor. Options under consideration to accommodate the required construction camps are as follows:

- 1) As the project hub, the community of Webequie could also serve as the construction base camp. The full work force would be accommodated in temporary quarters there and deployed along the corridor on a daily basis.
- 2) The work forces may be accommodated at each end of the 107 km construction corridor (Webequie and Noront base camp area).
- 3) Work camps may be established at appropriate intervals/feasible locations (say, two) along the construction corridor.
- 4) A combination of accommodation options 1 to 3 above.

In addition, it is likely that other supportive site facilities (i.e., laydown areas for materials and equipment storage/maintenance) will be established at appropriate/feasible locations along the construction corridor or located within the construction camps to maximize use of space and minimize impacts.

3.2.2 Aggregate Source Locations and Access Roads

The Webequie Supply Road is proposed to be built as close as possible to the natural terrain contours to limit the amount of earthworks and aggregate material required for the road surface. Construction camps, storage yards and temporary/permanent access roads will also be graded in a manner that minimizes the



Webequie Supply Road Project Description



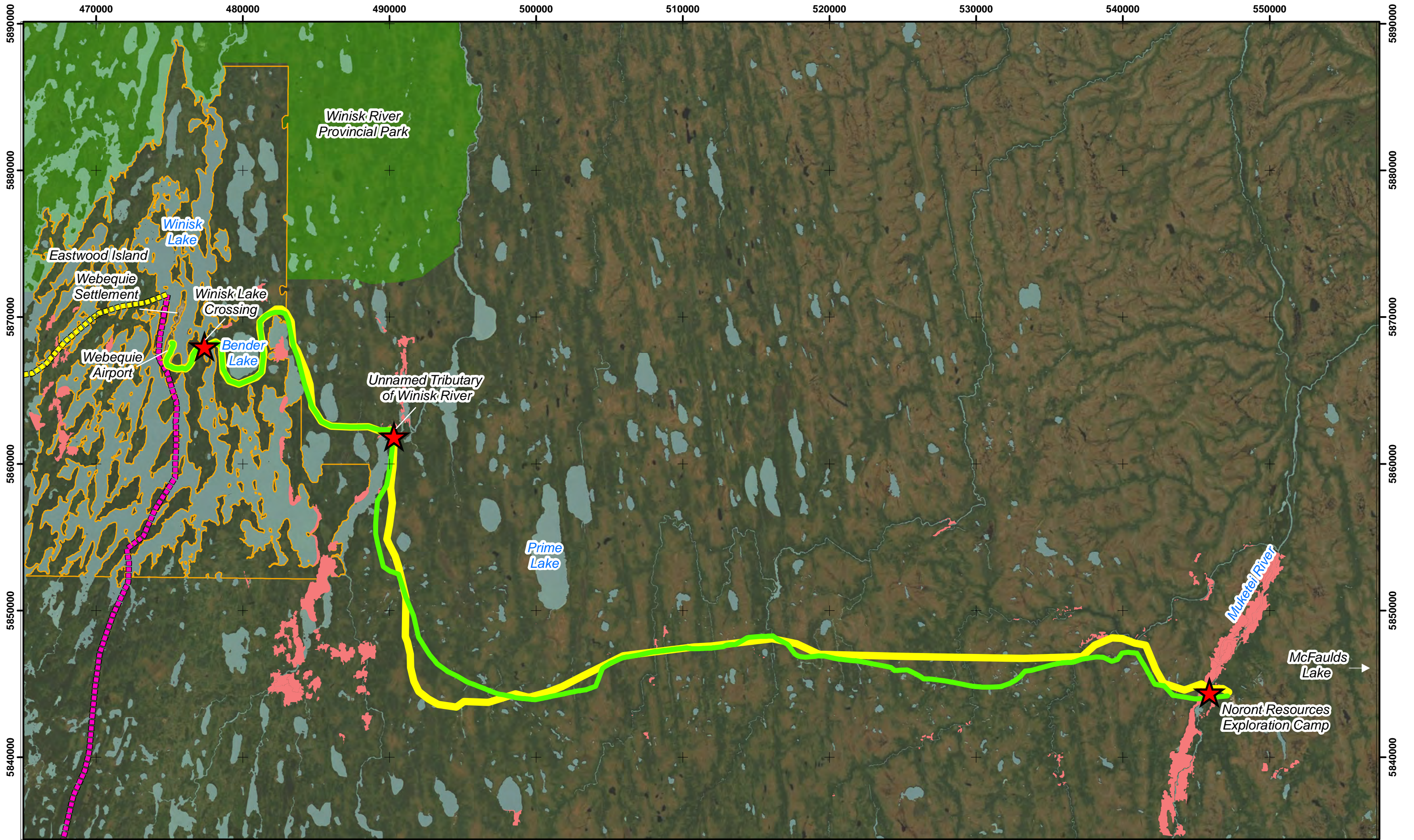
volume of aggregate needed for construction. Aggregate will also be required to maintain and operate the supply road. The total quantity of aggregate required is unknown at this time and will be determined during the detail design phase of the Project. Surface soils, such as till, is located throughout most of the north-south section of the proposed route of the road corridor, in parts of the east-west section, and in some isolated areas in the middle segment of the proposed road. Most of the middle part of the east-west section is organic deposits. Large amounts of till will be required as a part of earthworks to prepare the subgrade for the road construction. Till deposits are typically a sandy silt to silt matrix and would be suitable for subgrade construction. However, these deposits do not form any raised relief to use as major borrow sites; furthermore, the groundwater table is shallow. Therefore, the road construction may require smaller, frequently spaced borrows pits as they become available along the road.

There are number of aggregate sources locations that provide options for extracting the material needed for the Project. The location of these potential aggregate sources is presented in **Figure 5**. A general description and characteristics of the potential aggregate source locations presented below.

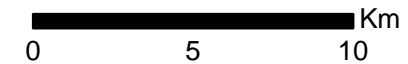
Coarser till, eskers and bedrock are the available source options for aggregate. A limited number of boreholes have been drilled and sampled to date to fully characterize the extent and suitability of overburden and bedrock as aggregate sources, and limited field observations were possible in 2018 to identify rock outcrops and assess borrow sources, due to snow cover conditions. Based on the data gathered to date, bedrock along the north-south section, consisting of strong, durable granitic rock, is an optional aggregate source and is at shallow depth. Esker formations and coarse till material is also a source option and is present along the north-south section and towards the ends of the east-west section of the proposed supply road corridor. A few bedrock outcrops observed along the east-west section of the supply road may also be suitable as an aggregate source. However, generally, given the absence of any high relief and shallow groundwater in the region, several borrow areas and quarries will require further evaluation in the EA to determine their potential for use.

Temporary and permanent access roads from aggregate source locations to the supply road corridor will be required during the construction and operation phases of the Project. Alternative routes for access roads will be considered in the EA, with the objectives of minimizing both haul route distances and adverse impacts to the environment.

The Webequie Project Team has not yet assessed the capacity of potential aggregate sources (field work in this regard is scheduled to commence in summer 2019). However, in the context of the of thresholds established in the CEEA, 2012 Regulations Designating Physical Activities (subsections 16(g) and 17(g)), it is not expected that the Project would involve i) the construction, operation, decommissioning and abandonment of a new stone quarry or sand or gravel pit, with a production capacity of 3,500,000 t/year or more; or ii) the expansion of an existing stone quarry or sand or gravel pit that would result in an increase in the area of mine operations of 50% or more and a total production capacity of 3,500,000 t/year or more.



Legend	
	Proposed Major Water Crossings
	Alternative Route
	Route Preferred by Webeque Community
	Existing Winter Road
	Old Winter Road
	Potential Aggregate Sources
	Webeque First Nation Reserve Limits
	Waterbody
	Winisk River Provincial Park



NAD 83
UTM Zone 16N

Webeque Supply Road Alternative Routes and Project Area Features / Sensitivities		
Date: 2019/07/08	File Number: 649920	Sub Code: 0000
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3.3 Land and Water Use

The project area is located on un-surveyed Ontario Crown lands and Webequie First Nation Reserve lands. Although Webequie First Nation holds the position that provincially registered traplines do not represent spatial limits of traditional use by their members, for reference purposes, it can be stated that the project area intersects traplines registered to Webequie First Nation and Marten Falls First Nation community members. A total of 17 km of the Project corridor sits on federal land comprising the Webequie First Nation Reserve, as shown in **Figure 4** and **Figure 5**.

In addition to Marten Falls First Nation, to date, Attawapiskat First Nation, Weenusk (Peawanuck) First Nation and Kasabonika Lake First Nation have asserted that they have shared traditional territory with Webequie First Nation, but have not specified as to whether these areas coincide with the project area (refer also to acknowledged shared areas within the Webequie Draft Community Based Land Use Plan area below). No mapping of traditional territory can be provided for confidentiality reasons. Other notable land uses in the area include the Victor Diamond Mine, located 150 km east of the project's east terminus near the future Eagle's Nest Mine site, and the Musselwhite gold mine located approximately 210 km to the west. Other uses of lands and waters in the vicinity include tourist lodges, fly-in hunting and fishing camps and other tourist-related activities.

According to the Ontario Ministry of Energy, Northern Development and Mines' Strategic, Network and Policy Division (J. Paetz correspondence to SLI dated April 1, 2019), there are 56 active, unpatented mining claims and one mining lease nearby or overlapping the proposed WSR corridor. The project area also includes three mining claims alienation areas. According to the Ontario Ministry of Energy, Northern Development and Mines' Mining Lands Administration System, these areas include two withdrawal areas: Withdrawal Order W-TB-106-13 and Winisk River Provincial Park (File No. 178257); and a single notice area that represents a potential protected area identified in Webequie First Nation's Draft Community Based Land Use Plan under the *Far North Act, 2010*. Twenty-nine of the mining claims were registered prior to Withdrawal Order W-TB-106-13 coming into effect. To implement the Project, WFN must obtain consent to the dispositions of the surface rights from these mining claim holders and provide a copy of the consent to ENDM. The remaining mining claims were registered after the surface rights only withdrawal order came into effect. WFN does not need to obtain consent from these claim holders.

The crown land tenure and claim holders within the mineralized zone in the McFaulds Lake area includes the following entities, as identified by ENDM:

- Noront Resources Ltd.
- Macdonald Mines Exploration Ltd.
- Noront Muketei Minerals Ltd.
- Canada Chrome Corporation
- Abitibi Royalties Inc.
- Metalex Ventures Ltd.
- Aurcrest Gold Inc.
- De Beers Canada Inc.
- Fancamp Exploration Ltd.
- Superior Exploration Ltd.
- Debut Diamonds Inc.
- Platinex Inc.



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- Perry Vern English
- Michael Albert Haveman
- Clark Exploration and Consulting Inc.

With respect to a legal description of the lands of these entities to be occupied by the Project, ENDM has indicated that there is no township fabric or other legal information in the area, as it is deemed “Unsurveyed Territory”.

The Project will require access to, and the use, occupation, exploration, and development of lands and resources currently used for traditional purposes by Indigenous communities (refer also to Section 5.4 - Effects on Aboriginal Peoples from Changes to the Environment as a Result of Carrying Out Designated Project).

Webequie First Nation is in the process of preparing a Community Based Land Use Plan (CBLUP) in accordance with the Ontario *Far North Act*, which provides the authority, purpose, and process for community-based land use planning. Webequie First Nation started the CBLUP process in 2011 and expects to complete the process by December 2020. An agreed upon Terms of Reference to develop a CBLUP was jointly signed by WFN and the MNR in July 2014. The purpose of the Terms of Reference was to set out the practical matters and expectations for Webequie and the MNR to work together, and in consultation with neighbouring First Nation communities, to produce the Webequie CBLUP. As such, the Terms of Reference provided a guide for the designation of a Webequie Planning Area; and direction on preparing the CBLUP for that area.

The location of the proposed Webequie Supply Road corridor is consistent with the recommended land use areas and designations in the Webequie Draft CBLUP. Specifically, the alternative concepts are located primarily in the designated areas of “General Use Area” (GUA) and “Other Areas”, with a minor segment located within an “Enhanced Management Area” (EMA). These designations are described below.

General Use Area –The intent of the General Use Area is to protect cultural values and respect traditional use, while enabling resource development that promotes sustainability for communities and future generations. Cultural and traditional practices by Indigenous people are ongoing in this designated area, where Aboriginal and Treaty Rights are respected. Economic development opportunities include mineral exploration and development, with an emphasis on benefits for First Nations communities, including infrastructure (e.g., roads, transmission lines and other linear corridors) for community access and resource development, small-scale community-led commercial forestry, renewable energy and tourism.

Other Areas - The Other Areas designation captures the east-west section of the alternative concepts and is considered a shared area with Marten Falls and Neskantaga First Nations and where Webequie and the MNR/Ontario have determined not to advance planning direction at the Draft Plan stage, pending further additional dialogue with these communities to confirm direction prior to finalizing the Plan.

Enhanced Management Areas - The intent of EMAs is to support a range of resource development opportunities while providing for protection of sensitive First Nation cultural sites, historical travel routes, cultural waterways and harvesting areas, as well as fish and wildlife habitat, muskeg, peatlands, wetlands and remote tourism and recreation values.

The “Corridor EMA”, within which a short segment of the WSR is situated, is a 129,000 ha area located to the south of the community. It is a shared area with Neskantaga and Nibinamik and contains historic travel



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routes from Webequie to these two communities. The Intent of the Corridor EMA is to enable major access corridors to Webequie First Nation and the Ring of Fire, while also protecting cultural and ecological values in the area. The area supports all-season road, hydro transmission and communications corridors to Webequie First Nation. It also supports options for all-season access to adjacent mineral potential areas. Aggregate extraction in the area is supported, while recognizing the need to respect sensitive cultural values. Mineral sector activities are also supported.

The “Prime Lake EMA” is located immediately east of the community and encompasses almost 34,000 ha. The area is a focus for Webequie-led opportunities to connect the community with the Ring of Fire through all-season road planning and associated environmental assessment processes. The intent of this designation is to enable resource development activities and support associated access and infrastructure, including Webequie community supply road interests, in a way that respects First Nation use of the land, and cultural, recreation and tourism values. Mineral exploration and development are supported activities and aggregate extraction may be pursued. Road use restrictions may be considered on some tourism and resource access roads (e.g., forest access roads) to preserve remoteness in the area. For new roads, there is an emphasis on minimizing the footprint around waterways and water crossings to protect cultural and natural values.

The current Draft Webequie First Nation CBLUP (March 2019) recognizes that there is shared territory with other First Nations within the lands that Webequie has identified as its proposed planning area, including areas shared with Neskantaga and Marten Falls that would be occupied by the Webequie Supply Road corridor. The CBLUP contains the following statements with respect to shared areas and the consultation with Neskantaga and Marten Falls regarding development of the Plan. The Webequie Draft CBLUP also notes that Webequie, Marten Falls and Neskantaga are currently engaged in dialogue related to shared interests in the Ring of Fire mineral deposit as part of a Three-Nation process. Due to the draft status of the CBLUP, and the fact that Plan development and Ring of Fire discussions between Webequie, Neskantaga and Marten Falls are ongoing, the shared areas cannot be shown at this time.

Neskantaga First Nation

Dialogue has been ongoing between Webequie and Neskantaga regarding shared uses and planning interests between the two communities. Community members of Webequie and Neskantaga share close family connections and common history of movement and traditional use in the area between the two communities. Neskantaga First Nation has an ongoing traditional use connection to the southern portion of the proposed Webequie planning area; in the Chipai, Fishbasket and Wapitodem River areas, south and east of Winisk Lake, the upper Winiskisis Channel, and the upper portions of the Ekwan and Attawapiskat River drainage areas that fall within the proposed planning area. Webequie First Nation honors and respects Neskantaga First Nation Indigenous use connections in the proposed planning area.

At the Draft Plan stage, in order to respect the ongoing Three-Nation discussions between Webequie, Marten Falls and Neskantaga, Webequie First Nation has chosen not to advance planning direction for a portion of the proposed planning area. Dialogue regarding the area will be ongoing between the Draft and Final Plan.



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Marten Falls First Nation

Webequie and Marten Falls have engaged in regular dialogue regarding shared uses and interests, including in the context of Marten Falls' own CBLUP process. At the Draft Plan stage, in order to respect the ongoing Three-Nation discussions, Webequie First Nation has chosen not to advance planning direction in the shared area. Dialogue will be ongoing between the Draft and Final Plan to confirm a respectful planning arrangement for the shared area. Webequie and Marten Falls are currently advancing their interests in access between the communities, Ring of Fire and the region by way of proposals and environmental assessment processes for community supply and access road projects.



4 Federal Involvement – Financial Support, Lands and Legislative Requirements

4.1 Proposed or Anticipated Federal Financial Support

Funding commitments from provincial and federal levels of government have not yet been finalized, but it is expected that federal financial support will be provided once the Project advances further in the planning process.

4.2 Federal Lands

A total of 17 km of the road corridor sits within the reserve lands of Webequie First Nation, which are under federal jurisdiction.

4.3 Federal Permits, Licences, or Other Authorizations

Besides CEAA, 2012 approval, federal permits, licences, or other authorizations that may be required (or for which the need to consult federal agencies on such matters may be required) are listed in **Table 4.1**.

Table 4.1: Federal Permits, Licences and Other Authorizations

Agency	Permit/Act	Applicability to the Project
Transport Canada	<i>Navigation Protection Act</i>	* Consult with Transport Canada on any work in or over a waterbody that may interfere substantially with navigation (e.g., construction of a bridge, boom, dam or causeway, dumping of fill in or excavation of materials from the river bed, placement of any power cable, wire, structure or device). There are no crossings of waterbodies included in the Schedule to the Act designating Navigable Waters.
Fisheries and Oceans Canada	Authorization under <i>Fisheries Act</i>	* Work or undertaking that may result in serious harm to fish that are part of a commercial, recreational or Indigenous fishery, or to fish that support such a fishery. Serious harm to fish is the death of fish or any permanent alteration to, or destruction of, fish habitat.
Environment and Climate Change Canada	Permit under <i>Species at Risk Act (2002) Section 73</i>	* Work that causes a specified impact to a terrestrial, avian or aquatic species listed under SARA Schedule 1, or its habitat, and which contravenes the Act's general or critical habitat prohibitions (includes intrusive methods for sampling).



Agency	Permit/Act	Applicability to the Project
Indigenous Services Canada (ISC)	Authorization under <i>Indian Act Section 28(2)</i>	<ul style="list-style-type: none"> * ISC must authorize the occupation of, use of, residency on, or exercise of rights on First Nations Reserve lands. * “The Minister may, by permit in writing, authorize any person for a period not exceeding one year, or with the consent of the council of the band for any longer period, to occupy or use a reserve or to reside or otherwise exercise rights on a reserve.” Portions of the road corridor would be located on First Nation Reserve lands.
Natural Resources Canada	Blasting Explosives Purchase and Possession Permit Transportation of Explosives Permit under the <i>Explosives Act</i>	Purchase, use, storage or transportation of explosives.

4.4 Provincial Permits, Licenses, or Other Authorizations

Ontario provincial permits, licences, or other authorizations that may be required are listed in **Table 4.2**.

Table 4.2: Provincial Permits, Licences and Other Authorizations

Agency	Permit/Act	Corresponding Applicability to the Project
Ministry of Natural Resources and Forestry	Permit to Collect Fish for Scientific Purpose under the <i>Fish and Wildlife Conservation Act</i> (1997)	* To facilitate the capture and transfer of fish during in- water works such as cofferdam construction or dewatering
	Permit to Collect Wildlife for Scientific Purpose under the <i>Fish and Wildlife Conservation Act</i> (1997)	* Facilitates the capture and transfer of wildlife
	Authorization under the <i>Fish and Wildlife Conservation Act</i> (1997)	* Project construction and operation is anticipated to destroy the nests or eggs of birds, a beaver dam, or the den of a black bear or some furbearing mammals, or interfere with a black bear in its den
	Forest Resource Licence (Cutting Permit) under the <i>Crown Forest Sustainability Act</i> (1994)	* Harvesting and/or cutting timber on Crown land



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Agency	Permit/Act	Corresponding Applicability to the Project
	Burn Permit under <i>Forest Fires Prevention Act</i> (1990)	* Burning of materials from forest clearing, if required
	<i>Public Lands Act</i> (1990)	* Works on crown lands and/or shore lands including geotechnical investigations, construction/upgrade of access roads and trails, culverts/bridges
	Land Use Permits	* Necessary for access roads to and within Project site, temporary laydown and/or spoil areas
	<i>Far North Act</i> (2010)	* Permits and approvals depend on type of development and stage of completion of community-based land use plans
	Aggregate Permit under <i>Aggregate Resources Act</i> (1990)	* Extracting aggregate on all Crown land and on private land in areas of Province designated (specifically identified) in the regulations
	Licence of Occupation under <i>Public Lands Act</i> (1990)	* Construction work occurring on Crown lands
	Work Permit under <i>Lakes and Rivers Improvement Act</i> (LRIA)	* Channelization, diversions * Bridges and some culverts
Ministry of the Environment, Conservation and Parks (MECP)	Permit to Take Water or Environmental Activity and Sector Registration under the <i>Ontario Water Resources Act</i> (1990)	* Where project construction requires Water taking - pumping, draining, dewatering * Takings up to 50,000 L/day require no permit/registration * Takings between 50,000 and 400,000 L/day require registration (EASR) * Takings over 400,000 L/day require a permit (PTTW)
	Permit under Section 17 of the <i>Endangered Species Act</i> (2007)	* Potential for corridor/road construction to have effects on listed species or habitat
	Approval under <i>Health Protection and Promotion Act</i> (1990)	* Facilitates provision of potable water and on- site sewage treatment and disposal systems at temporary construction camp(s)



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Agency	Permit/Act	Corresponding Applicability to the Project
	Environmental Compliance Approval under <i>Environmental Protection Act</i> (1990)	<ul style="list-style-type: none"> * Enables waste to be transported by haulers from the Project work site and to enable emissions from on-site equipment * An ECA will be required for on-site sewage systems with a design capacity in excess of 10,000 L/Day
	Approval under <i>Environmental Assessment Act</i>	<ul style="list-style-type: none"> * Consideration of potential environmental effects of project
Ministry of Health and Long-Term Care	Permit to Construct - Sewage System	<ul style="list-style-type: none"> * A district Health Unit permit will be required for on-site sewage systems with a design capacity of up to 10,000 L/Day
Ministry of Labour	<i>Occupational Health and Safety Act</i> (1990)	<ul style="list-style-type: none"> * Notice of Project under Section 23(2)
Ministry of Tourism, Culture and Sport	<i>Ontario Heritage Act</i> (1990)	<ul style="list-style-type: none"> * Letter(s) of Satisfaction for archaeological cultural heritage assessment(s) conducted as part of environmental assessment



5 Environmental Effects

5.1 Physical and Biological Setting

5.1.1 Vegetation and Surficial Geology

The project area is located in the northwestern region of the Province of Ontario. It is located fully within the Big Trout Lake Ecoregion, which extends from Manitoba to north-central Ontario. Dominant vegetation is coniferous forest, consisting of black spruce, with some areas of white spruce, balsam fir and the deciduous trembling aspen. Better-drained areas are characterized by trembling aspen, paper birch and jack pine, with some black and white spruce. Poorly drained depressions typically consist of peat, with stands of Labrador tea, blueberry, bog rosemary, black spruce and sphagnum mosses. The project area spans the southern portion of the ecoregion, which is characterized by ridged to hummocky bedrock outcrops covered with a thin layer of sandy till, into the northern portion, where the bedrock outcrops are overlain with sandy to loamy, cobbly mixed glacial till.

5.1.2 Hydrology

Hydrologically, the project area is situated within the primary Southwestern Hudson Bay watershed (refer to **Figure 6** information extracted from the 2017 All-Season Community Road Study). The Area includes the Winisk-Coast, Ekwan-Coast and Attawapiskat-Coast secondary watersheds. Tertiary watersheds within the Winisk-Coast watershed are the Upper and Middle Winisk, with the other tertiary watersheds being the Upper Ekwan within the Ekwan-Coast secondary watershed and the Lower Attawapiskat within the Attawapiskat-Coast secondary watershed. Over 50% of the ecoregion is covered by wetlands.

5.1.3 Wildlife

Wildlife within the region of the project area includes Black Bear (*Ursus americanus*), Gray Wolf (*Canis lupus*), Canada Lynx (*Lynx canadensis*), Snowshoe Hare (*Lepus americanus*), Moose (*Alces alces*), Beaver (*Castor canadensis*), American Marten (*Martes americana*), Wolverine (*Gulo gulo*) and Woodland Caribou (*Rangifer tarandus caribou*).

The Missisa Woodland Caribou range is considered continuous and spans the ecotone between the Ontario Shield Ecozone and Hudson Bay Lowland Ecozone (MNR, 2014). It is predominantly composed of Ecoregions 2E (James Bay Ecoregion), within the Hudson Bay Lowland Ecoregion, and 2W (Big Trout Lake Ecoregion), within the Ontario Shield Ecozone. This particular area has a demonstrated ecological significance as both winter and summer habitat, supports calving and nursery functions, and may be important as a conduit for travel (Berglund et al., 2014). The minimum Caribou population in this range was estimated at 745 based on winter distribution surveys completed from 2009 through 2013 (MNR, 2014). A combined low mean annual survival estimate (80%) and low calf recruitment indicates the population was on a declining trend at the time of data collection (MNR, 2014).

Birds include Bald Eagle (*Haliaeetus leucocephalus*), Peregrine Falcon (*Falco peregrinus*), Osprey (*Pandion haliaetus*), Common Raven (*Corvus corax*), Canada Jay (*Perisoreus canadensis*), Canada Warbler (*Cardellina canadensis*), Common Nighthawk (*Chordeiles minor*), Rusty Blackbird (*Euphagus carolinus*), and a number of waterfowl species, including Bufflehead (*Bucephala albeola*), Canada Goose (*Branta canadensis*), Lesser Scaup (*Aythya affinis*), Common Goldeneye (*Bucephala clangula*), Common Merganser (*Mergus merganser*) and Hooded Merganser (*Lophodytes cucullatus*). All of the above listed



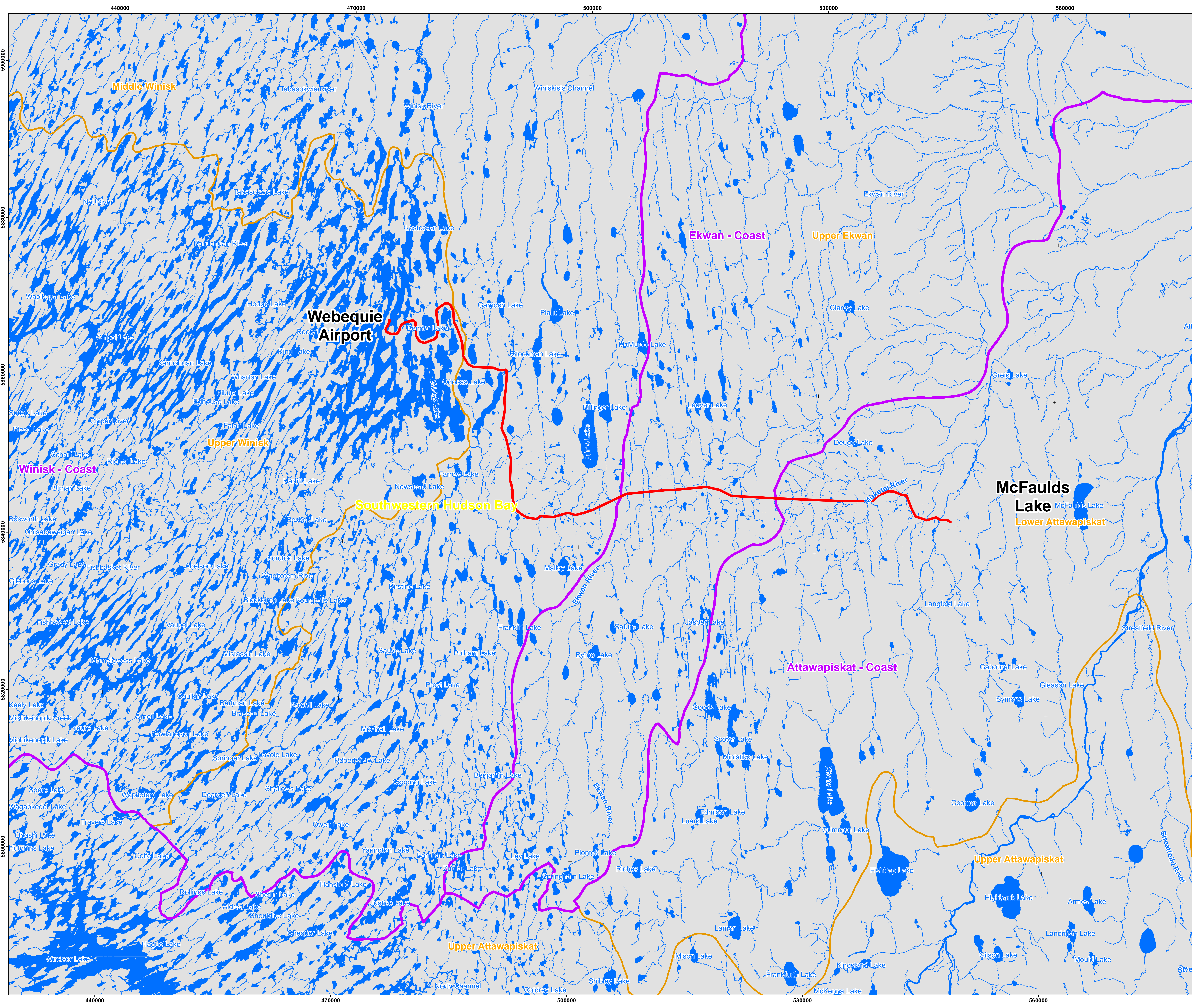
birds, with the exception of Canada Jay, Common Raven, Bald Eagle, Peregrine Falcon and Osprey, are protected under the *Migratory Birds Convention Act* (MBCA).

A review of background information available, including the Ontario Reptile and Amphibians Atlas, indicates that five amphibians and two reptiles may occur within the Study Area for the Project. During studies conducted in support of the proposed Noront Eagle's Nest Mine, five frog species, including American Toad (*Anaxyrus americanus*), Boreal Chorus Frog (*Pseudacris maculata*), Northern Leopard Frog (*Lithobates pipiens*), a Spring Peeper (*Pseudacris crucifer*), and Wood Frog (*Lithobates sylvaticus*) were recorded (Noront, 2013). Eastern Garter Snake (*Thamnophis sirtalis*) was also recorded along each study section across the transportation corridor (Noront, 2013).

According to the Ontario Reptile and Amphibian Atlas, Ontario's most northerly turtle species, Western Painted Turtle and Snapping Turtle (*Chelydra serpentina*) do not occur further north than Woodland Caribou Provincial Park, which has a similar altitude to Pickle Lake. The Midland Painted Turtle does not occur further north than Pukakswa Nation Park, on the eastern shoreline of Lake Superior. As a result, it is unlikely that turtles and turtle Significant Wildlife Habitat, such as Turtle Wintering Areas and Turtle Nesting Areas, occur within the project area.

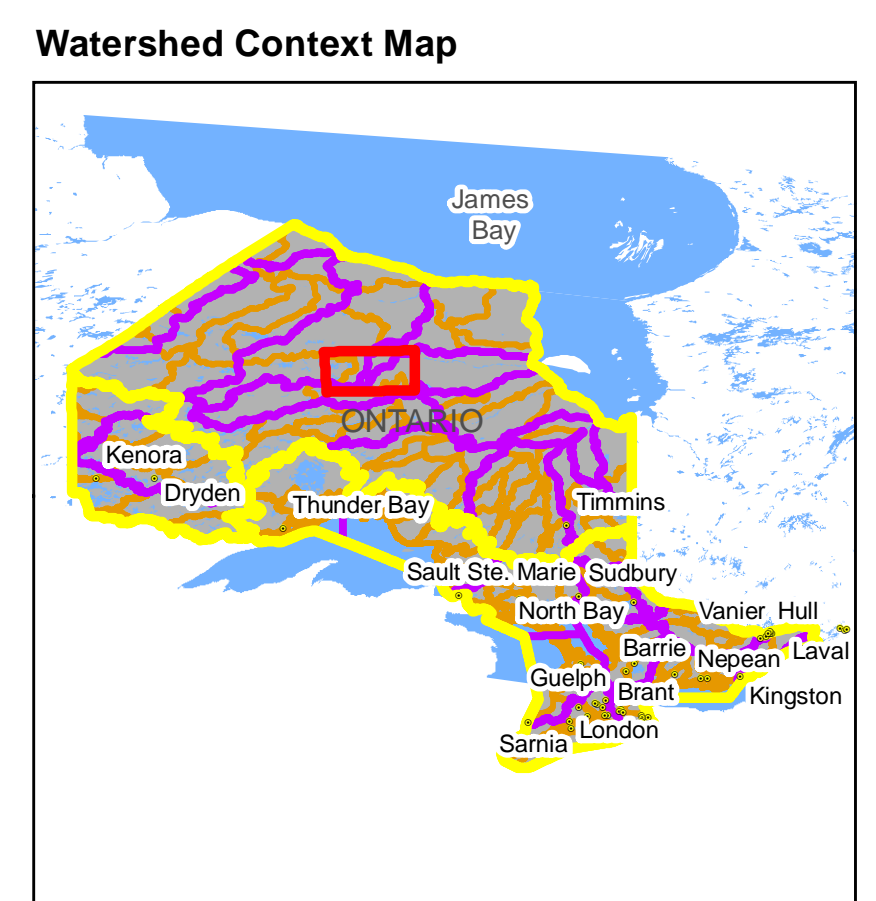
5.1.4 Fisheries

There are three watersheds in the project area (Winisk-Coast, Ekwan-Coast and Attawapiskat-Coast) which include numerous rivers that support fish and fish habitat (refer to **Figure 6**). Sport fish species that inhabit these rivers include Brook Trout (*Salvelinus fontinalis*), Cisco (*Coregonus artedii*), Northern Pike (*Esox lucius*) and Walleye (known colloquially as Pickerel) (*Sander vitreus*). There are also many lakes in the project area that support many species of fish, including Smallmouth Bass (*Micropterus dolomieu*), Lake Whitefish (*Coregonus clupeaformis*), Yellow Perch (*Perca flavescens*), Lake Sturgeon (*Acipenser fulvescens*) and Common White Sucker (*Catostomus commersonii*), as well as many smaller forage fish species.

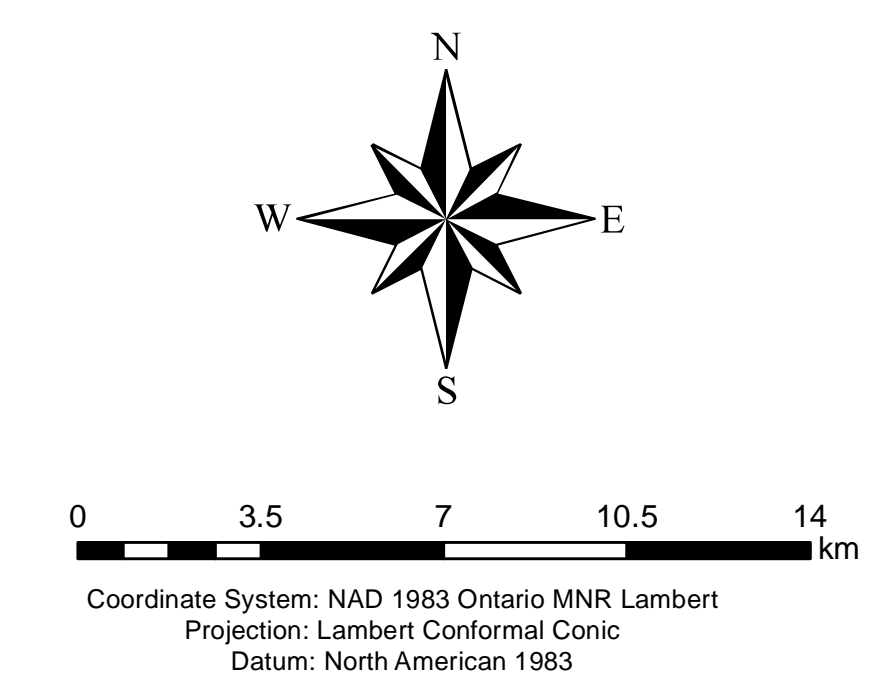


Webequie Supply Road

Figure 6
Watersheds and Subwatersheds



- Legend**
- Webequie Community Supply Road Extension
 - Primary Watersheds
 - Secondary Watersheds
 - Tertiary Watersheds
 - Watercourses
 - Waterbodies



440000 470000 500000 530000 560000 590000

590000 580000 560000 540000 520000 500000

440000 470000 500000 530000 560000 590000



5.1.5 Climate

The Project is located within the James Bay Lowlands. The project area is subject to cold, extended winters and cool summers of short duration. This humid continental climate is strongly influenced by proximity to James Bay and Hudson Bay. Fog is common, with extended periods typically expected in the transition months of ice 'freeze-up' in the Fall months and ice 'break-up' in the Spring. It is also not unusual to have fog occurring during the summer months. Summer temperatures typically range between 10 and 20 degrees Celsius, with winter temperatures usually between -10 and -30 degrees Celsius. Winter winds are typically from the west to northwest, with the summer winds usually from the west to southwest. Lakes typically begin to freeze in mid-October, with spring thaws typically initiating in mid-April. Annual precipitation levels in the area tend to exceed 700 mm, of which over 200 mm is typically snow.

5.1.6 Anthropogenic Uses

The project area is largely undeveloped and sits on Crown lands, including the traditional lands of both Webequie First Nation and Marten Falls First Nation. Traditional activities of First Nation community members include hunting, fishing and gathering, as well as cultural and spiritual activities. Other land uses consist of recreational activities, typically fly-in camps and tourist lodges. Otokwin/Attawapiskat River Provincial Park and the Winisk River Provincial Park also provide opportunities for recreational use.

5.2 Changes to Fish and Fish Habitat, Aquatic Plants and Migratory Birds, as defined by the Respective Federal Legislation

5.2.1 Fish and Fish Habitat as Defined in the Fisheries Act

The project area contains many aquatic features, including streams, rivers, wetlands, bogs, marshes and lakes. The watercourses in the project area are classified as a mix of coldwater and warmwater habitats and also provide habitat for one aquatic Species at Risk (refer to Section 5.2.3).

Potential effects on fish and fish habitat, as defined under the *Fisheries Act*, could include: (1) release of sediment into watercourses and waterbodies through erosion; (2) spills during construction and operations, causing temporary water quality impacts; and (3) physical alteration or loss of fish habitat at temporary and/or permanent waterbody crossings required for the Project. These potential impacts will be mitigated through the application of appropriate habitat protection and mitigation measures (i.e., erosion and sediment control) and structure design at waterbody crossing locations. It is likely that several authorizations under the *Fisheries Act* will be required for the Project. Extensive consultation will be required with the Department of Fisheries and Oceans (DFO) and each individual waterbody crossing may require the submission of a Request for Review to DFO to determine if there will be serious harm to fish and if an authorization under the *Fisheries Act* is required for the proposed works.

There are no marine plants (coastal waters), as defined under the Act, that are present in the study area for the Project.

5.2.2 Migratory Birds, as Defined in the Migratory Birds Convention Act

The project activities have the potential to adversely affect migratory birds, as defined under the *Migratory Birds Convention Act*. The greatest potential impact on migratory birds would occur if vegetation clearing



activities were conducted during the Primary Nesting Period for birds. This is the period when the percent of total nesting species is greater than 10% and occurs between April 21 and August 14 for this Project site, although nesting also infrequently occurs outside of this period.

Potential effects to migratory birds, including mitigation measures, will be identified as part of the EA. A key mitigation and preliminary recommendation to prevent harm to migratory birds is to avoid any vegetation clearing between April 21 and August 14. If vegetation clearing is required during this period, an avian biologist will be retained to conduct a survey for nesting activities/behaviours to manage risks to active nests protected by the MBCA and the *Fish and Wildlife Conservation Act* (FWCA).

5.2.3 Species at Risk as defined in the Species at Risk Act

Provincially and/or federally listed Species at Risk that could potentially be found in the project area include Bald Eagle (*Haliaeetus leucocephalus*), Peregrine Falcon (*Falco peregrinus*), Canada Warbler (*Cardellina canadensis*), Common Nighthawk (*Chordeiles minor*), Rusty Blackbird (*Euphagus carolinus*), Wolverine (*Gulo gulo*), Woodland Caribou (*Rangifer tarandus caribou*) and Lake Sturgeon (*Acipenser fulvescens*). Consultation with the Ontario Ministry of the Environment, Conservation and Parks (MECP) and Environment and Climate Change Canada (ECCC) is currently being undertaken to determine the need for additional field studies to be completed during the EA process specific to Species at Risk. A list of Species at Risk, habitat characteristics and preliminary presence/absence determination within the Project Area is presented in **Table 5.1**.



Table 5.1: Species at Risk, Habitat Characteristics and Preliminary Presence/Absence Determination

Species		SARA ¹	ESA ²	S-RANK ³	Information Source ⁴	Observed During Field Studies	Habitat Requirements ⁵	Potential Habitat in Local Study Area
Scientific Name	Common Name							
MAMMALS								
<i>Puma concolor</i>	Mountain lion (Cougar)	No Status	Endangered	SU	Atlas of the Mammals of Ontario	No	The Cougar or Mountain Lion lives in northern remote undisturbed forests where there is little human activity. However, few cougar sightings have been confirmed in recent decades. Forested habitats must support plenty of White-tailed Deer (<i>Odocoileus virginianus</i>) and other prey species for cougars.	No
<i>Myotis lucifugus</i>	Little Brown Myotis	Endangered	Endangered	S3	Layng et al, 2019		Caves, quarries, tunnels, hollow trees, buildings, attics, barns, wetlands, forest edges	Yes
<i>Gulo gulo</i>	Wolverine	Special Concern	Threatened	S2S3	Atlas of the Mammals of Ontario	Yes	Wolverine occupy many habitat types in the far north of Ontario. Individuals can have ranges of up to 3500 km ² and dens are built in snow drifts, under logs and boulders (Ontario Wolverine Recovery Team, 2013).	Yes



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Species		SARA ¹	ESA ²	S-RANK ³	Information Source ⁴	Observed During Field Studies	Habitat Requirements ⁵	Potential Habitat in Local Study Area
Scientific Name	Common Name							
<i>Rangifer tarandus</i>	Woodland Caribou	Threatened	Threatened	S4	Atlas of the Mammals of Ontario	Yes	Caribou require large undisturbed areas of old and mature conifer upland forest and lowlands dominated by jack pine and/or black spruce. They are also found in bogs and fens. Only the boreal population of caribou is listed as a species at risk in Ontario.	Yes
BIRDS								
<i>Haliaeetus leucocephalus</i>	Bald Eagle	No Status	Special Concern	S2N, S4B	OBBA		Prefer to nest in large trees almost always near a major lake or river where they do most of their hunting.	Yes
<i>Hirundo rustica</i>	Barn Swallow	Threatened	Threatened	S4B	iNaturalist, eBird		Prefer open habitat for foraging: grassy fields, pastures, ROWs, agriculture crops, and wetlands. Post-European settlement: Nest in human structures including barns, garages, houses, bridges, and culverts. Barn swallows generally reuse nests from year to year and are therefore sensitive to the removal of nesting structures.	Yes



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Species		SARA ¹	ESA ²	S-RANK ³	Information Source ⁴	Observed During Field Studies	Habitat Requirements ⁵	Potential Habitat in Local Study Area
Scientific Name	Common Name							
<i>Chlidonias niger</i>	Black Tern	No Status	Special Concern	S3B	Noront		Shallow freshwater marshes (> 20 ha.) with cattails and emergent vegetation interspersed with open water. Smaller wetlands with the same features are also used.	No
<i>Chordeiles minor</i>	Common Nighthawk	Threatened	Special Concern	S4B	OBBA		Open ground; clearings in dense forests; peat bogs; ploughed fields; gravel beaches or barren areas with rocky soils; open woodlands; flat gravel roofs.	Yes
<i>Contopus virens</i>	Eastern Wood-pewee	Special Concern	Special Concern	S4B	Noront		Mostly associated with the mid-canopy layer of forest clearings and edges of deciduous and mixed forests; preferred habitats are intermediate-age forest stands and mature stands with little understory vegetation.	No
<i>Contopus cooperi</i>	Olive-sided Flycatcher	Threatened	Special Concern	S4B	OBBA		Semi-open, conifer forest, prefers spruce, Jack Pine, and Balsam Fir; near pond, lake, or river; treed wetlands for nesting; burns with dead trees for perching.	Yes



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Species		SARA ¹	ESA ²	S-RANK ³	Information Source ⁴	Observed During Field Studies	Habitat Requirements ⁵	Potential Habitat in Local Study Area
Scientific Name	Common Name							
<i>Falco peregrinus anatum/tundrius</i>	Peregrine Falcon	Special Concern	Special Concern	S3B	OBBA		Nests on cliff ledges or crevices, preferably 50 to 200 m in height, but sometimes on the ledges of tall buildings or bridges, always near good foraging areas.	No
<i>Euphagus carolinus</i>	Rusty Blackbird	Special Concern	Special Concern	S4B	OBBA		Nests in the boreal forest; prefers shores of wetlands, peat bogs, swamps, and beaver ponds.	Yes
<i>Asio flammeus</i>	Short-eared Owl	Special Concern	Special Concern	S2N, S4B	OBBA		Resides in open habitats including arctic tundra, grasslands, peat bogs, marshes, sand-sage concentrations and old pastures. Preferred nesting sites are dense grasslands, as well as tundra with areas of small willows.	No
FISH								
<i>Acipenser fulvescens</i>	Lake Sturgeon (Southern Hudson Bay - James Bay population)	No Status	Special Concern	S3	DFO Species at Risk Mapping, NHIC		Resides almost exclusively in lakes and rivers with soft bottoms of mud, sand or gravel. They are usually found at depths of 5 to 20 metres. They spawn in relatively shallow, fast-flowing water (usually below waterfalls, rapids, or dams) with gravel and boulders at the bottom	No



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- ¹ Federal Species at Risk Act
- ² Species at Risk in Ontario List. (2014, August 11). Ministry of Natural Resources and Forestry. Retrieved September 12, 2014, from <http://www.ontario.ca/environment-and-energy/species-risk-ontario-list>
- ³ Conservation Ranking
- ⁴ Various sources
- ⁵ MNRF Significant Wildlife Habitat Technical Guide Appendix G (MNRF, 2000) Ontario Ministry of Natural Resources. Significant Wildlife Habitat Technical Guide. 151p.

Status

No Status: Species has not been assessed under the Species at Risk Act.

Special Concern: Species that may become threatened or an endangered species because of a combination of biological characteristics and identified threats.

Threatened: Species that is likely to become an endangered species if nothing is done to reverse the factors leading to its extirpation or extinction.

Endangered: Species that is facing imminent extirpation or extinction.



5.3 Environmental Changes That May Occur on Federal Lands, in Other Provinces, or Outside of Canada

Seventeen (17) km of the proposed road will be located on Webequie First Nation Reserve lands, which fall under federal jurisdiction. The limits of these lands are shown on **Figure 4** and **Figure 5**.

Impacts on these lands could result from construction, such as temporary infrastructure (i.e., camps, access roads/trails, bridges, turn-around and laydown/construction staging areas); rights-of-way clearing and roadbed construction; aggregate extraction and production, crushing and hauling operations; and construction of watercourse crossings. A description of potential impacts and related mitigation measures associated with specific project components and phasing is presented in **Table 5.2**.

Table 5.2: Potential Environmental Impacts and Mitigation Measures Associated with Project Components

Project Component	Description	Potential Environmental Impacts and Mitigation Measures	Project Phase
Surveying	Ground survey will be conducted to stake (physically delineate) the corridor alignment and support detailed engineering by confirming ground conditions	* Minimal vegetation clearing for staking and line-of-sight.	Site Preparation
Vegetation Clearing and Grubbing	Clearing and grubbing of vegetation (forest), including removal, disposal and/or chipping	<ul style="list-style-type: none"> * Loss of wildlife habitat and/or direct impact to species from removal/clearing of vegetation. * Implement BMPs and procedures for clearing and grubbing. Manage slash and root waste and excess timber, using such techniques as chipping, leaving in place and small wood scattering. * Avoid clearing of vegetation during migratory bird nesting season. 	Construction



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Project Component	Description	Potential Environmental Impacts and Mitigation Measures	Project Phase
Construction of temporary supportive infrastructure (i.e., construction camps, access roads/trails, watercourse crossings, aggregate pits, and laydown areas)	Facilitates storage, movement of equipment, supplies and materials to and within the corridor, as well as accommodation of construction crews	<ul style="list-style-type: none"> * Increased rates of erosion and sedimentation from exposed land surface. Sedimentation and erosion will be mitigated by use of erosion and sediment control measures and best management practices, including but not limited to: sediment fences, sediment ponds, check dams and erosion control fabric. * Oil waste products generated from maintenance of heavy equipment. Maintenance would occur at designated locations prior to management or disposal of waste materials at a licensed facility. * Liquid effluent from temporary construction camps would be removed via tanker truck for treatment and disposal off site at an appropriate facility. 	Site Preparation / Construction



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Project Component	Description	Potential Environmental Impacts and Mitigation Measures	Project Phase
Construction of temporary supportive infrastructure (i.e., construction camps, access roads/trails, watercourse crossings, aggregate pits, and laydown areas) (Continued)		<ul style="list-style-type: none"> * Generation of both hazardous and non-hazardous domestic wastewater and sewage. These may be treated on site using portable facilities or transported off site by tanker truck for treatment and disposal at a licensed facility. * Air emissions, including GHG, from exhaust of vehicles and equipment would be managed by current best management practices, including but not limited to: minimization of idling time by shutting equipment off when not in use or reducing idling times, as well as maintaining construction equipment in proper working condition according to manufacturer's specifications. Air emissions effects are expected to be localized. No transboundary effects associated with GHG are anticipated as the estimated emissions are very small with respect to contribution to overall regional, provincial or national levels; and the project location is of significance distance from the province of Manitoba (approx. 435 km) and United States (630 km). * Dust emissions from cleared areas and equipment/vehicle movement would be managed by current best management practices including, but not limited to: barriers/enclosures around storage piles, wetting storage piles, covers and limiting the number and height of storage piles. Other control measures could include wetting road surfaces during dry periods, regular cleaning of trucks and covers, providing adequate freeboard space for truck loads and controlling vehicle speeds. * Noise control using current best management practices, including but not limited to: using newer, well-maintained equipment, using boring equipment instead of pile drivers, quieter diesel generators, as well as improved exhaust and intake muffling. 	



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Project Component	Description	Potential Environmental Impacts and Mitigation Measures	Project Phase
Construction of road and supportive drainage system within approximately 35 m right-of-way over a distance of 107 km (includes access roads to aggregate sources)	Mechanical clearing of vegetation using heavy equipment, chainsaws, brush-saws, etc. Topsoil stripping and stockpiling Earth grading and movement Gravel installation Will take into consideration: required riparian buffer zones	<ul style="list-style-type: none"> * Sedimentation and erosion will be mitigated by use of erosion and sediment control measures and best management practices, including but not limited to: sediment fences, sediment ponds, check dams and erosion control fabric. * Noise and air emission controls using current best management practices, including but not limited to: using newer, well-maintained equipment, using boring/augering equipment instead of pile drivers, and quieter diesel generators, as well as specified/original exhaust and intake muffling. See above regarding potential effects of GHG emissions. 	Site Preparation / Construction
Significant/major watercourse crossing structures	Single or multi-span bridges Exact type of structure depends on aquatic, navigation and alignment considerations	<ul style="list-style-type: none"> * Temporary, localized impacts to fish habitat due to in-water works, such as pier construction. Mitigation using erosion and sediment control best management practices, silt curtains, coffer dams, riparian buffer zones. 	Construction
Minor watercourse crossing structures	Corrugated steel pipe, or other type of culvert	<ul style="list-style-type: none"> * Temporary, localized impacts to fish habitat due to erosion and sedimentation. Mitigation using erosion and sediment control best management practices, riparian buffer zones. 	Construction
Unsuitable construction materials (i.e., excess fill/ soils) re-distributed within ROW	Grading of disturbed areas Contouring of disturbed slopes to a stable profile Restoring natural drainage patterns where necessary	<ul style="list-style-type: none"> * Minimal impact due to re-use of materials for managing drainage and mitigating erosion via use in establishment of stable profiles. 	Construction



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Project Component	Description	Potential Environmental Impacts and Mitigation Measures	Project Phase
Aggregate source extraction and production	<p>Establishment of sources of road construction materials</p> <p>Decommissioning of borrow pits not identified as necessary as a source of material for road maintenance</p>	<ul style="list-style-type: none"> * Impact to groundwater level, quality, and/or functional contribution to waterbodies or wetlands. * Drilling and blasting of rock to extract aggregate to be done using current best management practices, such as use of blast mats, etc. * Post-construction restoration of temporary aggregate source sites. 	Site Preparation / Construction / Operations
Site crushing and hauling operations	<p>Primary and/or secondary or tertiary crushing to reduce material to desired product size</p> <p>Hauling along access roads to road corridor</p>	<ul style="list-style-type: none"> * Impacts to localized air quality from equipment and vehicles (e.g., fugitive dust, exhaust emissions). * Implement dust control management practices (e.g., wetting surfaces with water) to minimize/reduce air quality effects. * Increase in noise levels. Noise control using current best management practices, including but not limited to: using newer, well-maintained equipment and quieter diesel generators, as well as specified/original exhaust and intake muffling. 	Site Preparation / Construction / Operations
Clean-up and site restoration/reclamation	<p>Removal of temporary supportive infrastructure (camps, laydown areas, temporary access roads), management and disposal of excess materials and stabilization /restoration of exposed areas</p>	<ul style="list-style-type: none"> * Refer to impacts and mitigation measures under construction of temporary supportive infrastructure. * Stabilize and re-vegetate exposed surfaces. 	Construction



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Project Component	Description	Potential Environmental Impacts and Mitigation Measures	Project Phase
Corridor operations and maintenance activities	<p>Light and heavy vehicles and road maintenance equipment will be actively using the road</p> <p>Vegetation management control within corridor</p> <p>Localized surface repairs and full granular resurfacing of road base and shoulder</p> <p>Dust control to minimize air quality effects</p> <p>Winter maintenance – snow clearing and de-icing</p> <p>Road drainage system – clean-out/repairs to culverts, ditches and outfalls or ditch inlet structures</p> <p>Visual patrols and inspections of the road and structures (bridges/culverts) at waterbody crossings</p>	<ul style="list-style-type: none"> * Potential to affect wildlife and/or their movement, surface water quality and air quality. * Wildlife mortality due to vehicle collisions during operations. It is assumed at this time that light and heavy vehicles will use the road and that the Annual Average Daily Traffic volume will be less than 500 vehicles. Develop vegetation management plan with best management practices (e.g., restriction on clearing during migratory bird nesting season, etc.). * Develop designated passage structures to facilitate wildlife movement. * Posted wildlife warning signs to road users at known crossing areas with high wildlife movement. * Implement dust control management practices (e.g., wetting surfaces with water) to minimize/reduce air quality effects. * Implement erosion and sediment controls for drainage and structural repair/maintenance work. 	



5.4 Effects on Aboriginal Peoples from Changes to the Environment as a Result of Carrying Out Designated Project

As stated in Section 1.1, it is expected that there will ultimately be an all-season road connection between the McFaulds Lake area and the provincial highway system to ensure/maximize the viability of mine developments. It is in this scenario that the potential positive and negative cumulative effects of the Project on Indigenous communities would likely be realized or felt to the fullest.

The project area sits on Ontario Crown lands and federal lands (Webequie First Nation Reserve) in the traditional territory of both Webequie First Nation and Marten Falls First Nation. Traditional activities of these First Nations include hunting, gathering and fishing, as well as cultural and spiritual activities. As part of the input received through consultation activities conducted to date for this project, Weenusk (Peawanuck) First Nation, Kasabonika Lake First Nation and Attawapiskat First Nation have asserted that they have shared traditional territory with Webequie First Nation, but have not specified as to whether these shared areas coincide with the project area. Weenusk First Nation has stated that they have overlapping traditional territory in and around the Winisk River downstream (north) of WFN's reserve lands (refer also to acknowledged shared areas within the Webequie Draft Community Based Land Use Plan area below). Kasabonika Lake First Nation has asserted that they share traditional territory with WFN and actively use these lands for hunting and fishing. Attawapiskat First Nation traditional territory is deemed to extend into the project area by virtue of the community's use of the Attawapiskat River and its subwatershed areas. The Project will require access to, and the use, occupation, exploration, and development of lands and resources currently used for traditional purposes by these communities, and possibly other Indigenous groups.

In addition, the current Draft Webequie First Nation CBLUP (March 2019) recognizes that there is shared territory with other First Nations within the lands that Webequie has identified as its proposed planning area, including areas shared with Neskantaga and Marten Falls that would be occupied by the Webequie Supply Road corridor. In addition, as stated in Section 3.3 of the Project Description, the Draft CBLUP indicates that there is also an area, within which a short segment of the WSR is situated, that is shared with Nibinamik First Nation. The Draft CBLUP contains statements regarding shared areas and the consultation with Neskantaga and Marten Falls with respect to development of the Plan. The Webequie CBLUP also notes that Webequie, Marten Falls and Neskantaga are currently engaged in dialogue related to shared interests in the Ring of Fire mineral deposit as part of a Three- Nation process. Due to the draft status of the CBLUP, and the fact that Plan development and Ring of Fire discussions between Webequie, Neskantaga and Marten Falls are ongoing, the shared areas cannot be shown at this time (refer also to Section 3.3 – Land and Water Use).

The potential effects of the Project on these communities and other Indigenous peoples are outlined in **Table 5.3**. The general location of known/established First Nation reserve lands in proximity to the Webequie Supply Road corridor are shown in **Figure 4** and **Figure 5**. During the EA, as additional information is gathered relative to environmental effects associated with the project proposals, the Project Team will also consider the potential for changes to the experience of using the land caused by the primary project effects (e.g., effects experienced beyond the immediate project area). The Project Team will endeavour to assess such effects through its technical investigations and through the planned consultation activities and events (refer to Section 6.2 - Engagement and Consultation with Indigenous Groups on the Proposed Project).



Table 5.3: Potential Effects of Designated Project on Indigenous Peoples

Indigenous Community Activity	Indigenous Community	Potential Effects to Identified Activities	Proposed Protection/Mitigation Measures
Hunting	Webequie First Nation, Marten Falls First Nation, Neskantaga First Nation, Nibinamik First Nation, Attawapiskat First Nation, Kasabonika Lake First Nation, Weenusk (Peawanuck) First Nation	<ul style="list-style-type: none"> * Increased accessibility to hunting areas. * Some fragmentation of habitat. * Vegetation removal (will occur on an ongoing basis during corridor operations). 	<ul style="list-style-type: none"> * Controlled access to road through gates, permitting. * Mitigated through routing and providing wildlife crossing opportunities. * Vegetation restoration / regeneration, where possible.
Gathering	Webequie First Nation, Marten Falls First Nation, Neskantaga First Nation, Nibinamik First Nation, Attawapiskat First Nation, Kasabonika Lake First Nation, Weenusk (Peawanuck) First Nation	<ul style="list-style-type: none"> * Increased accessibility to gathering areas. * Some fragmentation of habitat. * Vegetation removal (will occur on an ongoing basis during corridor operations). 	<ul style="list-style-type: none"> * Controlled access to road through gates, permitting. * Mitigated through routing and providing wildlife crossing opportunities. * Vegetation restoration / regeneration where possible.
Fishing	Webequie First Nation, Marten Falls First Nation, Neskantaga First Nation, Nibinamik First Nation, Attawapiskat First Nation, Kasabonika Lake First Nation, Weenusk (Peawanuck) First Nation	<ul style="list-style-type: none"> * No long-term effects on fishing activities. Temporary impacts from in-water works, particularly for large crossing structures (installation of bridge piers). 	<ul style="list-style-type: none"> * Application of appropriate habitat protection and mitigation measures (i.e., sediment and erosion control).
Cultural / Spiritual / Archaeological	Webequie First Nation, Marten Falls First Nation, Neskantaga First Nation, Nibinamik First Nation	<ul style="list-style-type: none"> * No anticipated effects on cultural/spiritual/archaeological sites. 	<ul style="list-style-type: none"> * Routing avoids known cultural/spiritual/archaeological sites. First Nations cultural representatives present during construction activities to avoid / mitigate impacts to sites.
Health and Socio-economic Factors (i.e., access to active transportation, navigation, recreation and snowmobile trails; changes in noise, air and water quality)	Webequie First Nation	<ul style="list-style-type: none"> * Increased dust and noise associated with road operations. Only localized, minor and temporary impacts on water quality. * Potential temporary disruption to navigation associated with culvert crossings. Navigation to be maintained on larger waterways, with only temporary minor delays possible during construction of large crossing structures. 	<ul style="list-style-type: none"> * Application of appropriate protection and mitigation measures (i.e., noise, dust control, erosion and sediment control).



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Indigenous Community Activity	Indigenous Community	Potential Effects to Identified Activities	Proposed Protection/Mitigation Measures
Socio-economic environment	Webeque First Nation	<p>Positive Effects/Benefits:</p> <ul style="list-style-type: none"> * Employment and economic benefits by facilitating the movement of materials, supplies and people from Webeque to the area of existing mineral exploration activities and proposed mine developments. * Emergence of economic opportunities along the road. * Access to wider range of goods and services. * Opportunity for WFN and other First Nations to own and operate the road, including opportunity for revenue generation and any subsequent investment in economic development opportunities. * Opportunities for capacity building and business training (based on community ownership of road). * Opportunity for youth employment and easier access to training and opportunities, including affordability. * Possible higher overall educational levels and capacity. * Higher household incomes from increased economic activity; improved standard of living. * Better (year-round) connection to neighboring communities/ familial/clan relations. * The Project corridor allows for a future power transmission line and telecommunication line. 	



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Indigenous Community Activity	Indigenous Community	Potential Effects to Identified Activities	Proposed Protection/Mitigation Measures
<p>Socio-economic environment</p> <p>(Continued)</p>	<p>Webeque First Nation</p>	<p>Negative Effects:</p> <ul style="list-style-type: none"> * May offer easier access to substances, possible causing more health and social issues in community. * More outsiders coming into area causing possible social issues. * Possible loss of government transfer payments currently paid to community due to remote isolation status. * May facilitate more outsiders, such as tourist and resource users, coming into community, which puts a strain on traditional territories for hunting, fishing, resource exploration, as well as pressure on wildlife populations and movements. * Loss or disruption to current traditional land and resource uses such as hunting, gathering, fishing, trapping from possible direct Project impacts to wildlife and fish habitats, plants, or navigation at waterbody crossings. * Easier access to outside of community could put pressure on traditional language, traditions and culture; and/or decrease interest and participation in traditional land use activities (e.g., trapping, hunting, fishing, berry picking, etc.). * Possible for outsiders to access and affect cultural/spiritual/sacred sites. 	<ul style="list-style-type: none"> * Controlled road access/security. * Phased-in reduction in transfer payments over time. * Application of appropriate habitat protection and mitigation measures. * Effort to reinforce language and culture through changes to educational curriculum that provide additional cultural enrichment opportunities.



6 Proponent Engagement and Consultation with Aboriginal Groups

Consultation regarding alternative road schemes in and around the McFaulds Lake area and the remote Matawa First Nations has been conducted through various studies over the past several years. Some of this consultation provides important context for the Webequie Supply Road study process. In many respects, consultation on the various road studies provides a continuum of engagement, all of which is relevant to the Webequie Supply Road study.

Consultation/engagement will become more focussed on the proposed Webequie Supply Road during development and review of the federal Environmental Assessment Project Description, the provincial Environmental Assessment Terms of Reference, and ultimately the environmental assessment process itself.

This section describes consultation and engagement activities conducted to date that are relevant to the proposed Webequie Supply Road, as well as activities that are planned over the course of the Webequie Supply Road study.

Consultation activities have, and will continue to, engage/involve Indigenous communities (including the Métis Nation of Ontario), non-Indigenous communities, other non-government stakeholders, and federal/provincial government agencies.

6.1 Past Consultation on Related Projects

A number of road studies have been conducted in the vicinity of McFaulds Lake and the remote Matawa First Nations for several years. Although the purpose of the roads being examined has varied (e.g., mine site access roads, community access roads and supply roads), the foundation of much of the consultation overlaps with and underlies the consultation being conducted for the Webequie Supply Road.

Table 6.1 presents an outline of past consultation on the road studies that were conducted in the McFaulds Lake area. Comments relevant to the proposed project are in relation to the use of lands and the all-season road. For further details, refer to **Appendix C**.



Table 6.1: Past Consultation on Related Projects

MATAWA WINTER ROAD RE-ALIGNMENT STUDY (2008)	
Description of Study	A study for a winter road re-alignment to address existing deficiencies to improve safety, reduce environmental impacts, reduce operations and maintenance costs, and improve constructability.
Proponent	Matawa Tribal Council
How this project is different from the Proposed Project	A study for winter road improvements and re-alignments
List of Communities Engaged	<ul style="list-style-type: none"> – Nibinamik First Nation* – Webequie First Nation* – Eabametoong First Nation* – Neskantaga First Nation* – Marten Falls First Nation* <p><i>*First Nations and Métis organizations also to be consulted on the Webequie Supply Road Project</i></p>
Relevant Comments and Concerns	<ul style="list-style-type: none"> – Minimize ice crossings due to higher maintenance costs – Align with future potential all-season roads
NORONT EAGLE'S NEST MINE DRAFT EIS/EAR (2013)	
Description of Study	A coordinated federal-provincial environmental assessment was initiated for the Noront Eagle's Nest Mine. A Draft EIS/EAR was prepared (December 2013), which has not been formally reviewed by government agencies.
Proponent	Noront Resources Ltd.
How this Project is different from the Proposed Project	Proposed underground mine, processing facility, and associated transportation and handling infrastructure.



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List of Communities Engaged

- Aroland First Nation*
- Attawapiskat First Nation*
- Bearskin Lake First Nation
- Constance Lake First Nation*
- Eabametoong First Nation*
- Fort Albany First Nation*
- Ginoogaming First Nation*
- Independent First Nation Alliance
- Kashechewan First Nation*
- Kasabonika Lake First Nation*
- Kitchenuhmaykoosib Inninuwug*
- Kingfisher Lake First Nation*
- Marten Falls First Nation*
- Métis Nation of Ontario*
- Mishkeegogamang First Nation*
- Mushkegowuk Tribal Council
- Muskrat Dam First Nation
- Neskantaga First Nation*
- Nibinamik First Nation*
- North Caribou Lake First Nation*
- Ojibway Nation of Saugeen
- Sachigo Lake First Nation
- Wapekeka First Nation*
- Wawakapewin First Nation*
- Webequie First Nation*
- Weenusk (Peawanuck) First Nation*
- Windigo Tribal Council
- Wunnumin Lake First Nation*

** First Nations and Métis organizations also to be consulted on the Webequie Supply Road Project*

Relevant Comments and Concerns

- Transportation and mine access
- Noront's preference for the east-west all-season road, which maximizes the use of the existing winter road networks, including a new corridor between Webequie First Nation and the mine
- Mode of transportation
- Ownership and funding/financing

WEBEQUIE FIRST NATION, NIBINAMIK FIRST NATION, NESKANTAGA FIRST NATION, EABAMETOONG FIRST NATION ALL-SEASON COMMUNITY ROAD STUDY (2016)

Description of Study

A pre-feasibility study of an all-season community road with Webequie, Neskantaga, Nibinamik and Eabametoong First Nations

Proponent

Webequie First Nation, Nibinamik First Nation, Neskantaga First Nation, Eabametoong First Nation

How this Project is different from the Proposed Project

Proposed all-season community road to connect to the provincial highway system.



List of Communities Engaged

- Nibinamik First Nation*
- Webequie First Nation*
- Mishkeegogamang First Nation*
- Neskantaga First Nation*
- Eabametoong First Nation*

Relevant Comments and Concerns

- Impacts on the environment and culturally sensitive areas
- Balancing advantages and disadvantages of an all-season road with broader interests in land development
- First Nation control (i.e., ownership, operations and maintenance) of the road
- Loss of traditional cultural values
- Study to be community-community driven and not influenced directly by resource companies
- Webequie First Nation to respect the other First Nations involved in the Project as they are closest to the proposed mine developments

6.1.1 Matawa Winter Road Re-Alignment Study

In 2007 and 2008, the Matawa Tribal Council conducted a winter road re-alignment study to address existing deficiencies to improve safety, reduce environmental impacts, reduce operations and maintenance costs, and improve constructability. The Webequie winter road connects to the Webequie community on Eastwood Island. The Supply Road begins at the south end of the community, adjacent to the Webequie Airport. **Figure 5** shows both the existing winter road and proposed Webequie Supply Road corridor. A consultation program with participating Matawa Tribal Council remote communities was undertaken, involving staff and leadership of the following First Nations:

- › Nibinamik First Nation;
- › Webequie First Nation;
- › Eabametoong First Nation;
- › Neskantaga First Nation;
- › Marten Falls First Nation.

During the consultations, a variety of issues and concerns were raised. Each community provided their own input into the process, and some joint meetings of all participating communities were held. One theme from the engagement process was that winter road re-alignments should aim to minimize ice crossings due to higher maintenance costs, and should be aligned in consideration of future potential all-season roads. Suggested re-alignments to the Webequie winter road included improvements to the south of the community to reduce ice crossings and hills, and consideration of maintenance facilities on the mainland south of the island.

Although community meetings were not held, a questionnaire containing proposed re-alignments was circulated to community members in each participating community. A number of responses were received, and there was general consensus that community members would be more inclined to use the road interconnections if they were all-season roads.



Consultations were also held with staff of various provincial government agencies, in particular the Ministry of Northern Development and Mines. No non-Indigenous community consultation was conducted.

Through these consultations, improvements to the winter roads were recommended and incorporated into the study. Wholesale re-alignments were not suggested/recommended, indicating general support for the general alignment of the existing corridors. The winter road corridor from Pickle Lake to Nibinamik and Webeque forms the basis of the original proposed Eagle’s Nest mine access road, and with some refinement, was considered the preferred alignment for the All-Season Community Road to the Nibinamik and Webeque First Nations.

6.1.2 Noront Eagle’s Nest Mine EIS/EAR

The Noront Eagle’s Nest Mine environmental assessment was initiated within both the federal and provincial EA processes. A wide variety of Indigenous and non-Indigenous groups participated over the period between 2009 and 2013 when the Noront draft Environmental Assessment was being prepared. Work on the environmental assessment was suspended and the Draft EIS/EAR prepared to document the federal and provincial environmental assessment processes has not been formally reviewed by government agencies.

6.1.2.1 Indigenous Consultation

Table 6.2 outlines the Indigenous communities and organizations that were identified to be consulted by Noront.

Table 6.2: Indigenous Communities Consulted/Engaged on the Eagle’s Nest Mine EA

Bearskin Lake First Nation	Independent First Nation Alliance	Weenusk (Peawanuck) First Nation*
Ginoogaming First Nation*	Kingfisher Lake First Nation*	Webeque First Nation**
Kasabonika First Nation*	Eabametoong First Nation**	Fort Albany First Nation*
Long Lake #58 First Nation*	Marten Falls First Nation**	Kashechewan First Nation*
Mushkegowuk Tribal Council	Nibinamik First Nation**	Kitchenuhmaykoosib Inninuwug*
Ojibway Nation of Saugeen	Neskantaga First Nation**	Métis Nation of Ontario*
Wawakapewin First Nation*	Muskrat Dam First Nation	Mishkeegogamang First Nation*
Windigo Tribal Council	Sachigo Lake First Nation	North Caribou Lake First Nation*
Wunnumin Lake First Nation*	Wapekeka First Nation*	
Constance Lake First Nation*	Aroland First Nation**	
Attawapiskat First Nation**		

* First Nations and Métis organizations also to be consulted on the Webeque Supply Road Project

+ Considered by Noront to be primary communities for consultation

Consultations occurred using a variety of methods:

- › Telephone;
- › Email;
- › Letters;
- › Website;
- › Open House meetings;
- › Community leadership meetings;
- › Community staff meetings.



Input was received on all aspects of the Project, including transportation and mine access. Throughout their engagement process, mine site access alternatives were reviewed and discussed, and consultation on the draft EA included Noront's preference for the east-west all-season road. The preferred alignment maximizes the use of the existing winter road networks, and includes a new corridor between Webequie and the Eagle's Nest mine, which is a similar corridor to the preferred all-season corridor between Webequie First Nation and the McFaulds Lake area for the purpose of supplying goods and services.

6.1.2.2 Non-Indigenous Consultation

As with Indigenous consultation, engagement conducted by Noront during the Eagle's Nest Mine EA process included discussion of all aspects of the Project, including mine site access.

Throughout the Eagle's Nest Mine EA process, Noront engaged in a variety of activities with various non-governmental groups, including:

- › Meetings with municipal Chambers of Commerce;
- › Presentations at conferences on mining in Northern Ontario;
- › Open Houses in Thunder Bay (2012, 2013), Ignace (2012), and Pickle Lake (2012, 2013);
- › Meetings with business leaders and economic development corporations;
- › Meetings with Mayors and councillors in Thunder Bay, Timmins, Greenstone, Pickle Lake, Sudbury, and Ignace;
- › Meetings with non-government organizations, such as the Wildlands League and the Wildlife Conservation Society – Canada.

Consultation with government agencies was frequent and sustained, providing guidance on process requirements and procedural aspects, in addition to input on potential impacts and mitigation measures:

- › Ministry of Energy, Northern Development and Mines (previously the Ministry of Northern Development and Mines);
- › Ministry of the Environment, Conservation and Parks (previously the Ministry of the Environment);
- › Ministry of Natural Resources and Forestry (previously the Ministry of Natural Resources);
- › Canadian Environmental Assessment Agency.

A broad range of issues/concerns and benefits were discussed, all of which influenced project design and design of impact management measures.

Throughout the Eagle's Nest Mine EA consultation process, there was much discussion amongst government agencies and First Nations about community and resource access roads. Issues around mode of transportation, most beneficial corridor(s), ownership, funding/financing and impact management have been, and continue to be discussed.

6.1.3 Consultation on the All-Season Community Road Studies

Webequie is one of the four First Nations (Neskantaga, Nibinamik and Eabametoong were the others) that directed the All-Season Community Road (ASCR) Pre-Feasibility Study conducted by SNC-Lavalin and Fox High Impact Consulting between August 2015 and June 2016.



6.1.3.1 Indigenous Community Engagement

This study focused on engaging its four participating communities as to their interest in having an all-season community road connect their communities to the provincial road network. As part of this exercise, many routes were evaluated against a variety of factors, including constructability, cost, travel distance to major centres and travel distance to neighbouring communities.

Some of the issues raised with regard to an all-season road in the same region are reasonably applicable to the Webequie Supply Road Project. The biggest difference between the ASCR and the Webequie Supply Road is that the Webequie Supply Road will not connect to the provincial highway system. Comments and concerns raised about potential impacts of a provincial highway connection are not, therefore, directly relevant to the Webequie Supply Road Project as currently envisaged.

The engagement process served as an opportunity for the Project Team to discuss the study process leading to the current Project Description with representatives of various federal and provincial agencies and the Webequie First Nation, who is acting as the proponent. Meetings were generally conducted face-to-face with community members and were undertaken at various stages of the study leading to this Project Description. Federal and provincial agency representatives initially provided advice and guidance regarding a number of items, including methodology of baseline data collection, acquisition and availability of existing data, timing of field data collection and expectations regarding reporting. Once field data collection had been completed, the Project Team reported preliminary findings of initial baseline field data collection through presentations and teleconferences.

Engagement specific to this Community Supply Road was conducted with Webequie First Nation community members and consisted of face-to-face meetings and presentations. These were undertaken prior to baseline field data collection in order to: (1) determine support for the supply road and document any issues and concerns; (2) confirm the multi-use corridor route; (3) identify local protocols to follow regarding baseline field data collection; (4) identify appropriate timing for field data collection so as to not interfere with the communities' traditional activities; and (5) arrange for community involvement in baseline field data collection activities.

Interspersed with consultant-First Nations engagement was extensive intra-community engagement. Led by the Community Coordinator and Community Land Use Planner, a local working group comprised of community members, land users, harvesters, elders and youth representatives met regularly to evaluate the various route alternatives they developed. This is further explained in **Appendix A** Description and Assessment of Project Alternatives.

A second Phase of the ASCR Study was completed in 2017. Subsequent to the completion of the ASCR Study discussion regarding an east-west all-season road continued between Nibinamik and Webequie, resulting in an agreement to continue the planning process for an east-west all-season road linking the two communities with the provincial road network in the vicinity of Pickle Lake. Neskantaga and Eabametoong First Nations opted out of further discussions at that time. The Nibinamik/Webequie First Nations study began in August 2017 and consisted of refinement and finalization of the road corridor, as well as the initiation of baseline environmental studies that could ultimately feed into an environmental assessment. During the course of this work, the Nibinamik First Nation indicated that they were not yet prepared to support an all-season community road that connects with the Ring of Fire mine development area, although they were prepared to consider supporting an all-season road for the purposes of supply and community interconnection. This discussion is ongoing.



The Webequie First Nation decided to proceed with a community supply road project that would allow the community to benefit economically by servicing mineral exploration activities and proposed mining projects by linking its airport with the mine development area. This project is considered neither a replacement for, nor an opting out of the broader inter-community all-season road concept.

Table 6.3 describes engagement/consultation activities undertaken through the ASCR Study.

Table 6.3: Description of Engagement/Consultation Activities with Indigenous Peoples During ASCR Study

Indigenous Group	Description of Engagement/Consultation Activities
Nibinamik First Nation	<ul style="list-style-type: none"> • Three rounds of in-community meetings with focus groups and an off-reserve meeting between August 2015 and June 2016 as part of All-Season Community Road Study • Inter- (with Webequie First Nation) and intra-community meetings August 2017 - January 2018 • Off-reserve meeting on December 18, 2017
Webequie First Nation	<ul style="list-style-type: none"> • Three rounds of intra-community meetings with focus groups and an off-reserve meeting between August 2015 and June 2016 as part of All-Season Community Road Study • Inter- (with Nibinamik First Nation) and intra-community meetings August 2017 - January 2018 • Community meetings with Consultant August 2017 - January 2018 • Intra-community engagement was led by a local coordinator and consisted of face-to-face meetings with land users, harvesters, youth, elders and other community groups
Mishkeegogamang First Nation	<ul style="list-style-type: none"> • Presentation to Chief and Council, community members on October 30, 2017 prior to baseline field data collection in Mishkeegogamang traditional territory
Neskantaga First Nation	<ul style="list-style-type: none"> • Three rounds of intra-community meetings with focus groups and an off-reserve meeting between August 2015 and June 2016 as part of All-Season Community Road Study
Eabametoong First Nation	<ul style="list-style-type: none"> • Three rounds of intra-community meetings with focus groups and an off-reserve meeting between August 2015 and June 2016 as part of All-Season Community Road Study

Engagement during both phases of the study was conducted using a variety of methods, including:

- › Correspondence;
- › Website;
- › Community open house meetings;
- › Small group workshops (elders, youth, staff, middle age);
- › Meetings with off-reserve community members.



Summary of Key Issues Relevant to the Webequie Supply Road

A number of themes emerged during the community meetings, some of which are relevant to the Webequie Supply Road study; others less so, as the comments were made in the context of an ASCR connection to the provincial highway system:

- › Most Chiefs and Councils made it clear that they had to balance the advantages and disadvantages of an all-season road with their broader interests in land development in the Region, including the development of mineral resources around the McFaulds Lake area.
- › There were common concerns that an all-season road could impact environmentally and culturally sensitive areas. The Project Team emphasized the importance of sharing TK information and community land use planning information to ensure road corridor options avoid these areas.
- › There was a recurring theme, often expressed by elders, that the time had come to connect the communities with an all-season road, as it is ultimately good for the future of the communities, through reduced prices of goods and economic opportunities for youth. *This comment is less relevant to the discussion of the proposed Webequie Supply Road, as it will not connect to the provincial highway system.*
- › Elders were concerned about the potential for an all-season road to contribute to a loss of traditional cultural values, especially regarding the youth. They also highlighted the need to respect sacred areas and areas used by the communities for hunting, trapping, fishing, etc.
- › Many participants identified the importance of ensuring First Nation control (i.e., ownership, operations and maintenance) of the road to restrict unauthorized access to these areas.
- › Concerns were raised in each of the four communities about the potential for increased access to and supply of drugs and alcohol, potentially leading to increased substance abuse and social issues. *This comment is less relevant to the discussion of the proposed Webequie Supply Road, as it will not connect to the provincial highway system.*
- › Members of all participating communities stated the importance of the study process remaining community-driven, and not influenced directly by resource companies.
- › Many community members want the First Nations to own, control and operate/maintain the road.
- › Webequie First Nation, given its position at “the end of the road” and closest to the proposed mine developments, acknowledged that they have to respect the three other First Nations involved in the Project and will depend on them for their support in order for the highway-connected all-season road to progress through the development process.

6.1.3.2 Non-Indigenous Consultation

The key focus of the consultation for the ASCR studies was to inform the more directly affected Indigenous community members about an all-season road, identify concerns and determine potential support, and receive initial input on potential corridors. Although there was significant engagement with and input/guidance received from the Ontario Ministry of Northern Development and Mines, the consultation program was not intended to be as comprehensive and broad as it would be for an environmental assessment. It was concluded that this level of consultation would follow if there was sufficient support to move forward with a proposed road undertaking.



6.2 Engagement and Consultation with Indigenous Groups on the Proposed Project

Consultation on the proposed Webequie Supply Road was initiated in the Fall of 2018 and continues. The purpose of consultation is to promote effective two-way communication between the Proponent and members of potentially affected Indigenous communities, government agencies, the public and stakeholders; to present and receive information; and to identify and address issues and concerns related to the Project through mitigation and/or accommodation. Consultation is intended to:

- › Identify concerns;
- › Identify relevant information;
- › Identify relevant guidelines, policies and standards, including determining whether a Duty to Consult has been triggered;
- › Facilitate development of a list of required approvals, licences and permits;
- › Provide guidance to the Proponent about the preparation of the Project Description and the EIS;
- › Ensure that relevant information about the proposed undertaking is shared;
- › Encourage the submission of requests for further information and analysis early in the EA process;
- › Provide input that enables CEA Agency staff to make a fair and balanced decision on whether an EA is required; and
- › Assist Agency staff in development of the Environmental Impact Statement Guidelines.

It is the responsibility of the Crown to determine whether a Duty to Consult has been triggered by a Project and, if so, identify the Indigenous communities to be engaged and the appropriate consultation to be undertaken with those communities. For the Webequie Supply Road Project, the Crown is represented by both federal and provincial agencies, as the Project falls under the jurisdiction of both the federal *Canadian Environmental Assessment Act, 2012* (CEAA 2012) and the provincial *Environmental Assessment Act* (EA Act).

The Agency will act as the Crown Consultation Coordinator at the federal level to integrate the Government of Canada's Indigenous consultation activities into the federal environmental assessment process. Project proponents are obliged under the Ontario EA Act and the federal *Canadian Environmental Assessment Act, 2012* to consult with all Indigenous communities whose rights and interests could be affected by a Project.

6.2.1 Indigenous Communities to be Consulted

In a memorandum dated November 13, 2018, the Canadian Environmental Assessment Agency provided a preliminary list of communities to be engaged, upon request by the Proponent, with a number of caveats. These communities include:

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



Based on information submitted to CEAA to date, the Agency recommends the Proponent undertake early engagement with (at a minimum) the following Indigenous communities. The list is subject to change as additional information becomes available about the Project, including in relation to: scope, objectives, activities, potential effects, and interests expressed by Indigenous peoples. In addition to the list above, CEAA recommends that the Proponent also engage any nearby or surrounding communities that it predicts may be affected by the Project, based on information available. Should it be determined that an environmental assessment is required, an updated list of communities to be engaged by the Proponent will be provided by CEAA when it issues the Environmental Impact Statement (EIS) Guidelines.

The Ontario Ministry of the Environment, Conservation and Parks (MECP), on behalf of the Ontario Government, has formally delegated some procedural aspects of consultation required under the EA Act to Webequie First Nation, as Proponent. A Memorandum of Understanding between MECP and the Webequie First Nation was signed to reflect an agreed breakdown of roles and responsibilities.

In coordination with other provincial agencies, MECP also provided a list of Indigenous communities to be consulted based on the potential for the proposed Project to affect land use and Indigenous and treaty rights. **Table 6.4**, below, lists the Indigenous communities to be engaged/consulted throughout the Project. The list provided reflects the current understanding of MECP of the communities whose Aboriginal rights may be potentially affected by and/or that may have interests in the Project. Sixteen (16) of these Indigenous communities may be affected by the Project (identified in **Table 6.4** with bold typeface), whereas, the other six (6) Indigenous communities may have potential interest in the Project. The list is subject to change as new information becomes available throughout the environmental assessment process.

Table 6.4: Indigenous Communities to be Consulted/Engaged

Tribal Council or Affiliation	Community or Organization
Matawa Tribal Council	Aroland First Nation Constance Lake First Nation Eabametoong First Nation Ginoogaming First Nation Long Lake #58 First Nation Marten Falls First Nation Neskantaga First Nation Nibinamik First Nation Webequie First Nation
Mushkegowuk Council	Attawapiskat First Nation Fort Albany First Nation Kashechewan First Nation Weenusk (Peawanuck) First Nation



Tribal Council or Affiliation	Community or Organization
Shibogama Council	Kasabonika Lake First Nation Kingfisher Lake First Nation Wapekeka First Nation Wawakapewin First Nation Wunnumin Lake First Nation
Windigo First Nations Council	North Caribou Lake First Nation
Independent First Nation	Kitchenuhmaykoosib Inninuwug (KI) Mishkeegogamang First Nation
Métis Nation of Ontario	Métis Nation of Ontario – Region 2

Appendix D presents a detailed Indigenous Communities contact list.

WFN further reviewed the lists of identified communities and assessed them based on the following criteria:

- › Geographically closer to the Project study area than others;
- › Known to have traditionally used some of the potentially affected lands in the past, or currently;
- › Downstream of the Project and may experience impacts as a result of effects to waterways;
- › Considered to have closer familial/clan connections to the members of the Webequie First Nation; and/or
- › Have been involved in all-season road planning in the Region, either directly with the Webequie First Nation, or in consideration of all-season road planning that the Webequie First Nation has been involved with in recent years.

Based on these factors, the Indigenous communities to be offered the deepest and most frequent engagement/consultation, include:

- › Webequie First Nation;
- › Marten Falls First Nation;
- › Kasabonika First Nation;
- › Attawapiskat First Nation;
- › Nibinamik First Nation;
- › Neskantaga First Nation;
- › Weenusk (Peawanuck) First Nation;
- › Eabametoong First Nation.

In addition to receiving all statutory notices, these communities will be provided comprehensive project information on a regular basis and full opportunity to review and comment on those materials, as well as face-to-face engagement/consultation (e.g., meetings).

The remaining Indigenous communities will also receive all statutory notices, will be provided comprehensive project information on a regular basis and full opportunity to review and comment on those materials, and will be offered direct face-to-face engagement/consultation (e.g., meetings), but on a less frequent basis than the communities listed above.

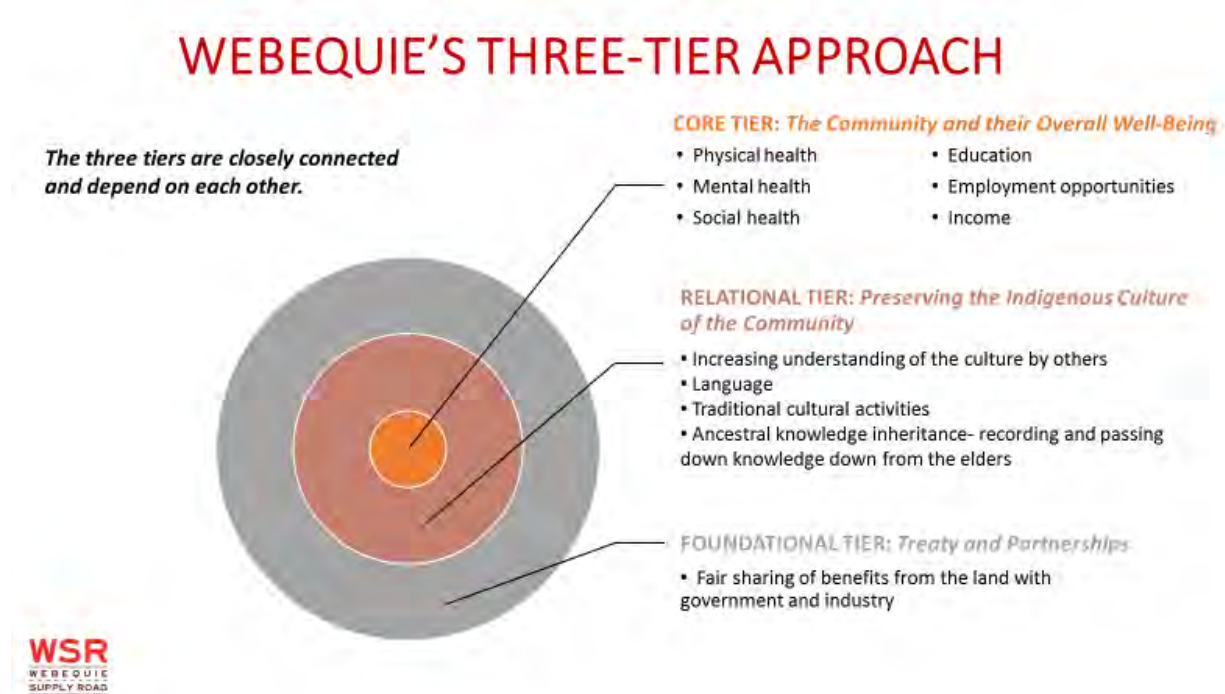


6.2.2 The Webequie Three-Tier Approach to Consultation

The Webequie Project Team follows the “inherent right principle” of the three-tier governance structure or framework to guide the consultation/engagement process to be executed in accordance with the Traditional cultural values, customs and beliefs of the Webequie First Nation people (refer to **Figure 7**).

This Three-Tier Framework has been inherently passed on through generations with the community’s Traditional Knowledge Keepers and forms part of Elders’ Guiding Principles that harmonize with regulatory requirements for consultation.

Figure 7: Webequie First Nation Three-Tier Approach to Consultation



Core Tier - Webequie First Nation

The community approach to project development and consultation in Webequie First Nation is based on Bimachiiowiin, Ondatissiiwiin and Minobiimatissiiwiin which relates to the long-term sustainability and the well-being of the community.

Bimachiiowiin is life sustaining or sustainable, Ondatissiiwiin is the source of life and Minobiimatissiiwiin is prosperity and good life.

Bimachiiowiin is a result of sustainable community, which relies on the Foundational Tier. This is the tier where relationships are made with Ontario undertaking initiatives. The benefits are brought back to flow to the community, which triggers federal fiduciary responsibility and involvement.



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Ondatissiwiin is the source of life. The source of livelihood depends on the relationship and benefit agreements with First Nation Partners, governments and industry, which is a benefit for the community. The source is realized through project development or exploring and it either must be found or created. For this project, access to the source of Bimachiowiin is a supply road project and, as such, must be explored and created.

Minobiimatissiwiin is the result of prosperity and good life agreements. It is measurable through baseline studies of existing social and economic conditions today. The EA will identify the social economic benefits for the community.

Relational Tier– First Nations Neighbours and Government Agencies

In order to sustain its way of life, the community must breathe, and the people must be able to practice their way of life with the land, as well as their languages and culture. The Relational Tier next to the core of the community is an adaptive transitional tier supporting the fixed location of the community and relies on the land animals and wildlife to allow community members to practice the creator-given rights to hunt and fish without having to move the family to different locations for harvesting purposes.

It is well understood by the people of the Webequie First Nation that any project developed within their traditional territory could have effects on others. It is also well understood that the regulatory environment to develop projects requires approvals and authorizations from government agencies.

The Relational Tier of Webequie's approach to consultation and project development involves outreach to and involvement of other potentially affected First Nations, many of whom are home to Webequie family/clan members; and developing relationships with and working closely with agencies of the provincial and federal governments. It is recognized that these relationships and connections are important to maintain in a positive way.

Foundational Tier – Social and Economic Benefits from the Land

The approach to project development and consultation is based on the overarching objective to create social and economic benefits for the members of the Webequie First Nation through the use and development of resources on their lands.

Social and economic benefits will result in a number of positive outcomes for the community, including improved standard of living through increased revenues; and self-determination – reduced reliance on provincial and federal government sources of funding, and the ability for the community to make decisions about activities and development within their traditional territory.

The social benefits of increased economic activity and revenues into the community are many, including improved housing and family well-being through reduced crowding that will also lead to improved health conditions. Creating economic activity will also increase skill levels and employment opportunities, all of which contribute to economic prosperity, which will then contribute to the improvement of all social outcomes for the community. One of those opportunities is mining potential within the mineralized zone in and around McFaulds Lake. This area is located approximately 75 km east of the Webequie First Nation and lies within their traditional lands. Increased mineral exploration and the proposed mine developments within and around the mineralized zone of McFaulds Lake are considered an important and long-term economic opportunity by the Webequie First Nation.



Economic prosperity, social well-being and self-determination are at the foundation of the three-tier approach. Development opportunities must, in and of themselves, also be sustainable, providing long-term benefits to the community, and not at any cost. Any development within the traditional territory of the Webequie First Nation must be respectful of and consistent with the values, traditions and culture of the community.

6.2.3 Planned Methods of Engagement with Indigenous Groups

Various methods will be used to conduct consultation/engagement throughout the EA process. Methods to be used with varying frequency throughout the EA process to consult/engage with Indigenous communities and organizations are outlined in **Table 6.5**.

Table 6.5: Indigenous Consultation and Engagement Methods

Method of Engagement	Description
Notification Letters	Notification letters will be prepared and sent by registered mail to all of the identified Indigenous communities and Tribal Councils (as listed in Table 6.4) to inform them of key project milestones.
Public Notices and Newspaper Advertising	Public Notices will be issued by CEAA at various points throughout the Project to inform all identified Indigenous communities of key project milestones and will invite communities to provide comments on the Project throughout the federal environmental assessment and at key milestones. The Notices will be re-posted on the Project Website. The public notices will be published in the Wawatay News newspaper and posted on the Project Website to reach Indigenous communities across Northern Ontario.
Community Visits	<p>Community visits are planned throughout the Project with the eight most potentially affected communities. Community visits to the other communities will be planned upon request. Community meetings will provide information on the Project, the EA process and to seek feedback and comments.</p> <p>Specific activities to be conducted during community visits include:</p> <ul style="list-style-type: none"> • Introduce the Project Team to the Chief and Council and Elders and to provide a project overview; • Confirm key community participants and leaders to engage and consult with; • Obtain community protocols for engagement and consultation; • Outline the purpose and scope of the EA process, including schedule and milestones; • Present the results of studies that have been conducted; • Obtain input from community members while preparing the EIS to inform assessment of effects; • Obtain input and feedback from community members on the Project and key documents; • Obtain general input from community members about the Project and information they wish to share.



Method of Engagement	Description
	Key documents will be available at the Administration office of each Indigenous community for community members to review during public review periods.
Meeting with Off-Reserve Community Members	<p>Meetings with off-reserve community members of the 22 Indigenous communities will take place periodically throughout the EA process. These meetings will be held in the City of Thunder Bay, as this is the most central location closest to the Project Study Area. The purpose of the meetings is generally as described above for the community visits. The meetings will occur at the same project stage as the community visits.</p> <p>These off-reserve community members will have an opportunity to review all key Project documents during the public review periods at the participating municipal offices and public libraries. Off-reserve community members may provide comments and feedback on all key documentation.</p>
Engagement with Métis Nation of Ontario	<p>Periodic information meetings will be held with the Métis Nation of Ontario (MNO) throughout the Project. Meetings will be held in the City of Thunder Bay. MNO will receive a copy of all notices and key documents for feedback and comments during the public review periods.</p>
Radio Information Sessions	<p>Radio information sessions will be broadcast over Wawatay Radio, throughout the Wawatay broadcast region. These sessions will take place periodically throughout the Project. The sessions will be in an open dialogue format with the Project Team to allow community members to ask questions about the Project and to obtain their feedback and input. In addition, community meetings will be recorded and broadcasted to allow for community members that cannot attend meetings to participate.</p>
Engagement with Tribal Councils and Nishnawbe Aski Nation	<p>Tribal Councils and the Nishnawbe Aski Nation will be provided all notices and key information and will be provided opportunities to comment throughout the Project. Meetings will be held upon request. Tribal Councils and the Nishnawbe Aski Nation will receive a copy of all key documents for review during public review periods.</p>
Communication Materials	<p>Various communication materials will be developed for use at meetings. These include presentation slide decks, project fact sheets, handouts, display boards, etc. Communication materials will be in plain language and free of technical jargon to ensure that information is clear and easy to understand. Some materials will be translated into the native language of the communities.</p>
Audio and Visual Products	<p>For those Indigenous communities who have the capability, community meetings and presentations will be live-streamed through local community media to allow for a wider audience to participate in the meetings and have the opportunity to ask questions and provide feedback. Some recordings of the community presentations will be saved and posted on the Project Website for public viewing.</p>



Method of Engagement	Description
Project Website	<p>A Project Website is available for the public to review project related information at www.supplyroad.ca. Materials that will be posted on the website include:</p> <ul style="list-style-type: none">• All key Project Notices;• Notice of Community Meetings;• All key documents;• Project Newsletters;• Recorded videos of community presentations;• Other materials that are developed over the course of the EAR/EIS preparation period. <p>Community members will be able to provide comments and feedback on all aspects of the Project through the website. The Project Team will ensure that feedback and comments received are incorporated into key documents.</p>
Project Newsletters	<p>Project Newsletters will be developed on a monthly basis, providing project updates and summary information of project milestones. These will be posted on the Project Website and will be in plain language that will clearly explain project information for community members to understand. Newsletters will be translated in the language native to communities.</p>

6.2.4 Indigenous Traditional Knowledge

The Webequie Project Team acknowledges that Indigenous communities have been documenting Traditional Knowledge for years within the project area. The Webequie Project Team will collect existing Traditional Knowledge that is specific to the Supply Road project area. It is also acknowledged that despite the extensive amount of existing Traditional Knowledge available, there may be small gaps that necessitate additional, site-specific data collection.

Traditional Knowledge is considered to be a holistic body of knowledge containing information and records collected by Indigenous communities that is considered to be of cultural, spiritual, historical and community significance to its members. Much of this knowledge may have been passed on from generation to generation. Each community will have its own approach to collecting, recording, sharing and using this knowledge.

6.2.4.1 How Traditional Knowledge will be Used

WFN intends to use Traditional Knowledge and other information received from community members for the Project to assist with several key elements of the EA process:

- › Assessing existing Traditional Knowledge information in relation to the road project and to understand additional work that may be required;
- › Incorporating Traditional Knowledge currently available to establish a baseline to monitor change going forward;
- › Evaluating alternatives and assessing potential impacts of the Project (e.g., criteria and indicators of relevance to Indigenous communities for all environmental components);



- › Developing mitigation measures, monitoring commitments and accommodation measures, where necessary.

6.2.5 Consultation Activities and Events Conducted to Date

The federal and provincial environmental assessment processes will be coordinated to the greatest degree possible under the auspices of an EA Coordination Team (refer to Section 7.2.2 for team composition and mandate). Recognizing that there will be inherent challenges in aligning the timelines of the two EA processes, it is the desire of the Webequie Project Team and the EA Coordination Team to facilitate coordination of the processes through: frequent (bi-weekly) communication meetings with an established agenda to address common or parallel consultation and review process and ensure consistent messaging and approaches across the two EA processes (including engagement and consultation mechanism; study areas and assessment scoping); convening special purpose meetings/workshops dedicated to specific EA deliverables or issue resolution; and adoption of a “one project – one document” approach through the development of an Environmental Assessment Report/Environmental Impact Statement that will address the documentation needs of both processes.

Efforts to date in these regards have included development and alignment of a list of Aboriginal groups to be engaged and consulted. Consultation to date has focussed on providing initial information on both the provincial and federal environmental assessment processes. Project information provided has included the purpose of the Webequie Supply Road, history of the supply road, design of the supply road (alternative means), outline of studies that have been conducted and will be conducted at a later stage, and general corridor concepts. Participants have been asked to provide input on how they would like to be engaged, as well as any issues/concerns about the Project.

Table 6.6 provides a description of consultation and engagement activities conducted with potentially affected communities to date, including material that noted the intent to engage in a coordinated federal-provincial environmental assessment process. The Notice of Commencement of a provincial Environmental Assessment Terms of Reference was published on the Wawatay News Website between June 1 and June 30, 2019, and in Wawatay Newspaper on June 15, 2019. In addition to these activities, the Project Website has been created (www.supplyroad.ca). The website includes key project documents and information, including the Notice of Commencement of the provincial Environmental Assessment Terms of Reference, and presentation and other project materials that describe the study. As consultation activities occur, the Project Website will have updated project information and recordings of community meetings with Indigenous communities.



Table 6.6: Overview of Activities and Events Conducted with Potentially Affected Indigenous Communities to Date

Indigenous Group	Description of Engagement/Consultation Activities
Webequie First Nation	<ul style="list-style-type: none"> * Received Letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss scope of the Project and the EA processes. * Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. * Chief and Council meeting and community meeting on February 22, 2019 to introduce the project scope, provide an overview of the coordinated EA process (with material demonstrating the coordinated EA process and explaining the federal Project Description and provincial ToR), engagement/consultation activities, and provide an update on winter field studies conducted.
Aroland First Nation	<ul style="list-style-type: none"> * Received Letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss scope of the Project and the EA processes. * Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019.
Attawapiskat First Nation	<ul style="list-style-type: none"> * Received Letter from WFN (Chief Wabasse) to Chief and Council, dated November 23, 2018, to introduce the Project and requesting input on how they would like to be engaged. * Received Letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss scope of the Project and the EA processes. * Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. * Received follow up letter to the Notice of Commencement for a provincial Environmental Assessment Terms of Reference and to request for a meeting with Chief and Council to introduce the Project and discuss the EA process, dated February 12, 2018.



Indigenous Group	Description of Engagement/Consultation Activities
Constance Lake First Nation	<ul style="list-style-type: none"> * Received Letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss scope of the Project and the EA processes. * Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019.
Eabametoong First Nation	<ul style="list-style-type: none"> * Received Letter from WFN (Chief Wabasse) to Chief and Council, dated November 23, 2018, to introduce the Project and requesting input on how they would like to be engaged. * Received Letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss scope of the Project and the EA processes. * Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. * Received follow up letter to the Notice of Commencement for provincial Environmental Assessment Terms of Reference and to request for a meeting with Chief and Council to introduce the Project and discuss the EA process, dated February 12, 2018.
Fort Albany First Nation	<ul style="list-style-type: none"> * Received Letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss scope of the Project and the EA processes. * Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019.
Ginoogaming First Nation	<ul style="list-style-type: none"> * Received Letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss scope of the Project and the EA processes. * Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019.
Kasabonika Lake First Nation	<ul style="list-style-type: none"> * Received Letter from WFN (Chief Wabasse) to Chief and Council, dated November 23, 2018, to introduce the Project and requesting input on how they would like to be engaged. * Received Letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss scope of the Project and the EA processes.



Indigenous Group	Description of Engagement/Consultation Activities
	<ul style="list-style-type: none"> * Received Notice of Commencement to Prepare an Environmental Assessment Terms of Reference, dated January 25, 2019. * Received follow up letter to the Notice of Commencement for a provincial Environmental Assessment Terms of Reference and to request for a meeting with Chief and Council to introduce the Project and discuss the EA process, dated February 12, 2018. * Meeting with Chief and Council on March 11, 2018 to introduce the project scope, provide an overview of the coordinated EA process (with material demonstrating the coordinated EA process and explaining the federal Project Description and provincial ToR), engagement/consultation activities, and provide an update on winter field studies conducted.
Kashechewan First Nation	<ul style="list-style-type: none"> * Received Letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss scope of the Project and the EA processes. * Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019.
Kingfisher Lake First Nation	<ul style="list-style-type: none"> * Received Letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss scope of the Project and the EA processes. * Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019.
Kitchenuhmaykoosib Inninuwug (KI)	<ul style="list-style-type: none"> * Received Letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss scope of the Project and the EA processes. * Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019.
Long Lake #58 First Nation	<ul style="list-style-type: none"> * Received Letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss scope of the Project and the EA processes. * Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019.



Indigenous Group	Description of Engagement/Consultation Activities
Marten Falls First Nation	<ul style="list-style-type: none"> * Received Letter from WFN (Chief Wabasse) to Chief and Council, dated November 23, 2018, to introduce the Project and requesting input on how they would like to be engaged. * Received Letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss scope of the Project and the EA processes. * Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. * Received follow up letter to the Notice of Commencement for provincial Environmental Assessment Terms of Reference and to request for a meeting with Chief and Council to introduce the Project and discuss the EA process, dated February 12, 2018. * Meeting with Chief and Council on March 3, 2019, to introduce the project scope, provide an overview of the coordinated EA process (with material demonstrating the coordinated EA process and explaining the federal Project Description and provincial ToR), engagement/consultation activities, and provide an update on winter field studies conducted.
Mishkeegogamang First Nation	<ul style="list-style-type: none"> * Received Letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss scope of the Project and the EA processes. * Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019.
Neskantaga First Nation	<ul style="list-style-type: none"> * Received Letter from WFN (Chief Wabasse) to Chief and Council, dated November 23, 2018, to introduce the Project and requesting input on how they would like to be engaged. * Received Letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss scope of the Project and the EA processes. * Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. * Received follow up letter to the Notice of Commencement for provincial Environmental Assessment Terms of Reference and to request for a meeting with Chief and Council to introduce the Project and discuss the EA process, dated February 12, 2018.



Indigenous Group	Description of Engagement/Consultation Activities
Nibinamik First Nation	<ul style="list-style-type: none"> * Received Letter from WFN (Chief Wabasse) to Chief and Council, dated November 23, 2018, to introduce the Project and requesting input on how they would like to be engaged. * Received Letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss scope of the Project and the EA processes. * Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. * Received follow up letter to the Notice of Commencement for provincial Environmental Assessment Terms of Reference and to request for a meeting with Chief and Council to introduce the Project and discuss the EA process, dated February 12, 2018.
North Caribou Lake First Nation	<ul style="list-style-type: none"> * Received Letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss scope of the Project and the EA processes. * Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019.
Wapekeka First Nation	<ul style="list-style-type: none"> * Received Letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss scope of the Project and the EA processes. * Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019.
Wawakapewin First Nation	<ul style="list-style-type: none"> * Received Letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss scope of the Project and the EA processes. * Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019.
Weenusk (Peawanuck) First Nation	<ul style="list-style-type: none"> * Received Letter from WFN (Chief Wabasse) to Chief and Council, dated November 23, 2018, to introduce the Project and requesting input on how they would like to be engaged. * Received Letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss scope of the Project and the EA processes.



Indigenous Group	Description of Engagement/Consultation Activities
	<ul style="list-style-type: none"> * Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. * Received follow up letter to the Notice of Commencement for provincial Environmental Assessment Terms of Reference and to request for a meeting with Chief and Council to introduce the Project and discuss the EA process, dated February 12, 2018. * Meeting with Chief and Council on March 15, 2018, to introduce the project scope, provide an overview of the coordinated EA process (with material demonstrating the coordinated EA process and explaining the federal Project Description and provincial ToR), engagement/consultation activities, and provide an update on winter field studies conducted.
Wunnumin Lake First Nation	<ul style="list-style-type: none"> * Received Letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss scope of the Project and the EA processes. * Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019.
Métis Nation of Ontario – Region 2	<ul style="list-style-type: none"> * Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019.
Matawa Tribal Council	<ul style="list-style-type: none"> * Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019.
Mushkegowuk Council	<ul style="list-style-type: none"> * Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019.
Shibogama Council	<ul style="list-style-type: none"> * Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019.
Windigo First Nations Council	<ul style="list-style-type: none"> * Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019.

6.2.6 Key Comments and Concerns Expressed by Indigenous Groups/Community Members to Date

Table 6.7 below, provides comments compiled, and proponent responses (where appropriate), during the course of engagement conducted for the Webequie Supply Road Project to date, by community.

In general, comments to date have generally been about potential impacts of road construction and operation to the use of land for traditional purposes, such as gathering, hunting, trapping and fishing. There



have also been concerns about potential impacts to historic and cultural areas. Impacts to traditional uses of the land will be minimized through corridor definition and construction methods. Similarly, impacts to cultural and historic areas will largely be mitigated through road alignment refinement. Interests and concerns identified by Indigenous communities will be taken into consideration and incorporated in the environmental assessment. Comments received will help in identifying appropriate mitigation measures to reduce or eliminate potential adverse environmental effects and enhance potential benefits.

It should also be noted that the alternatives evaluation process was largely conducted by and amongst Webeque First Nation community members in the absence of the engagement consultant. Discussions were held with a variety of community members, defined both demographically (i.e., elders, youth) and by their activities in relation to the land (i.e., land users, harvesters). Consensus regarding an initial community-preferred corridor was reached through the process of conducting these various formal and informal discussions until such point that there was general consensus as to a preferred corridor.

Table 6.7: Key Comments and Concerns Expressed by Indigenous groups/Community Members to Date and Proponent Responses

Indigenous Group	Description of Engagement/Consultation Activities	Proponent Response
Webeque First Nation	* Concerned about impacts to the use of land for traditional purposes, such as gathering, hunting, trapping and fishing, have been identified by Webeque land users. There have also been concerns about potential impacts to historic and cultural areas. Impacts to traditional uses of the land will be minimized through corridor definition and construction methods. Similarly, impacts to cultural and historic areas will largely be mitigated through road alignment refinement.	* The Project Team indicated that they value community input and what the community finds important. The Project Team noted that information like this is important to ensure that the road is built responsibly and does not impact culturally sensitive areas.
Aroland First Nation	* No comments to date.	
Attawapiskat First Nation	* Asserted that the traditional territory of Attawapiskat First Nation coincides with the traditional territory of Webeque First Nation.	* Webeque First Nation and Attawapiskat First Nation to discuss further.
Constance Lake First Nation	* No comments to date.	
Eabametoong First Nation	* Joint letter with Neskantaga First Nation dated February 28, 2019, outlining concerns with the scope of the Environmental Assessment process and the Regional Framework Agreement.	* Webeque First Nation will respond to project related issues by letter to Eabametoong First Nation.



Indigenous Group	Description of Engagement/Consultation Activities	Proponent Response
Fort Albany First Nation	* No comments to date.	
Ginoogaming First Nation	* No comments to date.	
Kasabonika Lake First Nation	<ul style="list-style-type: none"> * Asserted overlap in traditional territory with Webequie First Nation. * Concerned about impacts to the land as a result of mining development in the area. Community members want to ensure that contractors and proponents are doing their part in conserving and protecting the environment. 	* Webequie First Nation and Kasabonika Lake First Nation to discuss further.
Kashechewan First Nation	* No comments to date.	
Kingfisher Lake First Nation	* No comments to date.	
Kitchenuhmaykoosib Inninuwug (KI)	* No comments to date.	
Long Lake #58 First Nation	* No comments to date.	
Marten Falls First Nation	* Noted that access, control, security and land management are potential issues that communities would be concerned about.	Project Team noted these concerns and will assess issues of access, control, security and land management in the EA, where possible.
Matawa Tribal Council	* Interested in learning more about how broader issues will be handled by the government, such as food supply, as this is an issue that is important to communities.	* Project Team will provide project updates at key milestones and will meet with Matawa Council upon request.
Métis Nation of Ontario – Region 2	* No comments to date.	
Mishkeegogamang First Nation	* No comments to date.	



Webequie Supply Road Project Description



Indigenous Group	Description of Engagement/Consultation Activities	Proponent Response
Mushkegowuk Council	* Requested to be informed of information updates and future meetings.	* Project Team will provide project updates at key milestones and will meet with Mushkegowuk Council upon request.
Neskantaga First Nation	* Joint letter with Eabametoong First Nation dated February 28, 2019, outlining concerns with the scope of the Environmental Assessment process and the Regional Framework Agreement.	* Webequie First Nation will respond to project related issues by letter to Neskantaga First Nation.
Nibinamik First Nation	* No comments to date.	
North Caribou Lake First Nation	* No comments to date.	
Shibogama Council	* No comments to date.	
Wapekeka First Nation	* No comments to date.	
Wawakapewin First Nation	* No comments to date.	
Weenusk (Peawanuck) First Nation	* Concerned about downstream impacts of mining and mining-related development, including the supply road. Concerned about over-harvesting by First Nation neighbours to the south. Noted that wildlife studies on population and migration should be conducted during the EA to examine changes in population and distribution, particularly with moose and caribou.	* Project Team noted that wildlife surveys and studies will be conducted throughout the EA.
Windigo First Nations Council	* Interested in being informed on the Project, especially in relation to Windigo First Nation communities, namely North Caribou Lake First Nation.	* Project Team will provide project updates at key milestones and will meet with Windigo First Nations Council upon request
Wunnumin Lake First Nation	* No comments to date.	



7 Consultation with the Public and Other Stakeholders

The following section provides an overview of consultation/engagement activities planned and conducted to date with members of the public and other stakeholders.

7.1 Public and Other Stakeholder Groups to be Consulted

Interested and/or affected stakeholders, including non-governmental organizations, were identified based on the following interests:

- › Members of the public;
- › Crown land tenure and claim holders within the mineralized zone in the McFaulds Lake area;
- › Environmental interest groups;
- › Community based organizations; and
- › Recreational and eco-tourism businesses.

Appendix E presents the detailed public and stakeholders contact list developed to date. The list of participating members of the public and other stakeholders will continue to be developed as the study continues and additional participants are identified.

7.1.1 Planned Public and Stakeholder Consultation Activities

Methods to be used with varying frequency throughout the EA process to consult/engage with non-Indigenous communities, members of the public and other stakeholders are outlined in **Table 7.1**.

Table 7.1: Planned Public and Stakeholder Methods of Engagement

Method of Engagement	Description
Notification Letters	Notification letters will be prepared and sent by mail and email to the public and stakeholders identified and included in the Stakeholder Contact List at the EA milestones.
Public Notices and Newspaper Advertising	Public Notices will be issued by CEAA at various points throughout the Project to inform the public and stakeholders of EA study commencement and document submissions and to invite the public to provide comments on the Project at key milestones during the federal environmental assessment process. The Notices will be re-posted on the Project Website. The public notices will be published in the Thunder Bay Chronicle Journal, Timmins Daily Press, and Sioux Lookout Bulletin and the Project Website across Northern Ontario.



Method of Engagement	Description
Open Houses	During the EA, two (2) open houses will be planned in the City of Thunder Bay for government agencies, the public and stakeholders. The open houses will serve as a forum for the public and stakeholders to provide feedback and comments on the results of studies that have been conducted, the development and evaluation of alternatives and presentation of the preferred alternative.
Communication Materials	Various communication materials will be developed for use at meetings. These include presentation slide decks, project fact sheets, handouts, display boards, etc. Communication materials will be in plain language and free of technical jargon to ensure that information is clear and easy to understand.
Project Website	<p>A Project Website is available for government agencies, the public and stakeholders to review project related information at www.supplyroad.ca. Materials that will be posted on the website include:</p> <ul style="list-style-type: none">• All key Project Notices;• Notice of Community Meetings;• All key documents;• Project Newsletters;• Recorded videos of community presentations;• Other materials that are developed over the course of the Project. <p>Public and stakeholder groups will be able to provide comments and feedback on the Draft EAR/EIS through the website. The Project Team will ensure that feedback and comments received are incorporated into the Final EAR/EIS.</p>
Project Newsletters	Project Newsletters will be developed on a monthly basis, providing information on project updates and milestones. These will be posted on the Project Website and will be in plain language that will clearly explain project information to optimize public and stakeholder comprehension.
Key Document Review	Interested public and stakeholders will have an opportunity to review the Draft and Final EAR/EIS during the public review periods at the participating municipal offices and public libraries.

All identified affected and/or interested stakeholders and members of the public will be notified at the EA study milestones. The public and stakeholders will have the opportunity to attend two (2) open house sessions that will be held in City of Thunder Bay, focusing on:

- 1) Development and evaluation of alternatives; and
- 2) Presentation of the preferred alternative and associated environmental mitigation, protection and compensation proposals developed to date.



It is proposed that the dates for the government/public open house sessions coincide with those for the off-reserve Indigenous community members, with a late afternoon – early evening slots allocated to government (GRT/municipal/elected representative), the public and stakeholder groups, and later evening slot allocated to off-reserve Indigenous community members.

The open houses will include display materials containing information on the Project background, the EA study process, known existing project location environmental conditions, the results of studies that have been conducted, the development and evaluation of alternatives, the project schedule and the results of the consultation program. The Webequie Project Team will be available to receive and respond to questions and have an open dialogue regarding the EA process. Written comments may be prepared and left at the open house venue or sent to the Project Team within a specified period following the event.

The public and stakeholders will be notified regarding project milestones, as identified in **Table 7.1**. All key documents will be available for review on the project website, and at municipal offices and nearby public libraries in:

- › City of Thunder Bay;
- › Municipality of Greenstone;
- › Township of Pickle Lake;
- › City of Timmins; and
- › Municipality of Sioux Lookout.

All activities conducted, participants in attendance, comments received and responses, will be recorded in the Record of Consultation.

7.1.2 Consultation Activities for Public and Other Stakeholders to Date

The Notice of Commencement of a provincial Environmental Assessment Terms of Reference was published in the following newspapers:

- › Thunder Bay Chronicle on January 25, 2019;
- › Timmins Daily Press on January 25, 2019;
- › Sioux Lookout Bulletin on January 30, 2019;
- › Wawatay News Website between June 1 and June 30, 2019; and
- › Wawatay Newspaper on June 15, 2019.

The Notice was also published on the Project website at www.supplyroad.ca.

Section 1.3 lists the parties consulted, including the public. As part of the consultation to date, the Notice of Commencement of preparation of the provincial EA Terms of Reference was sent by direct mail or email to the listed public groups.

No events, such as open houses, have been conducted for the general public to date.

7.1.3 Comments and Concerns Expressed to Date by the Public and Other Stakeholders

No comments have been received and no members of the public have contacted the Webequie Project Team to date.



7.2 Consultation with Government Agencies

7.2.1 Government Review Team

A number of government agencies were involved in the All-Season Community Road Study, most of which continue to be involved in the Webequie Supply Road Project. At the outset of the study, representatives of the Ministry of Environment Conservation and Parks (MECP), as well as the Canadian Environmental Assessment Agency (CEA Agency) identified a number of agencies that should be asked to be involved in the study as reviewers. **Table 7.2** provides the list of agencies suggested by MECP and CEA Agency, as well as the consultation activities on the WSR Project completed to date with these agencies.

Table 7.2: Webequie Supply Road Government Review Team Involvement to Date

Jurisdiction	Specific Agency	Date / Method of Consultation to Date
Federal Government	<ul style="list-style-type: none"> * Canadian Environmental Assessment Agency * Fisheries and Oceans Canada * Transport Canada * Environment and Climate Change Canada * Health Canada 	<ul style="list-style-type: none"> * Provided Notice of Commencement of provincial Environmental Assessment Terms of Reference on January 25, 2019
Provincial Government	<ul style="list-style-type: none"> * Ministry of Natural Resources and Forestry (MNRF) * Ministry of Northern Development and Mines (MNDM) * Ministry of the Environment and Climate Change (MOECC) * Ministry of Transportation of Ontario (MTO) 	<ul style="list-style-type: none"> * Provided Notice of Commencement of provincial Environmental Assessment Terms of Reference on January 25, 2019

At the outset of the Supply Road Project, information request letters, project notification letters and Notice of Commencement of EA Terms of Reference were sent to the Federal agencies including agencies on the Government Review Team (GRT). These letters provided a brief overview of the Project and upcoming studies, and requested agencies to provide a statement of confirmation that they wish to participate in the study, as well as provide any required or useful information to the Project Team.

At all Project milestone points, the Project Team will provide information to and request input from the GRT. Those agencies listed on the GRT that have indicated an interest in the Project will receive project status reports, opportunities to comment on studies to be conducted, the alternatives and evaluation criteria, notices of upcoming consultation events, and the opportunity to contribute to the review of the federal



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Project Description, the Draft and Final provincial EA ToR, and draft and final Environmental Assessment documents.

Appendix E presents a detailed Government Agencies contact list within the comprehensive public and stakeholder contact list.

7.2.2 Environmental Assessment (EA) Coordination Team

An EA Coordination Team has been established to coordinate the requirements of both processes as efficiently as possible. The EA Coordination Team is comprised of the following provincial and federal agencies:

- › Ontario Ministry of Energy, Northern Development and Mines;
- › Ontario Ministry of the Environment, Conservation and Parks;
- › Ontario Ministry of Natural Resources and Forestry; and
- › Canadian Environmental Assessment Agency.

The mandate of the EA Coordination Team is to meet with the Webequie Supply Road (WSR) Project Team on a regular basis, in a forum where team members can exchange information, including providing each other with updates on the EA process; explore issues and collectively try to resolve them before they compromise the EA process; work on coordinating the EAs and keep the processes moving forward in lockstep to the greatest possible extent; and seek feedback on Indigenous, public and stakeholder consultation. Meetings with the EA Coordination Team have occurred regularly in Thunder Bay and/or via teleconference since the outset of the Supply Road study, and are anticipated to continue throughout the EA process.

7.2.3 Comments to Date

Discussions with and advice received from the EA Coordination Team to date have focused on the regulatory process, such as coordination of CEA Agency and MECP procedural requirements from a scheduling perspective; permit and approval requirements and how they will drive field studies and data collection; and anticipated requirements/expectations of the federal and provincial environmental assessment processes. Guidance has also been received on the consultation process, including sharing/delegation of duty to consult obligations at the provincial level, as well as development of the provincial EA Terms of Reference and the federal EA Project Description.



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Appendix A

Description and Assessment of Project Alternatives



Appendix A

Description and Assessment of Project Alternatives

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Appendix A material provides a description of how and why project alternatives were developed, and a comparative screening of the alternative corridors considered to arrive at the corridor within which alignment options (alternative methods for implementing the undertaking) will be considered to select the preferred option for more detailed engineering investigations and design development.

The federal EA process requires that “alternative means” of implementing the proposed project be addressed. Alternative means are the various technically and economically feasible ways under consideration by the proponent that would allow the designated project to be carried out. These include options for locations, development and/or implementation methods, routes, designs, and technologies.

The Ontario EA process requires that two types of project alternatives be considered: “alternatives to” the undertaking (i.e., functionally different ways of addressing an identified problem or opportunity to arrive at the preferred planning solution) and “alternative methods” of carrying out the undertaking (options for implementing the preferred planning solution).

Since the EA process for this project involves coordination of the federal (CEAA, 2012) and Ontario (Environmental Assessment Act) processes, this narrative includes both a consideration of planning alternatives (alternatives to the undertaking) and alternative means and methods of implementing the Project, including the use of appropriate nomenclature to address both EA processes.

A.1 Alternatives to the Undertaking

The range of “alternatives to” the Project (i.e., planning alternatives, or functionally different ways of approaching the opportunities identified by Webequie First Nation to improve the community’s economic and social well-being) was limited by the primary purposes of the Project, as determined by Webequie First Nation:

- Establish an all-season corridor that will facilitate the movement of materials, supplies and people between the Webequie Airport and the mineral exploration and proposed mine development activities in the McFaulds Lake area of Northwestern Ontario (specifically, the camps, the drilling/exploration projects and, in the future, mining facilities);
- Provide enhanced employment and other economic development opportunities to Webequie community members, while also allowing them to continue to reside in or around their community’s traditional territory, engage in traditional uses of that land, and preserve their language and culture; and
- Provide experience/training opportunities for youth to help encourage pursuit of additional skills through post-secondary education.

For transportation projects, consideration of alternatives to the undertaking typically includes assessment of the technical and economic feasibility of such options as new or improved roads; new or improved rail service, air service or public transit service; the introduction of alternative modes of transportation for goods movement; or managing travel demand to influence how and when trips are made, or to modify/reduce the need for travel by encouraging the use of alternatives to trip making (e.g., telecommuting, videoconferencing, providing more access to training opportunities). Options also include the null or “Do nothing” alternative.

For the purposes of this assessment, the following alternatives to the undertaking have been examined:

1. Do nothing
2. Upgrade the existing trail system to seasonal winter road



3. Alternative modes of transportation (hoverbarge, airship, rail)
4. Manage travel demand
5. New all-season road

A.1.1 Do Nothing – Null Alternative

The null (or status quo) alternative provides a benchmark against which other alternatives can be compared, from a variety of perspectives, including cost/value, environmental effects, social and economic benefits, etc. If the null alternative proves to be the preferred alternative, there would be no undertaking and environmental assessment approval would not be required. This would limit transportation options between Webequie First Nation and the McFaulds Lake area to only the existing seasonal ground connections provided by a series of informal winter trails, and air connection between the Webequie Airport and the nominal air strip at Noront Resources' Eagle's Nest mine.

Although this alternative would result in the lowest capital and operating costs, and the lowest environmental effects of all alternatives considered (as there is no project), it does not address the stated primary purpose, which is to provide a cost-effective and sustainable means of delivering goods and services from the Webequie community/airport to the mining facilities at McFaulds Lake. A properly designed and operated winter or all-season road would facilitate truck access, resulting in social and economic benefits to the Webequie First Nation.

For these reasons, the Do nothing alternative will not be included for further consideration, except for the purposes of assessing the overall advantages and disadvantages of proceeding with the preferred means of implementing the Project.

A.1.2 Upgrade Existing Trail System to Seasonal Winter Road

The existing trail system between Webequie First Nation and the McFaulds Lake area is largely only passable for the entire distance during the coldest winter months. During the other seasons of the year, the trail system is interrupted by intermittent waterbodies, watercourses and large-scale wetlands (muskeg). In addition, the existing trails are narrow and suitable only for snowmobile access. They would have to be upgraded to current provincial standards/specifications for winter roads to facilitate heavy vehicles, such as transport trucks. The seasonal lifespan of the winter road could be lengthened marginally by the addition of permanent bridge/culvert structures across the larger watercourses that tend to open up soonest in the Spring.

Upgrading the existing trail system to a winter road would have the advantages of lower capital and maintenance costs and somewhat lower and less permanent environmental effects than an all-season road, but would not return the same social and economic benefits to Webequie community members, as there would not be the opportunity to provide goods and services to the camps and facilities in and around McFaulds Lake throughout the year. Other disadvantages of a winter road connection include:

- Operational period limitations (5 to 8 weeks depending on weather) and uncertainties (climatic vagaries) resulting in lower levels of reliability and overall economic activity;
- The majority of watercourse crossings will be directly over ice and snow, resulting in environmental impacts;
- Slower travel speeds than an all-season road, resulting in higher delivery costs; and
- Restrictions on the range of vehicle types, including heavy transport trucks.



Because the purpose of the supply road is to facilitate the transportation of goods and services between the Webeque Airport and existing mining exploration and future mine operations activities in the McFaulds Lake area, the limitations/disadvantages of an all-season road are not considered significant enough to offset the benefits of an all-season road.

For these reasons, this alternative was not included for further consideration.

A.1.3 Alternative Modes of Transportation

Three (3) alternate modes of transportation were evaluated – hoverbarge (hovercraft); heavy lift airship (dirigible); and a new rail corridor.

Hoverbarge

Hovercraft technology has had a considerable and successful history, primarily in military and first response applications. The technology is uniquely suited to accessing rugged terrain and delivering cargo and people to isolated locations, and models have been developed for cold weather application (refer to **Figure A.1**).



Sources: *Marinelink.com* and *Hover Freight Air Cushion Systems*

Figure A.1: 200t Cold Weather Heavy Lift Hoverbarge (2009)

There are many general advantages of a hovercraft:

- They can be assembled in a modular format at site or it can be flown assembled to site (depending on its size and weight and the design characteristics of the runway);
- They operate on conventional diesel fuel; operating costs are much lower than conventional aircraft and lower than transport trucks;
- They can access all terrain types allowing all-season operations, although it is unclear if the technology has been proven on the range of terrain found between the James Bay Lowlands and the upland areas around Webeque;
- The hovercraft landing system, with “suck down” capability, allows for multi-surface operation and load transfer on land, water, ice and snow, while roll-on-roll-off (Ro-Ro) cargo loading/unloading capability facilitates heavy load operations;
- No substantive infrastructure is required for Ro-Ro operations;
- No direct impact to the environment, as it exerts a ground pressure of 2.0 KPa or 0.33 pounds per square foot (less than the human foot); and



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- Some craft can be operated as either passenger or cargo payload, providing some flexibility in application.

However, there are concerns/disadvantages to hovercraft technology that reduce its attractiveness for use on this project:

- Higher payload vehicles or hoverbarges (most typically with a payload of up to 50 tonnes) are rare in the marketplace and largely untested in commercial applications;
- At 50 tonnes, the payload of a hoverbarge is similar to that of a conventional 18-wheel transport truck. A comparable fleet of hoverbarges has never been commercially attempted;
- A cleared road is required that must be kept clear of vegetation, although the specification and cost of the road would be comparable to a winter road and far less than an all-season road; and
- There is currently no company that is commercially manufacturing heavy lift hoverbarges; those companies that have in the past are no longer in operation.

One of the biggest advantages of this technology is that it can extend the life of a winter road into the warmer months of the year without having to build the road to the higher specifications of an all-season road. Conventional transport trucks could be used to supplement the hoverbarges in the winter months (operating season of the winter road), and the hoverbarges could continue providing service the remainder of the year. Alternatively, the conventional transport truck fleet could be entirely replaced by the similar payload hoverbarges to avoid duplication and redundant operating costs.

However, despite some advantages, overall, the lack of proven technology, particularly in terrain similar to the project area, unproven commercial-scale operations and the lack of manufacturers, makes this an uncertain and unreliable choice over more conventional modes of transportation. In addition, although direct impacts would be very low once in operation, and operating costs are expected to be lower than conventional transport trucks and aircraft, the technology requires a cleared road equivalent to a winter road, resulting in similar environmental effects to the winter road alternative.

Heavy Lift Airship (Dirigible)

The dirigible was used in the 1930s and 1940s as an alternate mode of transportation to conventional aircraft. These 'lighter than air' ships were typically filled with a combination of helium and hydrogen. The famous Hindenburg disaster, which resulted in loss of human life when the hydrogen ignited, resulted in the demise of the airship. However, in recent years, with advanced aerospace technology, the airship has enjoyed a resurgence, with several companies taking prototypes to commercial production. Now filled primarily with helium, the risk of combustion has been eliminated. In addition, the technology has been advanced, making modern airships 'heavier than air', which means they can be loaded and unloaded at ground level, eliminating the need for specialized mooring and loading/unloading infrastructure (refer to **Figure A.2**). In addition to reducing costs and increasing practicality, this has also extended the range of terrain that can be accessed by the airships.



Source: Gasworld.com and Lockheed Martin

Figure A.2: Lockheed Martin LMH-1 Hybrid Heavy Lift Airship

Although prototype heavy lift airships are achieving over 1,000 tonnes of payload (making them equivalent to sea borne cargo ships), most airships that are at or close to commercial production are achieving between 50 and 200 tonnes of payload. Fifty (50) tonnes of payload is equivalent to a conventional transport truck.

Unfortunately, similar to the hoverbarge, the heavy lift airship remains largely unproven commercially. Although some manufacturers report that orders have been placed, there is, as yet, no commercially operational fleet anywhere in the world. This may change over the next several years as orders become operational airships.

There are a number of advantages to heavy lift airships over alternative modes of transportation:

- Airships are far more fuel-efficient than conventional aircraft, which must constantly burn jet fuel to stay aloft;
- Costs are 80-90% less than equivalent payload aircraft to purchase and operate; operating costs are similar to transport trucks and rail (point to point);
- ‘Heavier than air’ technology removes the need for mooring and loading/unloading infrastructure; and
- No formal access roads are required between loading/unloading points.

Although the advantages of airships are attractive, the small payload of models that are close to or in commercial production are small. The lack of a proven commercial track record also remains a concern.

New Rail Corridor

There is currently no rail service between Webequie and the McFaulds Lake area and, historically, private sector proposals for serving the area have focused on a north-south connection between the Ring of Fire area and the national (CN Rail) corridor at Nakina (Northern Policy Institute, 2015). Similar to the hoverbarge option, a new rail right-of-way would have to be cleared (and maintained) through a “greenfield” environment.





Further, establishing the infrastructure for such service is not aligned with provincial development plans and policies for the area under consideration (including lack of a connection to any existing or proposed rail network – refer also to Section A.1.6 below); would not be cost-effective (primarily due to the capital cost of constructing the line over steep terrain and thick peat deposits); and is considered beyond the financial means of Webequie First Nation under current and prospective funding agreements.

For the aforementioned reasons, these modal alternatives were not carried forward for further consideration.

A.1.4 Manage Transportation Demand

Travel demand management mechanisms, such as modifying or reducing the need for travel by encouraging the use of alternatives to trip making (e.g., telecommuting, videoconferencing, providing more digital access to training opportunities), are deemed to be an auxiliary benefit of any long-term plan for introducing a corridor within which enhanced communications technology (broadband) can be installed.

Therefore, under the right circumstances, this alternative could be implemented in combination with a road and within the same timeframe.

A.1.5 New All-Season Road

For application to this project, an all-season road is a conventional road, similar to those within the provincial highway network, which can be designed to different specifications depending on the type and volume of traffic using it and the cargo to be hauled from point to point.

From a technical perspective, an all-season road between Webequie and the McFaulds Lake area would have a number of general disadvantages compared to a winter road:

- Significantly higher capital and operating costs;
- Requires major planning, engineering and environmental review; and
- Costlier to rehabilitate at closure.

However, there are a number of advantages to an all-season road that offset the disadvantages of a seasonal winter road:

- Provides services year round, resulting in more reliable passenger travel and delivery of goods and services to the mining explorers and operators in the McFaulds Lake area;
- Higher design standards, resulting in higher traffic speeds, accommodation of a wider range of vehicle types (including heavier trucks), and lower delivery costs;
- Less significant environmental effects to permanent watercourse crossings due to less frequent disturbance;
- Higher level of safety for travellers; and
- Increased overall economic activity, resulting in greater social and economic benefits to the Webequie community and others that participate in road development and the delivery of goods and services.



A.1.6 Preferred Planning Alternative

As discussed in the preceding report sections, a number of different alternatives were assessed for meeting the project objectives. Having considered the balance of advantages and disadvantages of each alternative, the preferred alternative is the construction of a new all-season road between Webeque and the McFaulds Lake area.

Heavy lift airships and hoverbarges are not considered to be proven technologies and costs are somewhat uncertain, although likely comparable to transport truck haul costs. Current models of both technologies have limited payloads that would necessitate having a fleet of vehicles to provide comparable payload to a fleet of transport trucks. Although the heavy lift airship has the advantage of not requiring a cleared corridor, the hoverbarge would require clearing and corridor maintenance similar to that of a winter road. Overall, these technologies are not preferred.

The other modal alternative (rail) is also not preferred, primarily due to its cost and lack of a connection to any existing or proposed rail network.

In comparing a winter road to an all-season road, the all-season road option is preferred. Although it will result in higher capital and operations/maintenance costs, an all-season road will provide a safer and more reliable means of transporting goods and services throughout the year. This will maximize economic development opportunities, which, in turn, will maximize social and community benefits. There will be environmental effects resulting from the construction and operation of both types of road. Some argue that the recurring effects of annual construction of a winter road could be cumulatively greater than the initial construction impacts of an all-season road and the lesser ongoing impacts during operations. However, significant environmental effects of either type of road can be avoided through proper routing/alignment selection and/or can be sufficiently managed with mitigation to avoid significant effects.

One of the greater potential effects of an all-season road will be the development of aggregate supply sources. These impacts, and other impacts associated with construction and operation of an all-season road, will be examined in detail during the environmental assessment process.

Travel demand management mechanisms, such as modifying or reducing the need for travel by encouraging the use of alternatives to trip making are deemed to be an auxiliary benefit of any long-term plan for introducing a corridor within which enhanced communications technology (broadband) can be installed, and can be implemented in combination with the road.

In summary, the introduction of a new all-season road corridor between Webeque and the McFaulds Lake area is deemed to be the most reasonable alternative for the following reasons:

- 1) It best addresses the project purpose and objectives, as stated by Webeque First Nation, including providing new and enhanced opportunities to improve Webeque's economic and social well-being; and
- 2) Given current and projected available resources (people and financing), it is the likeliest alternative to be within Webeque's technical and economic abilities to implement.

The selected planning alternative is also consistent with provincial government plans and policies for development of the region, including the Ring of Fire area. Although this WFN transportation initiative is being assessed as a self-standing project in the context of the EA process, it can also be considered in the context of broader, long-term provincial growth, development and multimodal transportation initiatives in the region. Although WFN will seek approval for the development of a supply road, the basic corridor that will be subject to environmental assessment will be wide enough to accommodate communications (e.g., broadband) and power distribution facilities, which if introduced, will accrue associated benefits related to



economic development, education and health services. **Table A.1** presents the project’s reliance on, and alignment with, relevant inter-related provincial plans and government priority initiatives in this regard, namely:

- The *2041 Northern Ontario Multimodal Transportation Strategy (Draft)* (MTO and MNM, 2017);
- The *Growth Plan for Northern Ontario* (MOI and MNM, 2011); and
- *Ontario’s Mineral Development Strategy* (MNDM, 2015).

Table A.1: Supporting Planning and Policy Instruments

Document	Relevant Visions, Priorities, Objectives, Policy Statements and Directions
<p>2041 Northern Ontario Multimodal Transportation Strategy (Draft) (MTO and MNM, 2017)</p> <p>Goals and [Directions]</p>	<p>Recognition that there is a uniquely close linkage between transportation and the quality of life and economic vibrancy in northern Ontario; that communities’ primary means of access (air travel and winter ice roads) are limited and vulnerable to the impacts of climate change; and that flexible and innovative strategic direction is required to enhance transportation reliability and communications to and from these communities.</p> <p><u>Vision statement:</u> Northern Ontario’s transportation system is responsive to economic, social and environmental needs and change, and is transformative in supporting new economic activity, healthy communities and a cleaner environment.</p> <p><u>Goal 1:</u> Increase and modernize transportation options to support everyday living and economic activity in northern Ontario.</p> <p>[1.8 - Improve quality of roads outside of the provincial highway network that connect to First Nation communities. Ontario will work with the federal government to address core responsibilities to facilitate future enhancements to these roads where they provide critical access to Indigenous communities, including clarification of jurisdiction, ownership, maintenance requirements and governance/funding for road connections relinquished by businesses; and identification of approaches for greater inclusion of First Nations on procurement of road construction and maintenance contracts for these roads].</p> <p>[1.9 - In response to the Truth and Reconciliation Commission of Canada's Calls to Action, increase and enhance economic opportunities for Indigenous peoples and businesses in government-related transportation activities, programs and projects, including employment opportunities, procurement activities related to transportation improvements/projects and/or new transportation partnerships].</p> <p><u>Goal 3:</u> Work with remote and Far North communities to address unique transportation needs with more reliable connections between communities, and to the all-season ground transportation network. Strategy Directions seek to ensure that residents of remote communities and resource development operations have appropriate transportation options, including exploring and supporting agreed upon</p>



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Document	Relevant Visions, Priorities, Objectives, Policy Statements and Directions
	<p>alternatives to winter roads, such as all-season roads, and the development of an overarching Far North transportation network plan.</p> <p>[3.6 - Collaboratively pursue the expansion of the all-season road network in partnership with interested First Nation communities and other levels of government and partners, and the continued development of smaller individual projects (in planning or in progress), such as access to North Caribou Lake and Marten Falls.].</p> <p><u>Goal 4:</u> Anticipate and respond to economic, technological, environmental and social change to link people, resources and businesses.</p> <p>[4.1 - Expand broadband infrastructure in rural and remote communities in northern Ontario to enable enhanced communications for people and transportation providers].</p> <p>[4.2 - Deliver services remotely through telecommunications or locally when possible, to decrease the need for people to travel].</p> <p><u>Goal 5:</u> Create a cleaner and more sustainable transportation system in northern Ontario by reducing GHG and other environmental and human health impacts. This includes working with Indigenous peoples and remote and northern communities to reduce their reliance on diesel by connecting these communities to electricity grids and implementing renewable energy systems.</p> <p>[5.3 - Move towards a more comprehensive approach to climate change risk resiliency in considering impacts and risks associated with climate change when making decisions on transportation infrastructure investments for northern Ontario (e.g., consideration of all-season roads vs continued reliance on winter roads)].</p>
<p>Growth Plan for Northern Ontario (MOI and MNDMF, 2011)</p>	<p>Developed under the Places to Grow Act (2005), this plan applies to the Northern Ontario Growth Plan Area defined by O.Reg. 416/05, including Webequie First Nation territory, but has no force on First Nation reserve lands. It encompasses and recognizes the inter-relationships between economic development, infrastructure investment, labour market and land use components in promulgating provincial government policies for governing growth in Northern Ontario to 2036. It is structured around six theme areas: economy; people; communities; infrastructure; environment; and Aboriginal peoples.</p> <p>The Plan spawned the Northern Multimodal Transportation Strategy, as well as the creation of the Northern Policy Institute and piloting two regional economic development planning areas.</p> <p>Vision: Includes communities connected to each other and the world, offering dynamic and welcoming environments that are attractive to newcomers. Municipalities, Aboriginal communities, governments and industry work together to achieve shared economic, environmental and community goals.</p>



Document	Relevant Visions, Priorities, Objectives, Policy Statements and Directions
	<p>Guiding principles include:</p> <ul style="list-style-type: none"> - Delivering a complete network of transportation, energy, communications, social and learning infrastructure to support strong, vibrant communities; and - Partnering with Aboriginal peoples to increase educational and employment opportunities. <p>Relevant policies:</p> <p>2.2.4 The Province will focus economic development efforts, in the form of five-year action plans on 11 existing and emerging priority economic sectors, including the minerals sector and mining supply services, and the distinct competitive advantages that Northern Ontario can offer within these sectors.</p> <p>2.2.6 The Province will work to attract investment to Northern Ontario by various means, including measures to address barriers to investment, such as information and communications technology infrastructure, energy costs, labour and transportation.</p> <p>2.3.5 The Province will grow and diversify the digital economy sector by expanding access to information and communications technology infrastructure to address current and future needs of businesses, organizations and private citizens.</p> <p>2.3.8 Efforts to grow and diversify the minerals sector and mining supply and services should include: expanding the mining supply and services industry; enabling new mining opportunities; facilitating partnerships among communities and industry to optimize community employment and benefits; and facilitating the entry of new participants and entrepreneurs, including Aboriginal businesses, co-operatives and commercial developers.</p>
<p>Ontario's Mineral Development Strategy (MNDM, 2015)</p>	<p>As part of four strategic priorities, keep Ontario's mining industry growing and prosperous by enhancing Aboriginal voices and meaningful participation, and building a highly-skilled workforce.</p> <p>Increase mineral discovery rates by ensuring that mineral sector transportation planning needs are considered in the Northern Ontario Multimodal Transportation Strategy, which identified and prioritized long-term strategic directions for infrastructure across the North.</p> <p>Improve Ontario mining industry competitiveness by making strategic investments in mining and community-related infrastructure with the private sector, Aboriginal partners and other levels of government.</p> <p>Enhance Aboriginal voices and meaningful participation in economic development through implementation of strategies and approaches to ensure that Aboriginal communities share in the benefits from mining and mineral exploration.</p>



Document	Relevant Visions, Priorities, Objectives, Policy Statements and Directions
	As a call to action, includes recognition that the industry must take advantage of new opportunities that come with improved infrastructure (such as the supply road link between Webequie and the McFaulds Lake area) to implement the new mineral development strategy.

Therefore, in keeping with the focussed approach to the EA, the preferred planning alternative (developing a new all-season road) has been carried forward in the initial consideration of alternative methods of carrying out the undertaking, which are addressed in Section 5.1.2 of the ToR. The Do Nothing option will also be carried forward as a comparator in the EA study for the purposes of assessing the overall advantages and disadvantages of proceeding with the preferred method of implementing the Project.

A.2 Alternative Means of Carrying Out the Undertaking

A.2.1 Background and Context

Before discussing alternatives means considered for implementing the all-season Webequie Supply Road project, it is important to understand the background of the various road/transportation studies that have been conducted in the Webequie First Nation/McFaulds Lake region over recent years to provide the context for the development and analysis of the Webequie Supply Road options. All of these studies have contributed to the rationale for and assessment of the Webequie Supply Road.

Noront Resources Eagle’s Nest Mine Access Road

In 2015, Noront Resources completed a draft Environmental Assessment/Environmental Impact Statement for their proposed Eagle’s Nest silver/copper/gold mine in the McFaulds Lake area. The environmental assessment examined access alternatives as follows:

- Alternative road routes that would connect the mine to the provincial highway system:
 - North-South connection through Nakina via Highway 584;
 - Eastern connection to the DeBeers Victor diamond mine; potential port facilities at the Attawapiskat First Nation; and connection to the James Bay coast winter road with connection to rail facilities in Moosonee;
 - East-West connection via Webequie First Nation to the Pickle Lake Road (formerly Highway 808) and Highway 599 near Pickle Lake.

This analysis identified few advantages of the Eastern connection to the Attawapiskat First Nation and the James Bay coast winter road over the more significant advantages of the East-West and North-South road options. The comparative analysis of the East-West and North-South alternatives identified the Pickle Lake/Highway 599 connection near Pickle Lake, Ontario as the preferred route for several key reasons:

- Interconnection to a trans-modal transportation facility with rail interconnection, at Savant Lake, for transportation of concentrate to processing facilities located in the south;
- Overall lower costs and shorter construction period;
- Potential for several First Nations to connect to the road, providing interconnection to the provincial highway system, the end of geographic isolation and potential economic development opportunities;
- Fewer major watercourse crossings (lower cost and potential environmental effects); and



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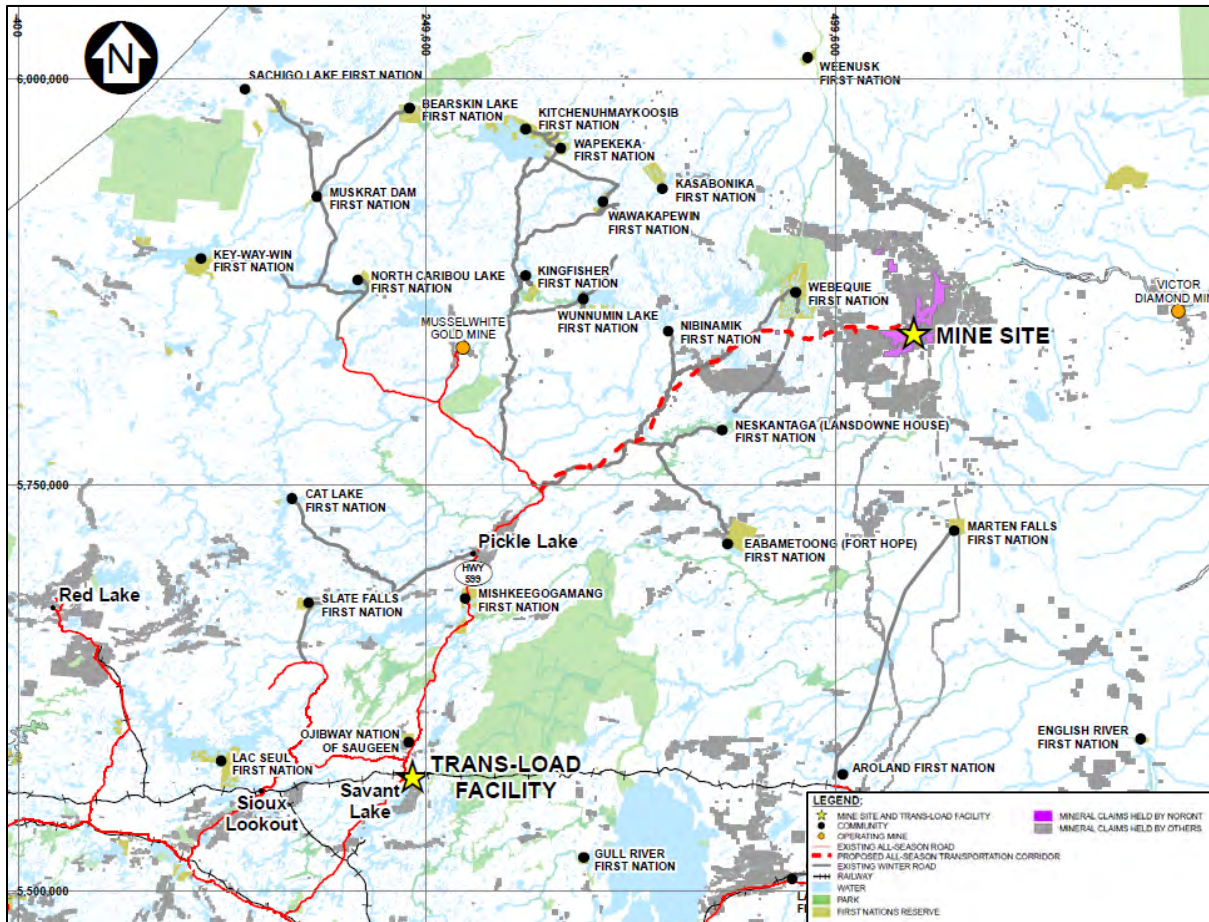


- No traversing of provincial parks.
- Alternative road types between Eagle's Nest and Highway 599/Pickle Lake Road were considered:
 - All-season road;
 - Combined winter road/all-season road;
 - Winter road connection between Eagle's Nest and Webeque Junction south of the Webeque First Nation;
 - All-season road between Webeque Junction and Pickle Lake Road/Highway 599;
 - Slurry pipeline between Eagle's Nest and Webeque Junction to transport concentrate to load-out facilities at Webeque Junction.

An all-season road connecting to the Pickle Lake Road (previously Highway 808), connecting to a trans-modal load-out facility on Highway 599 near Savant Lake, Ontario, at the CN Rail corridor, was selected as the preferred alternative for the following reasons:

- Capacity to accommodate higher truck traffic volumes along the entire roadway throughout the year than winter road only or winter road/all-season road combination;
- Lower environmental effects as a result of permanent structures, compared to annual construction disturbance with a winter road; and
- Higher reliability for concentrate haul and the delivery of goods and services.

In identifying route alternatives for the Eagle's Nest mine access road, it was intended to maximize use of existing winter road corridors to minimize additional clearing and environmental effects. The preferred alignment was selected by optimizing constructability, environmental effects and costs. Following the existing winter road alignment, with some revisions to enhance constructability, is considered a significant advantage over the establishment of a new corridor. The preferred corridor is shown on **Figure A.3**. Further discussion of this process is provided below.



Source: Noront Eagle's Nest Project Federal/Provincial Environmental Impact Statement/Environmental Assessment Report – Executive Summary (Draft Copy) (Noront, December 20, 2013)

Figure A.3: Noront Proposed Eagle's Nest All-Season Transportation Corridor

In addition to providing the least cost, least impact route from Highway 599/Pickle Lake Road into the Eagle's Nest mine site, with the addition of connecting community lateral access roads, the selected mine site access road also provided potential all-season access to the provincial highway system for Webeque First Nation and other First Nations proximate to the proposed road, including the Nibinamik, Neskantaga and Eabametoong First Nations.

From the Webeque First Nation perspective, this corridor provided community benefits. The community would have all-season access to the provincial highway system with the addition of a community lateral connection from the Webeque Junction directly north to the Webeque reserve lands and the airport. In addition, during the winter months, via the winter road connection to the Eagle's Nest mine, the community would have potential economic development opportunities related to the transportation of goods and services between the Webeque Airport and the Eagle's Nest mining facility.

Cliffs Ferroalloys Black Thor Mine Integrated Transportation System

In 2011, Cliffs Natural Resources, later referred to as Cliffs Ferroalloys ("Cliffs"), announced its intention to move forward with permitting and development of the Black Thor Chromite Mine in the McFaulds Lake Ring



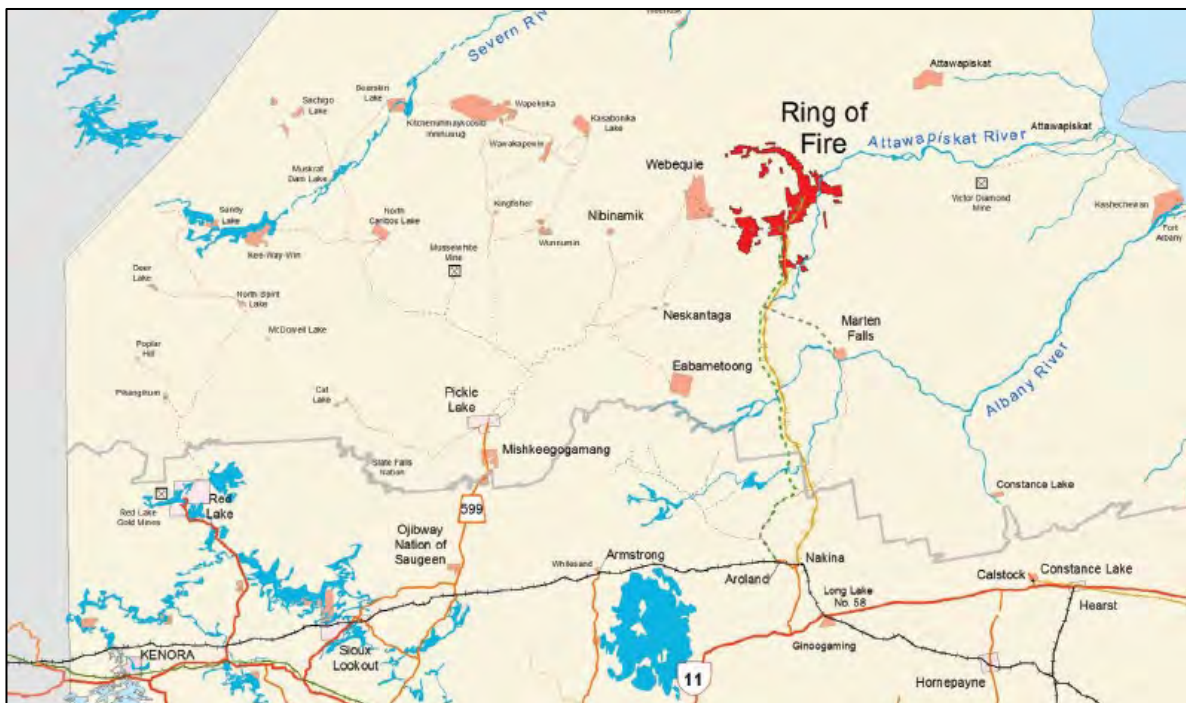
of Fire area, a very large and promising mineralized zone proven to contain high grade ferrochrome deposits.

However, by 2015, citing many regulatory, financial and logistical challenges, Cliffs removed itself from further development of their Ring of Fire project. Interests in the Cliffs properties were sold to Noront Resources.

Prior to the sale, Cliffs had conducted a number of studies as part of its Environmental Impact Statement and Environmental Assessment process. From those studies, Cliffs developed an Integrated Transportation System (ITS) that optimized all-season road connection of the Black Thor mine assets and facilities with the provincial highway system and the CN Rail system at Highway 584 near Nakina, Ontario (refer to **Figure A.4**).

The all-season road option was preferred over a heavy rail system from a cost, constructability and First Nations community benefits perspective. The corridor for the all-season road was selected following optimization that minimized constructability challenges, minimized costs, and minimized environmental impacts, while providing potential opportunities for First Nations connection to the provincial highway system at Nakina.

Around the same time, KWG Resources (KWG), a junior mining company that is also active in the McFaulds Lake area, studied transportation options into the Ring of Fire area and identified a preference for a rail/road link that followed a similar corridor to the Cliffs proposed road corridor. The KWG preferred rail/road option is also shown in **Figure A.4**. The KWG rail/road option has never been examined through a provincial or federal environmental assessment process.



Source: "Roads, Rail and the Ring of Fire": Commentary No. 7. Northern Policy Institute (October 2015).

Figure A.4: Cliffs Ferroalloys Proposed All-Season Road Route to Highway 584 and KWG Resources Proposed Rail/Road Route to Nakina



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Although now in control of the Cliffs Black Thor chromite project, Noront confirmed their selection of an all-season road along the East-West corridor between Highway 599/Pickle Lake Road and their proposed Eagle's Nest copper/silver/gold mine at McFaulds Lake, largely following the existing winter road alignment, for all the reasons discussed in the previous paragraph. One of the most important considerations was that the East-West corridor would provide potential for more First Nations to potentially benefit from a connection to the provincial highway system.

Preparation of the Noront Resources Eagle's Nest EIS/EAR is ongoing, following issuance of approved EIS Guidelines from the Canadian Environmental Assessment Agency and an approved Environmental Assessment Terms of Reference from the Ontario government.

From the Webequie First Nation perspective, the preferred ITS selected by Cliffs did not include winter road or all-season road connection to the Webequie First Nation, thereby limiting the potential for the community to transport goods and services between the Webequie Airport and the Black Thor mine; and also limiting the potential for connection to the provincial highway system at Nakina. It should be noted that the Cliffs EA study was not complete when it sold its interests to Noront Resources. A Webequie connection could very well have been added during the ongoing environmental assessment process (had it continued), as could further negotiations with Webequie regarding their participation and involvement in the Black Thor project.

Winter Road Re-Alignment Study (2008)

On behalf of four First Nations (Marten Falls, Eabametoong, Neskantaga, Nibinamik and Webequie), the Mattawa First Nations Tribal Council commissioned a study to examine realigning selected sections winter roads for approximately 200 km, with particular attention to addressing safety, environmental and operational issues related to major water/wetland crossings, steep hills, sharp curves and other deficiencies and sensitivities. The work included the following scope:

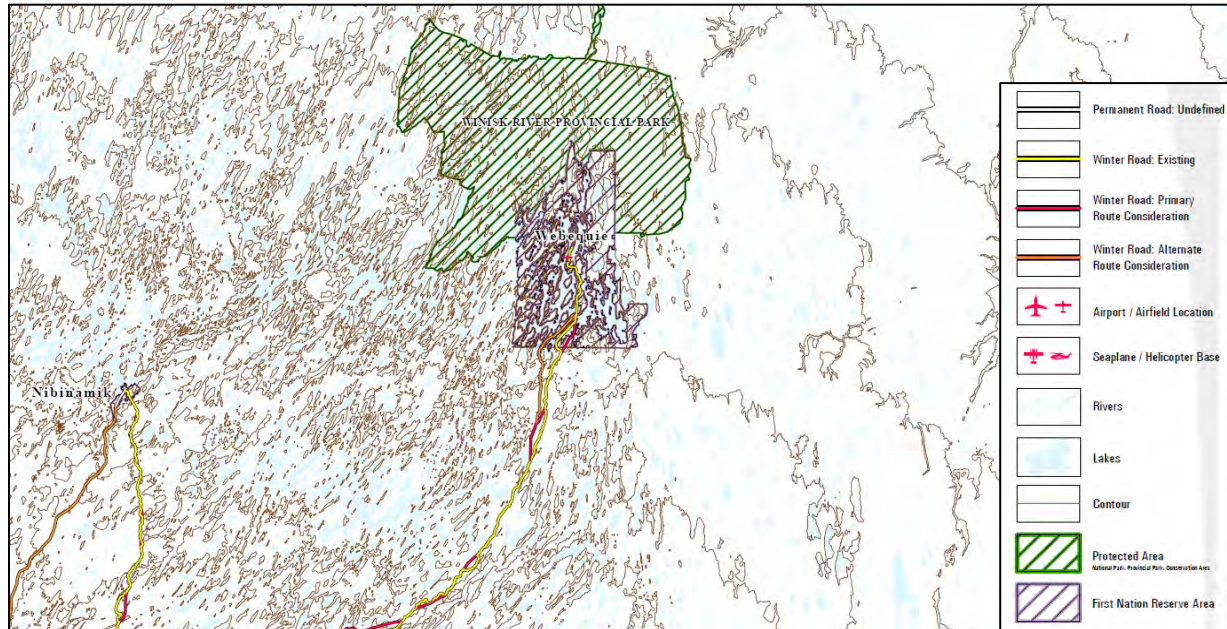
- Realignment of the full length of the Marten Falls winter road to follow a route along the east side of the Ogoki River (approximately 120 km);
- Realignment of the existing Eabametoong winter road to circumvent Opikéigen Lake and Ozhiski Lake (approximately 67 km);
- Realignment of the Neskantaga winter road to circumvent the western crossing of Kabania Lake (approximately 13 km);
- An assessment of the improvement needs for the entire winter road systems for all five First Nation communities in the study area (approximately 675 km), including the identification and assessment of additional areas for potential realignment; and
- Consideration of upgrading standards to all-season roads, where applicable

Figure A.5 shows the winter roads under consideration in the vicinity of the Webequie Supply Road study area.

The study included extensive consultation with the First Nations, regulatory agencies and other stakeholders (e.g., forestry companies and outfitters). Based on the consultation program results and completed assessments, alternative solutions to identified deficiencies in the winter road system included: improvements to winter road standards, (i.e., realignment, widening, crossing improvements), including the development of engineering design criteria related to traffic volumes, operating speeds, lane configuration and vertical and horizontal alignment constraints; or upgrading of the roads to all-season standards (i.e., realignment to higher ground (along eskers); construction of permanent structures at water crossings).



The study results also included cost estimates for the construction of 332 km of winter road realignment, constructed to all-season road standards (\$75,000 - \$200,000 per kilometre, yielding total costs of \$35,754,000 for road work and \$16,850,000 for construction of permanent bridge structures).



Source: Winter Road Realignment Study (Draft). Neegan Burnside Ltd., 2008.

Figure A.5: Winter Road Realignment Study - Webeque Local Study Area

All-Season Community Road Study (2016)

Webeque was one of four First Nations that directed the All-Season Community Road (ASCR) Study that was completed in June 2016. Neskantaga, Nibinamik and Eabametoong were the other participating First Nations. The purpose of this study was to examine options for interconnecting these First Nations communities to the provincial highway system for the purposes of providing community social and economic benefits.

Many alternatives were examined, including those previously preferred by Noront Resources, Cliffs and KWG Resources. In addition to previously identified alternative corridors, the four First Nations chose to examine other alternatives that prioritized inter-community connections, minimized environmental impacts and maximized community benefits.

Following community engagement and multi-criteria assessment, a preferred corridor was identified for further study. The preferred corridor, shown on **Figure A.6** (sourced from the ASCR Study), generally followed an east-west orientation and included input from First Nations land users to avoid areas of cultural and environmental significance.

The preferred corridor/road coming out of the 2016 ASCR Study did not connect to the McFaulds Lake area due to unresolved issues and concerns expressed by some participating First Nations about mining development in the Ring of Fire area.

From the Webeque First Nation perspective, the preferred alternative emerging from the 2016 ASCR Study provided a number of social and economic benefits to community members as a result of connection to the



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provincial highway system and interconnection with other First Nations communities. However, there was additional interest in continuing to examine a supply road connection into the McFaulds Lake area, separate from the ASCR Study options, and building on studies being conducted by Noront Resources. This connection between Webequie and McFaulds Lake is considered important to Webequie First Nation, as it could provide the community with economic development opportunities and community economic and social benefits above and beyond the benefits of an all-season community road to Pickle Lake.



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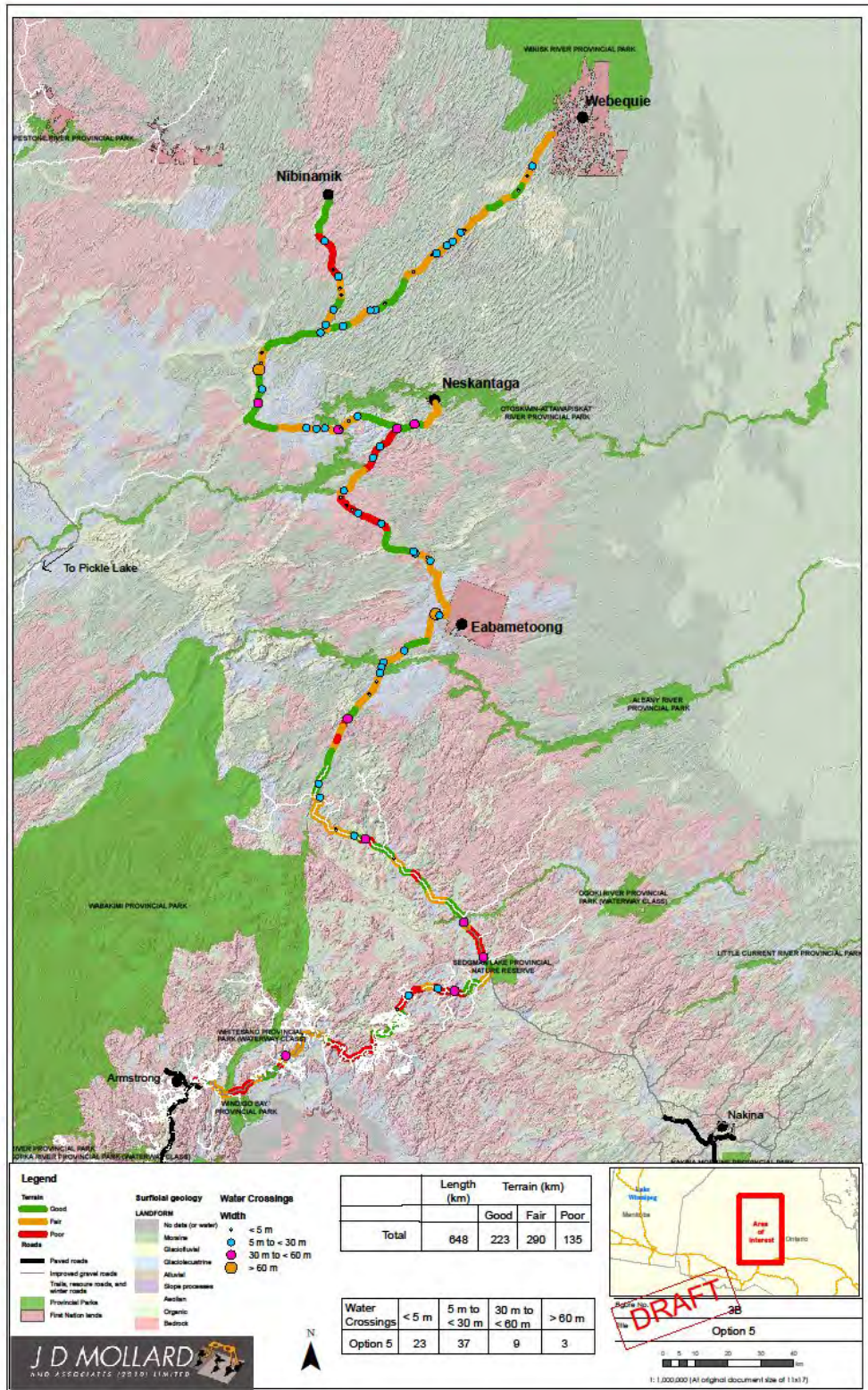


Figure A.6: All-Season Community Road Study - Preferred Alternative



All-Season Community Road Study – Phase 2 (2017)

In 2017, the Nibinamik and Webequie First Nations continued the ASCR Study on their own, to refine the preferred corridor analysis from the previous phase of the study (largely within their own traditional territories) and to continue with community engagement. The ASCR Study – Phase 2 study involved many discussions with Nibinamik and Webequie land users, elders and youth to refine the corridor centreline and to determine support for an east-west connection to the provincial highway system at the Pickle Lake Road. The Phase 2 study also included more extensive data collection, including field studies and gathering of more Traditional Knowledge information. This additional information, together with input from community members, was used to identify a refined east-west all-season road corridor, which has essentially the same purpose (connection of Webequie and Nibinamik to the provincial highway system at Pickle Lake).

In addition to defining a refined corridor, it was determined during Phase 2 that there is reasonably strong support for an all-season community road connection to the provincial highway system, but not clear and full community support for interconnection of the all-season road to mining activity in the McFaulds Lake area.

From the perspective of the Webequie First Nation, there was general community and political support for an all-season community road to the provincial highway system at the Pickle Lake Road. However, there was concern that the discussion of the all-season road did not include an extension from the community eastwards to McFaulds Lake, which was thought to provide potential for economic development opportunities with mine exploration and future mining operations.

These studies served as the foundation for the development and initial assessment of alternatives for the proposed Webequie Supply Road. Further details of this assessment are provided in Sections A.2.3 and A.3 below.

A.2.2 Alternative Road Corridors

As described in the background/historical context narrative (Section A.2.1), over the last decade, there has been extensive examination of alternative road corridors in and around the McFaulds Lake area, as well as alternatives for interconnecting future mine developments and remote First Nations to the provincial highway system.

There is currently neither a preferred alternative for connecting the McFaulds Lake area to the provincial highway system, nor a preferred corridor for connecting the remote First Nations communities to the highway system. From the work that has been undertaken to date, there are two potential corridors that are being considered for different purposes at a conceptual level – the east-west corridor that would connect McFaulds Lake to Pickle Lake Road/Highway 599; and the north-south corridor that would connect to the provincial highway system at Highway 584 near Nakina. Each corridor has its advantages and disadvantages and varying degrees of support from affected and interested stakeholders.

From the perspective of the Webequie First Nation, a road connection between the community and the McFaulds Lake area would facilitate their participation in the supply of goods and services for the existing mineral exploration activities and future mining activities at McFaulds Lake, regardless of whether a north-south or east-west connection to the existing highway network is developed to facilitate future mine development. If a north-south corridor is ultimately developed, in addition to providing economic development opportunities, the Webequie Supply Road would also provide connection to the provincial highway system at Nakina. If an east-west corridor is ultimately developed, the Webequie Supply Road would facilitate the community's participation in the supply of goods and services to the existing and future mining activities at McFaulds Lake, while the east-west road would provide connection to the provincial highway system at Pickle Lake.



The outcome of these past studies in parallel to the Webeque Supply Road EA have further advanced the planning process towards the identification of alternative corridors and the ultimate future selection of a preferred all-season access road into the area of potential mineral resource development that would add potential benefits and opportunities for WFN.

As a result, the identification of the current alternative road corridors for the WSR EA is limited to those between the Webeque First Nation and the McFaulds Lake area.

A.2.3 Identification and Refinement of Webeque Supply Road Corridor Alternative Concepts

Community Based Land Use Plan

The initial identification of Webeque Supply Road corridor alternative concepts (Alternative Concepts 1 and 2; refer to **Figure A.7**) is based on the results of previous studies, as well as years of community based land use planning work conducted by the Webeque First Nation, which is ongoing. This land use planning process includes incorporating and documenting land utilization patterns, sites of Indigenous cultural significance and historical and current traditional practices to establish a Webeque Community Based Land Use Plan (CBLUP) in the context of the Ontario *Far North Act*, which provides the authority, purpose, and process for Webeque First Nation community-based land use planning. Webeque First Nation started the CBLUP process in 2011. An agreed upon Terms of Reference to develop a CBLUP was jointly signed by WFN and the MNRF in July 2014. The purpose of the Terms of Reference was to set out the practical matters and expectations for Webeque and the MNRF to work together and, in consultation with neighbouring First Nation communities, produce the Webeque CBLUP. As such, the Terms of Reference provided a guide for the designation of a Webeque Planning Area; and direction on preparing the community based land use plan for that area.

It is important to understand that the WFN is a progressive community that has accepted the responsibility of becoming involved and leading a community based land use planning process. In this process, Webeque is bringing forward concepts of land use planning that date back several generations, concepts that involve consideration of the community and others. Today, these concepts are the foundation for Webeque's vision for planning. This vision is based on dialogue that has taken place for many generations on land use, and consideration of opportunities and benefits, and also applies protocols and teachings handed down from their ancestors, which has evolved into the Three-Tier planning approach (refer to Section 6.2.2 of this Project Description).

As part of the vision for the community, Webeque shows respect for neighbouring communities that have shared the land and, therefore, will incorporate shared interests in the development and implementation of the land use plan. Inherent to the Plan, Webeque has a belief that they are, in fact, stewards of the land and have the need and the right to live off the land. The Elders and the community as a whole realize the importance of both development and protection. They also believe that living off the land for sustenance is vital to protect cultural heritage, while understanding that resources in the planning area (as well as in Webeque's broader area of interest) are valuable for the well-being and advancement of the community.

The Draft CBLUP currently in progress addresses the proposed Webeque planning area, providing recommendations for land use areas, land use designations, and activities that are permitted or not permitted in those areas. The Draft Plan recommends eight land use areas, with land use designations of Dedicated Protected Area, Enhanced Management Area and General Use Area. Additional information on the CBLUP land use designations within which the Webeque Supply Road is situated is provided in Section



3.3 (Land and Water Use) of this Project Description. A key planning subject in the Plan, which is relevant to the WSR, is infrastructure and community development. As such, the Plan considers and identifies infrastructure needs and opportunities for the community, potential infrastructure corridors (e.g., transmission lines, winter road upgrades, all-weather roads, fibre-optic lines), and other possible development needs (e.g., mining camps, and airstrips) and, specifically, will:

- Consider interests both within and beyond the planning area (e.g., with regard to alignment of primary corridors);
- Provide zoning within the planning area that will support desired opportunities and interests, and provide strategic direction to protect values and features; and
- Include information, direction or guidance on environmental, economic, social, and cultural interests that can inform and complement environmental assessment processes for corridors.

The community based land use planning follows a stepwise process for decision making that is consultative in nature based on a consensus building approach. Key steps in the process are: Phase 1 – Preparing for Planning; Phase 2 – Terms of Reference; Phase 3 – Draft Plan; and Phase 4 – Final Plan. Webeque First Nation is currently in Phase 3 that involves jointly preparing the Draft CBLUP with the MNRF. After the completed Draft Plan is shared with the community, with adjacent First Nation communities and all interested people and organizations, the joint planning team will consider all input and continue work to prepare the Final Plan. The Final Plan will be jointly approved by the Chief of Webeque First Nation and the Minister of Natural Resources and Forestry. The timeframe to prepare the Final CBLUP is December 2020. As set out in the *Far North Act*, once a community based land use plan is approved, it is required that decisions will be consistent with the land use designations and permitted uses specified in the plan.

Supply Road Alternative Concepts

In 2017, concurrently with the ASCRS - Phase 2 work, the Webeque First Nation conducted an initial examination of alternative corridors between Webeque First Nation and the McFaulds Lake area at a conceptual level, building on the past aforementioned studies and using a community based land use planning approach. This examination considered the input that WFN provided to Noront during the EA for the Eagle's Nest Mine from 2011 to 2014 and, specifically, the East-West corridor alternatives that connected the mine to the provincial highway system at Pickle Lake. This input involved a series of meetings (East-West Group) held between the WFN and Noront (August 2011 to September 2014), and involved a community based evaluation of route alternatives guided by the Webeque First Nation's Local Working Group, made up of community members of land users, harvesters, Elders, knowledge holders and youth representatives.

The WFN Local Working Group identified sensitivities and features of value for protection that should be avoided, derived from Traditional Knowledge information and mapping, such as significant hunting areas for moose and caribou and known sacred, burial or spiritual significant sites, as well as respect for land use activities that are shared with neighbouring First Nation communities. In essence, this evaluation allowed for a comparison of the advantages and disadvantages of each alternative corridor. The outcome from this community based evaluation was provided to Noront and, along with input Noront received from other communities, was the basis for the preliminary preferred East-West corridor, as described in the Noront Draft EA for the Eagle's Nest Mine.



From the above collective processes and past studies over several years that adopted a community based land use planning approach for infrastructure development, two (2) alternative all-season road concepts were identified and examined (refer to **Figure A.7**):

- 1) Alternative Concept 1 – running directly south from the community, following the old winter road corridor, then east-west to the mineral deposit area near McFaulds Lake; and
- 2) Alternative Concept 2 – running southeast from the community, then east-west to the mineral deposit area near McFaulds Lake.

These alternatives are described in more detail below.

Alternative Concept 1 – Directly South from Webequie and then East-West to the McFaulds Lake Area

The southern interconnection alternative from Webequie First Nation to the proposed East-West section (refer to **Figure A.7**) largely follows an old winter road corridor, and was developed during preparation of the Noront Project Description (federal EA) and as documented in their Draft EIS/EAR, with input provided by WFN. The north-south interconnection was proposed to traverse from the south side of the community to intersect with East-West section of the proposed all-season road at a location referred to as “Webequie Junction”, when Noront was considering a combined winter road/all-season road with load-out facilities at Webequie Junction.

Webequie Junction was an important intersection for Noront’s proposed Eagle’s Nest mine project. It was at this location that Noront initially proposed to transition the East-West road from a winter road and slurry pipeline running from the mine site west to Webequie Junction, to an all-season road that would largely follow the existing winter road to an intersection with Highway 599 near Pickle Lake.

Through the community based land use planning process, Webequie community members were engaged in the selection of the southerly link between the community and Webequie Junction, as well as the corridor for the East-West winter road from Webequie Junction into the Eagle’s Nest mine site through the Noront Eagle’s Nest EA process (2011 - 2014).

Ultimately, an all-season road from Eagle’s Nest to the provincial highway system at Pickle Lake was selected as the preliminary preferred road option by Noront Resources in their draft EIS/EAR, which is currently on hold.

Detailed field studies, including biological studies, a Stage 1 archaeological assessment, hydrological studies, geotechnical studies, and other investigations required to support the Noront EA process were conducted to characterize and confirm the constructability of the all-season road and to minimize environmental impacts. Traditional Knowledge data were also provided by the Webequie First Nation and incorporated into the analysis.

Three alternative corridors between Webequie Junction and Eagle’s Nest were examined by Noront that relied on the evaluation and analysis by the Webequie First Nation with respect to avoidance of known features and sensitivities of value to the community, resulting in selection of a preliminary preferred East-West alignment for the all season road.



The southerly connection between the Webequie First Nation and Webequie Junction was not analyzed in the same detail as the alternative East-West corridor alignments to the east of Webequie Junction. However, the old winter road corridor was selected by members of the Webequie First Nation based on the fact that it would not result in impacts to historic sites or areas of cultural significance; it also minimized potential impacts to traditional land uses and important environmental resources.

Alternative Concept 2 - East and South of the Community and then East-West to the McFaulds Lake Area

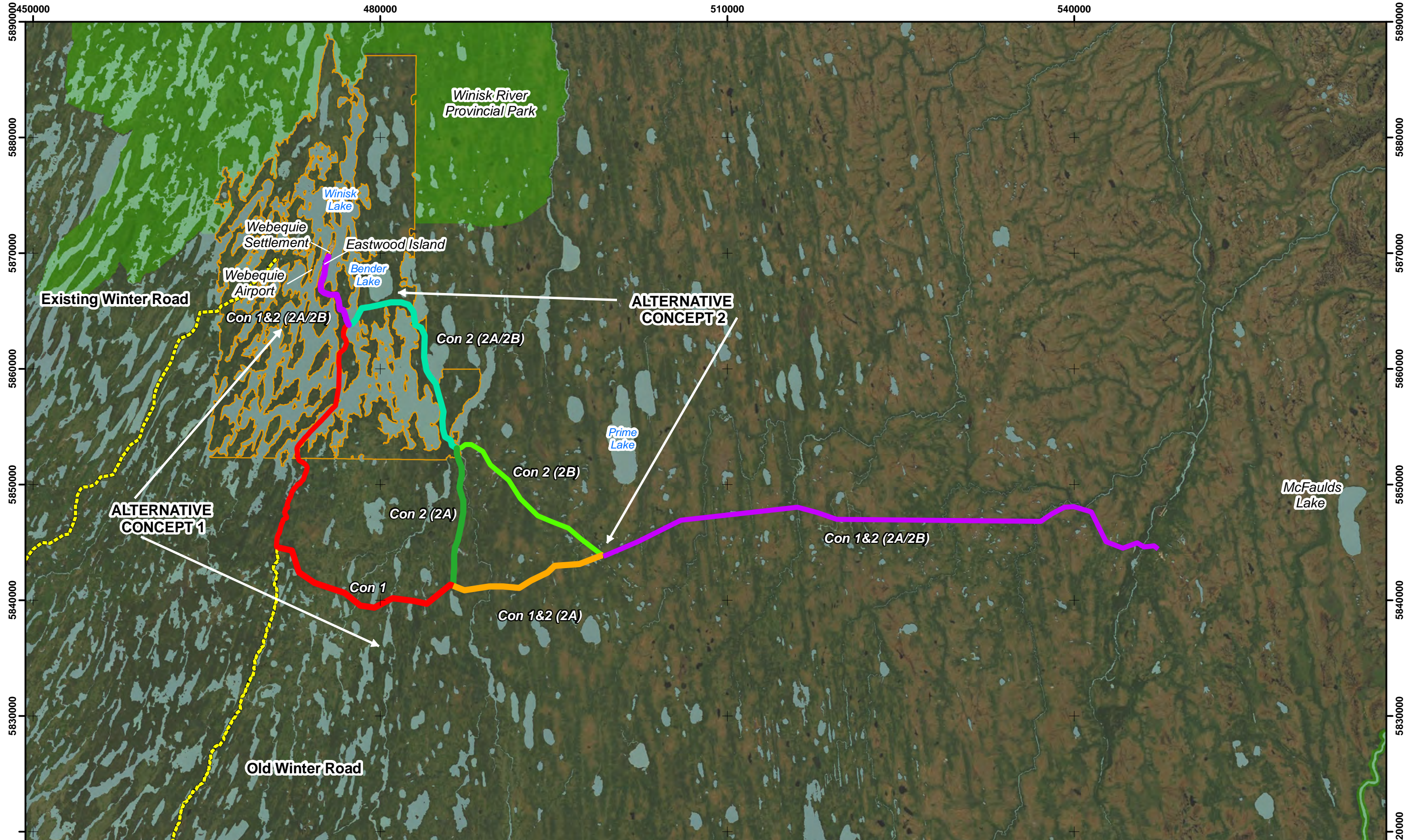
The initial identification of the east corridor concept (Alternative Concept 2) occurred during studies conducted concurrent to the ASCRS – Phase 2 investigations. Without confidence that Noront’s proposed East-West corridor would be the preferred mine access road; and uncertainty that the east-west community road had the necessary support of other First Nations, Webequie leadership has chosen to examine an alternative road corridor that would connect with the community on the east side of the reserve (at the Webequie Airport), and then to the corridor identified by Webequie as the preferred routing for the East-West segment of the all season road to the mineral deposit area near McFaulds Lake.

Engagement was conducted by Webequie land use planning staff with community land users, elders and community members. In addition to input received through engagement, information from the Webequie CBLUP was used to identify a general corridor concept (initially 5 km in width) that is consistent with the permitted land uses designations in the Draft CBLUP and that avoids lands with significant historic and cultural value, while also minimizing impacts to environmentally sensitive features, such as watercourse crossings and wildlife habitat, and maximizing constructability through proximity to well drained soils (eskers).

In August 2017, the community engagement consultant and technical consultant conducting baseline fieldwork for ASCRS - Phase 2 visited the Webequie community. Additional in-community meetings were conducted by the consultants in Webequie on October 3 and November 16, 2017 for the purposes of keeping community members aware of project activities and providing them with the technical materials to support intra-community engagement. An off-reserve meeting was also conducted by the consultants on October 26, 2017 in Thunder Bay.

Internal community discussions led by the appointed community coordinator for the Project refined segments of Alternative Concept 2. No refinements to Alternative Concept 1 were made, since this option comprises the old winter road corridor. The community member discussions included various age groups (both independently and together), harvesters and land users, as well as the hereditary chiefs. In order to finalize a preferred corridor, an intense consultation process, involving one-on-one interviews with over forty community members, was conducted between September 28 and October 3, 2017. Participation in the discussion included the use of interactive mapping, with the opportunity to sketch alternatives for the supply road.

The community discussions resulted in the identification of two sub-alternatives for Alternative Concept 2 – Alternatives 2A and 2B. The three alternative concepts are shown in **Figure A.7**. The corridors under consideration are approximately 2 km in width. These were deemed to constitute a reasonable range of options for addressing the aforementioned project objectives identified by Webequie First Nation.



Legend

Alternative Concept 1 and 2 (2A/2B)	Alternative Concept 1	Winisk River Provincial Park
Alternative Concept 2 (2A/2B)	Alternative Concept 1 and 2 (2A)	Webequie First Nation Reserve
Alternative Concept 2 - Corridor Alternative (2A)	Alternative Concept 2- Corridor Alternative 2B	



Scale: 0 5 10 Km

N

NAD 83
UTM Zone 16N

Webequie Supply Road
Initial Corridor Alternative Concepts
Considered by Webequie Community Members

Date: 2019/07/08	File Number: 649920	Sub Code: 0000
Figure Number: A.7	Rev: 0	



A.3 Initial Screening of Supply Road Corridor Alternatives

The process for screening Alternative Concepts 1, 2A and 2B included an assessment of the advantages and disadvantages of the alternatives against the following factors, which were identified based on discussions with community members as to project area features and sensitivities that may be affected by the Project and what constituted valued components for the community.

Factor 1: Caribou habitat. Community members wanted to avoid fragmentation of caribou habitat potentially caused by the road.

Factor 2: Culturally significant features (natural or built). Community members have assigned high cultural significance to certain natural or built features (i.e., hill or cabin, respectively) and do not wish to have the features disturbed in any way.

Factor 3: Areas used intensively for traditional activities. There are numerous locations in close proximity to the populated area that are used intensively and regularly for traditional activities, such as hunting and fishing. These areas are popular not only because they are rich in fish, wildlife and other resources, but they require fewer costly and supply-limited resources (such as fuel) to reach because of their proximity to the community.

Factor 4: Fish spawning areas. Community members are well aware of local fish spawning areas and their associated species and wish these areas to remain undisturbed.

Factor 5: Seasonal hunting areas. Certain areas have habitat characteristics that make them popular seasonally for hunting, such as areas where waterfowl will stage during the period of early spring when open water begins to appear (e.g.1, north shore of Bender Lake). Community members recognize that the noise and movement of vehicles during waterfowl staging periods could impact these areas significantly.

Factor 6: Moose mating areas. These are areas well known to community members, who understand that the areas have unique habitat characteristics. In order to sustain the moose population, they wish to ensure the road corridor avoids these areas.

Factor 7: Community source of spring water. There is a significant community source of spring water located 10-15 km southeast of the community. It is important to community members that the corridor be a significant distance from this valuable resource.

Table A.2 presents a summary of the comparative analysis results.



Table A.2: Summary Comparative Analysis of Supply Road Corridor Alternative Concepts

FACTOR	ALTERNATIVE CONCEPT 1		ALTERNATIVE CONCEPT 2A		ALTERNATIVE CONCEPT 2B		IMPACT ON LOCATION OF PREFERRED CORRIDOR
	Advantages	Disadvantages	Advantages	Disadvantages	Advantages	Disadvantages	
Caribou habitat	<ul style="list-style-type: none"> Area within which corridor sits is not known by community members to be frequented by caribou 	-	-	<ul style="list-style-type: none"> Southernmost portion of road runs through known caribou habitat 	<ul style="list-style-type: none"> Avoids caribou habitat areas 	-	Constrains preferred north-south portion of corridor from moving too far east.
Culturally significant features (natural or built)	-	-	-	<ul style="list-style-type: none"> Land user's cabin is directly along proposed route 	-	<ul style="list-style-type: none"> Land user's cabin is directly along proposed route 	Preferred north-south portion of corridor pushed east of alternative routes.
Areas used intensively for traditional activities	-	<ul style="list-style-type: none"> Route runs through traditional use area for 10-20 km 	-	<ul style="list-style-type: none"> Route runs through traditional use area for 10-20 km 	-	<ul style="list-style-type: none"> Route runs through traditional use area for 10-20 km 	Preferred north-south portion of corridor pushed further east.
Fish spawning areas	-	-	-	<ul style="list-style-type: none"> Route runs very close to significant fish spawning areas well known to community members 	-	<ul style="list-style-type: none"> Route runs very close to significant fish spawning areas well known to community members 	Preferred corridor segment running east from Webequie community pushed north of alternative routes.



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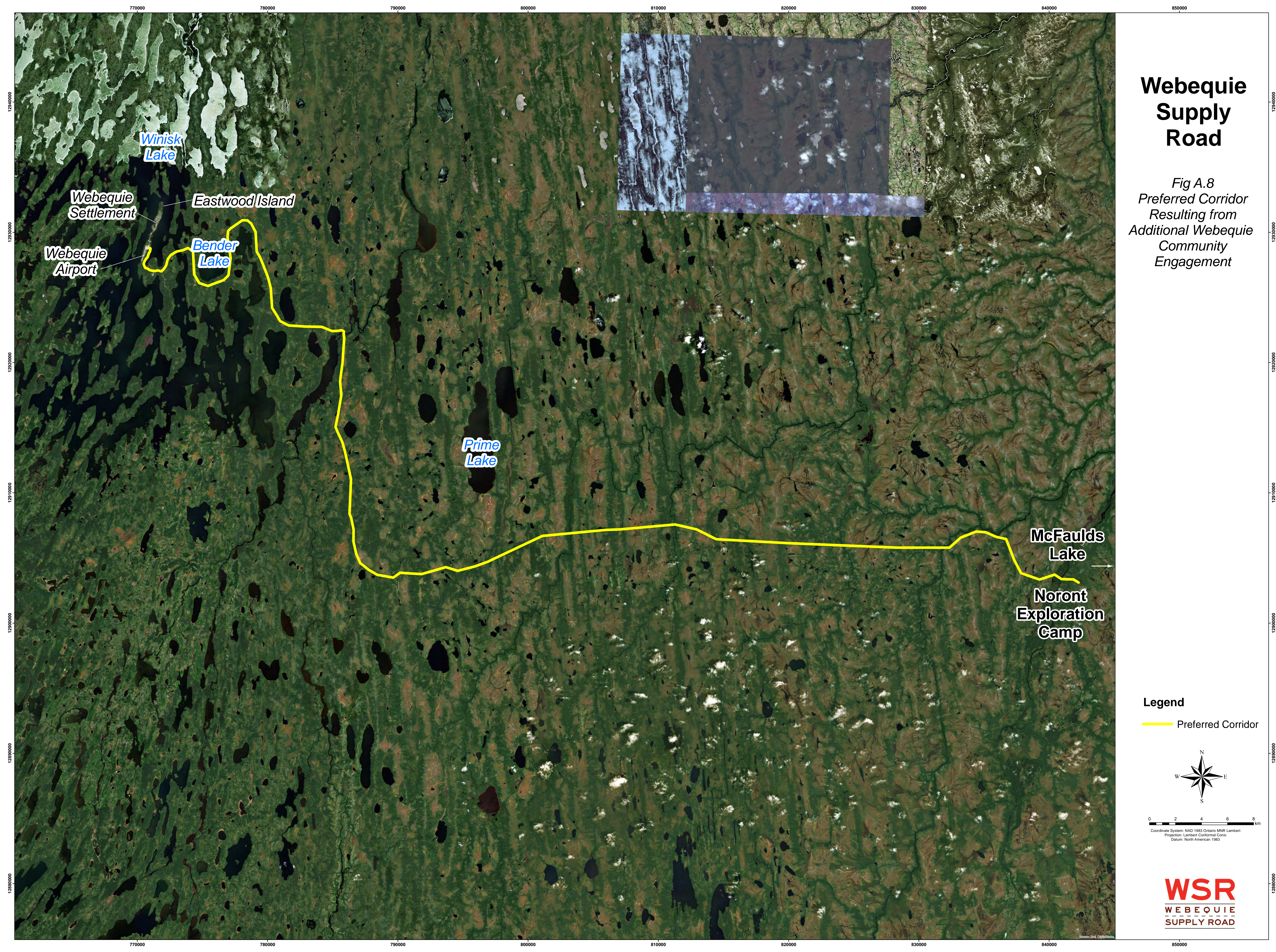
FACTOR	ALTERNATIVE CONCEPT 1		ALTERNATIVE CONCEPT 2A		ALTERNATIVE CONCEPT 2B		IMPACT ON LOCATION OF PREFERRED CORRIDOR
	Advantages	Disadvantages	Advantages	Disadvantages	Advantages	Disadvantages	
Seasonal hunting areas	-	-	-	<ul style="list-style-type: none"> Route runs very close to significant waterfowl hunting areas well known to community members 	-	<ul style="list-style-type: none"> Route runs very close to significant waterfowl hunting areas well known to community members 	Preferred corridor segment running east of Webequie community; constrained from moving too far north.
Moose mating areas	-	<ul style="list-style-type: none"> Intersects broad area south of community and north of proposed Noront East-West Corridor 	-	<ul style="list-style-type: none"> Intersects broad area south of community and north of proposed Noront East-West Corridor 	-	<ul style="list-style-type: none"> Intersects broad area south of community and north of proposed Noront East-West Corridor 	South end of north-south segment of corridor is constrained.
Community source of spring water	<ul style="list-style-type: none"> Distant from community source of spring water 	-	-	<ul style="list-style-type: none"> Very close to community source of spring water 	-	<ul style="list-style-type: none"> Very close to community source of spring water 	Shifts corridor to east.



Webequie Supply Road Project Description



The screening of alternative corridor concepts concluded that community members favoured an easterly corridor over the more westerly old winter road corridor. However, as shown in Table A.2, the comparative assessment also identified potential impacts that made shifting the corridor even further east more desirable (refer to Column “Impact On Location of Preferred Corridor”). Consequently, the corridor was further refined through additional local community representative engagement with harvesters and land users, led by the project’s community coordinator, resulting in the preferred corridor shown in **Figure A.8**.

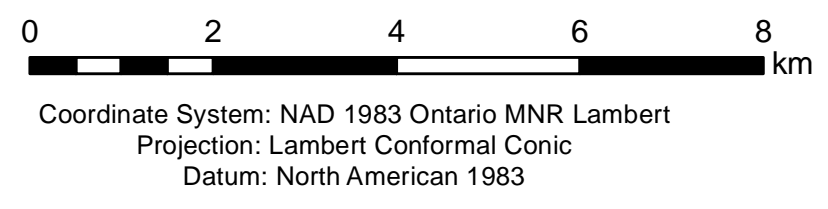
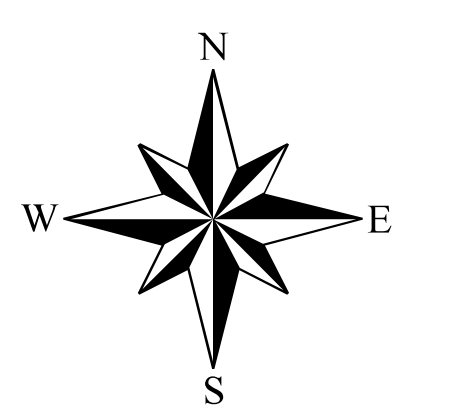


Webequie Supply Road

Fig A.8
Preferred Corridor
Resulting from
Additional Webequie
Community
Engagement

Legend

 Preferred Corridor



Coordinate System: NAD 1983 Ontario MNR Lambert
Projection: Lambert Conformal Conic
Datum: North American 1983



770000 780000 790000 800000 810000 820000 830000 840000 850000

1240000
1230000
1220000
1210000
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1190000
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A.4 Rationale for the Preferred Corridor Alternative

The rationale for selection of the Webequie community's preferred corridor to carry forward for more detailed analysis in the EA is as follows:

- Avoids existing caribou habitat east of Webequie by following a more linear north-south alignment, rather than a southeast alignment that would reduce road length;
- Runs east of areas used intensively for traditional activities south of the community;
- Does not run through significant moose mating areas located south of the community and north of the proposed Noront East-West Corridor;
- Waterfowl staging/hunting areas east of the community and north of Bender Lake are avoided, as the route travels around the south end of Bender Lake;
- Significant fish spawning areas just east of the community are avoided through a northern crossing from Eastwood Island to the mainland;
- Proposed corridor runs east of a land user's home/cabin;
- Route runs east of an important source of spring water southeast of the community.

A.5 Development of Sub-Alternatives within Preferred Supply Road Corridor Concept

Since the geotechnical component is expected to have such a significant bearing on development, assessment and selection of the supply road corridor, during the winter of 2018-19, terrain mapping and related opportunities and constraints were overlain on a 2 km wide band along the community's preferred corridor to identify a set of sub-alternatives.

A.5.1 Initial Geotechnical Assessment - Terrain Mapping

Various existing data sources were compiled to interpret and map the terrain conditions within the preferred corridor to identify reasonable route sub-alternatives from a geotechnical perspective. Terrain mapping involved the interpretation of remotely sensed imagery and elevation data, supplemented with existing surficial geology maps, to characterize the landforms, surficial materials, topography, and hydrology.

Based on the terrain mapping, general geotechnical conditions and potential construction issues and risks were identified and assessed, including the characteristics of surficial materials that will form the roadbed foundation (including groundwater and permafrost conditions), availability of borrow and aggregates for construction, and topographic considerations to optimize vertical alignment and reduce cut/fill volumes. At the planning stage, this information can be used to help locate an optimum route centreline within the preferred corridor that respects engineering, environmental and socio-economic considerations.

A.5.1.1 Routing Considerations

In the context of the foregoing considerations, route location criteria included the following:

- Route length;
- Surficial material (mineral vs organic soils);
- Bogs and fens;
- Topographic relief and slopes;
- Availability of bedrock borrow (i.e., lack of borrow in some locations);



- Ice-rich peat bogs and fens;
- Extensive wetland and thermokarst-affected terrain;
- Wide river crossings; and
- Proximity to potential aggregate sources

Route alternatives were identified with a view to: minimizing the total route length; following routes that maximize terrain units of favorable constructability (e.g., glacial till); minimizing traversing units of poor constructability (e.g., fens); minimizing the number and widths of stream crossings; and minimizing aggregate haul distances. While a shorter route is typically preferred, all other things being equal, there can be environmental, engineering, and economic advantages of an overall longer route that follows favorable terrain units and minimizes stream crossings. Terrain units with mineral soils are considered favorable for route construction, while those units with organic soils are considered unfavourable. Bogs are preferred over fens because bogs typically have a lower water table and thinner organic soil.

A.5.1.2 Alternative Routes

A total of six (6) alternative routes were mapped within the proposed corridor (refer to **Figure A.9**), each of which share various common segments and differ along other segments that offer advantages and disadvantages. Three (3) of the alternative routes differ only in the westernmost segments of the corridor around Winisk Lake and Bender Lake on the eastern approach to Webequie. Routes 1 and 2 diverge around Bender Lake, with Route 1 following a longer path around the south of the lake and Route 2 taking the shorter path to the north that requires a small channel crossing. East of Bender Lake, these routes both pass around the northern end of a long embayment of Winisk Lake. Route 3 cuts across a narrow portion of this embayment of Winisk Lake and passes to the south of Bender Lake, which results in a much shorter route, but requires a channel crossing over the embayment.

Routes 4, 5, and 6 share the same path east from Webequie and along the main north-south segment. These routes differ along the west-east segment that crosses the organic terrains and at the point of crossing the Muketei River. The challenge along this portion of the route corridor is avoiding the extensive fens and water crossings.

A.5.1.3 Optimal Geotechnical Route

The optimal route from a geotechnical perspective was selected by picking segments from the six alternative routes that best meet the major criteria of route length, terrain conditions, stream crossings, and proximity to aggregate sources. The optimal route minimizes total length in two main locations (refer to **Figure A.10**). The first is in the area southwest of Prime Lake, where the corridor transitions from north-south to east-west at nearly a right angle. By crossing outside of the community's preferred corridor to the north, the optimal route cuts the overall length without adding additional water crossings. The second key location is around Bender Lake, where the optimal route crosses the shorter path northward around the lake.



Legend

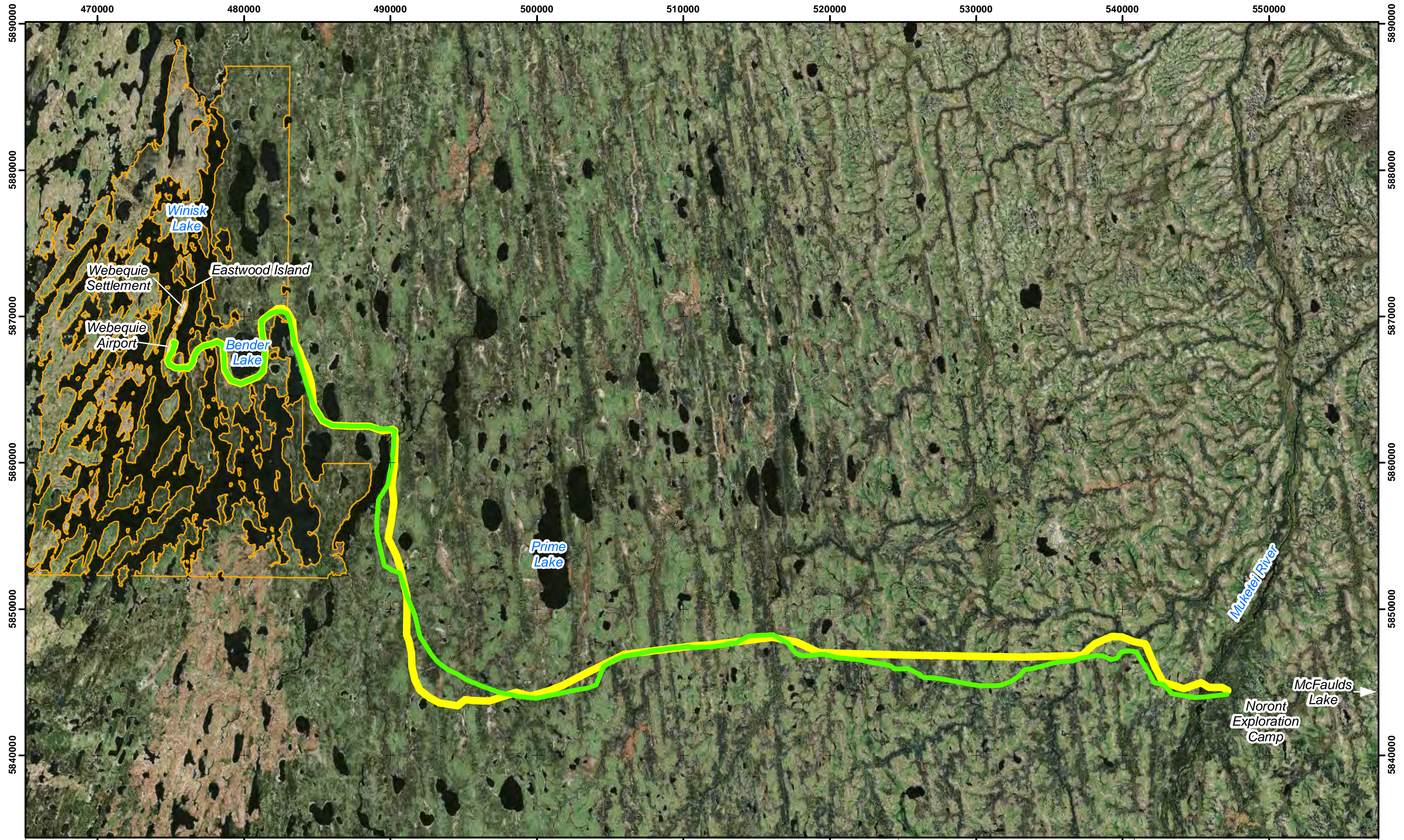
	Geotechnical Alternative 6		Geotechnical Alternative 3
	Geotechnical Alternative 5		Geotechnical Alternative 2
	Geotechnical Alternative 4		Geotechnical Alternative 1
	Community Preferred Route		



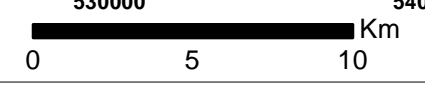
NAD 83
UTM Zone 16N

Webequie First Nation Supply Road
Route Alternatives
for Geotechnical Assessment

Date: 2019/06/06	File Number: 649920	Sub Code: 0000
Figure Number: A.9	Rev: 0	



- Legend**
- Optimal Geotechnical Route
 - Community Preferred Route



NAD 83
UTM Zone 16N

Webequie Supply Road
Optimal Geotechnical Route

Date: 2019/06/03	File Number: 649920	Sub Code: 000
Figure Number: A.10	Rev. 0	



The optimal route was selected to minimize the length of route crossing terrain units considered to have a poor constructability ranking, in particular the various types of fens that feature organic soils and a water table at surface. Overall, this results in a route that is south of the community's preferred corridor along the east-west extent and that lies outside of the corridor along a small portion of the route.

Other geotechnical information, such as the results of the ground penetrating radar (GPR) survey to assess peat thickness, and the geotechnical drilling program to assess road/bridge foundation conditions, will be considered in conjunction with the optimal route during the EA process to further refine routing and alignment assessments and inform design decisions.

A.6 Supply Road Alternatives Carried Forward for Environmental Assessment

The proposed set of supply road alternatives that will be subject to the environmental assessment is presented in **Figure A.11**.

The corridor between Webequie and the McFaulds Lake area has been divided into the following segments to provide flexibility in the ultimate selection of the preferred alternative, including the potential for development of additional sub-alternatives and combining segments from the community's preferred corridor and the optimal geotechnical route.

Segment 1 – from Webequie Airport easterly, traversing the lands most intensively used by Webequie community members for traditional purposes.

Segment 2 – the north-south section and the bend connecting to the portion of the corridor that is coincident with the proposed Noront transportation corridor.

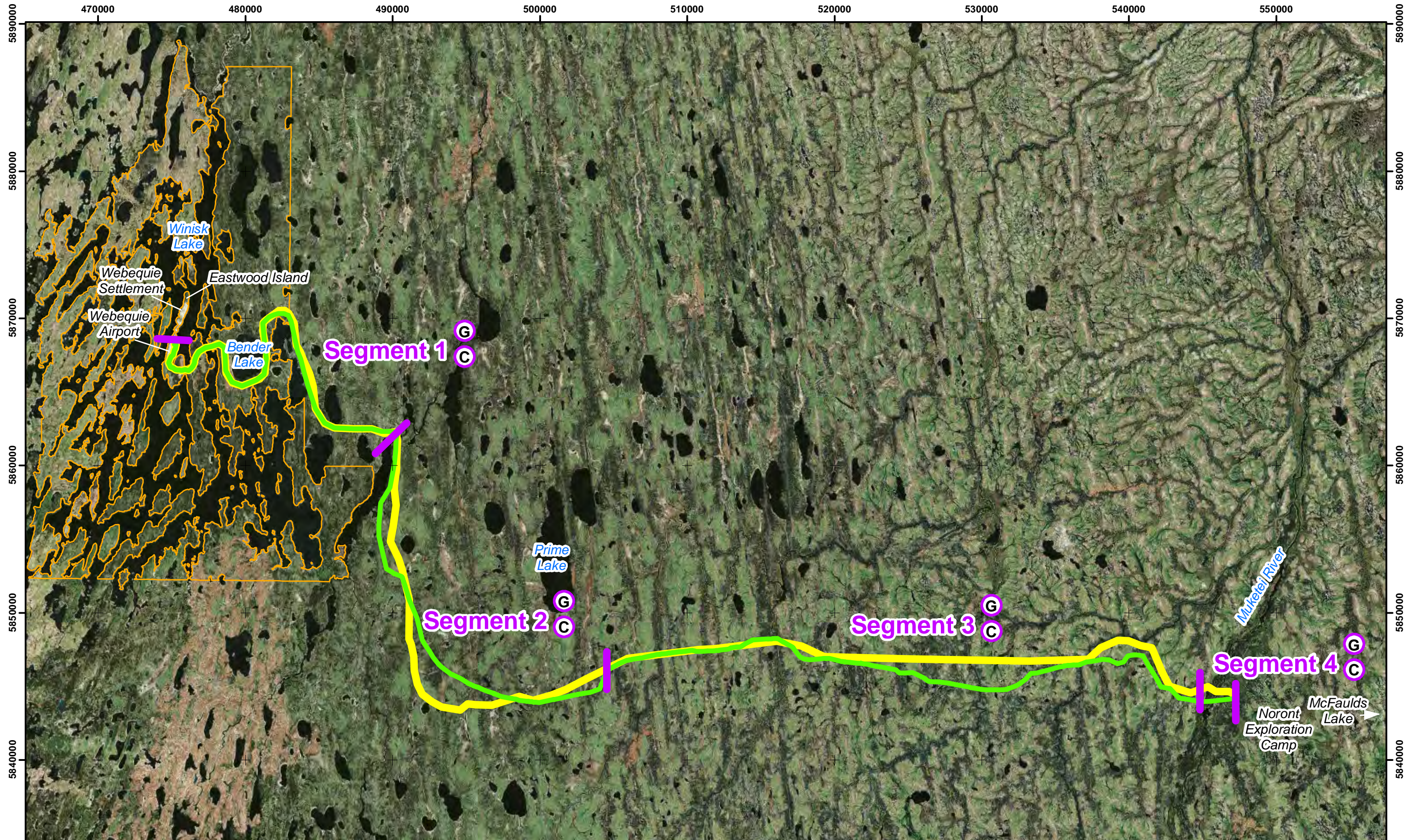
Segment 3 – the east-west section across the James Bay Lowlands area, which is coincident with the proposed Noront transportation corridor. Note: although the majority of the 51 km east-west leg of the Webequie Supply Road is coincident with the routing proposed by Noront to serve the Eagle's Nest mine, due to the current status of the Noront proposal (still in the EA phase), this Webequie Supply Road segment should be considered as a separate project from the Noront road.

Segment 4 – the crossing of the Muketei River.

The initial options within each segment have been identified based on the two primary corridors that have emerged from the initial screenings – the community's preferred corridor (C series) and the optimal geotechnical route based on terrain mapping (G series).

The proposed segmentation of the supply road corridor and the options within each segment will be subject to review and refinement during the environmental assessment process.

In addition, as indicated in Section A.1.1, the Do Nothing option will also be carried forward as a comparator in the EA study for the purposes of assessing the overall advantages and disadvantages of proceeding with the preferred method of implementing the Project.



Legend

- Optimal Geotechnical Route G
- Community Preferred Route C



0 5 10 Km

N

NAD 83
UTM Zone 16N

Webequie Supply Road
Proposed Webequie Supply Road
Alternatives Carried Forward
to Environmental Assessment

Date: 2019/06/03	File Number: 661910	Sub Code: 0000
Figure Number: A.11	Rev. 0	



Webequie Supply Road
Project Description

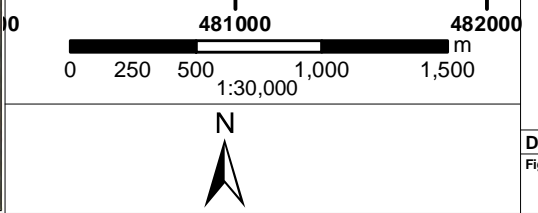
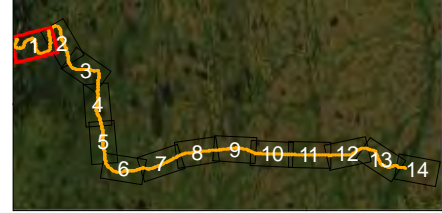


Appendix B

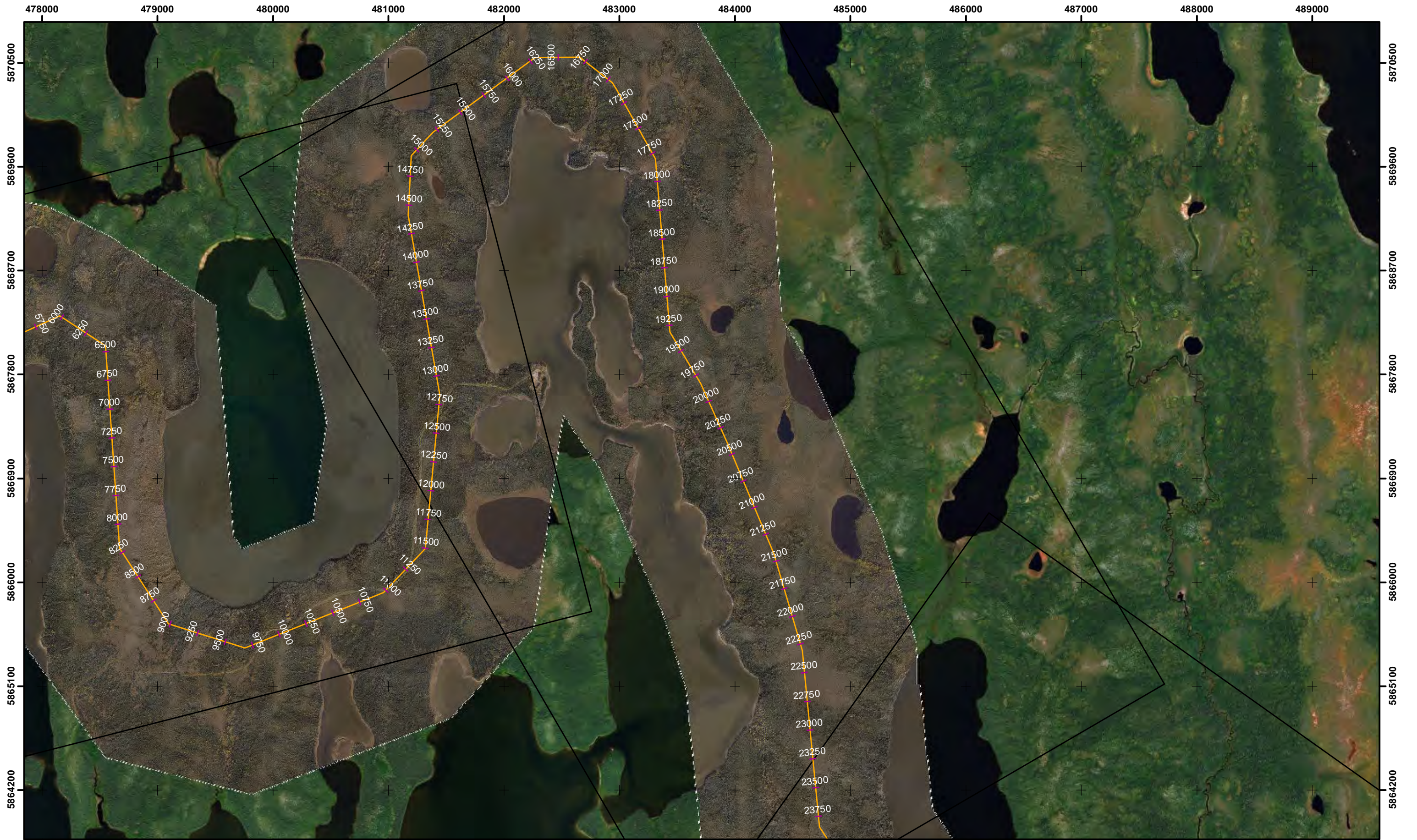
Aerial Imagery Map Series of Project Corridor



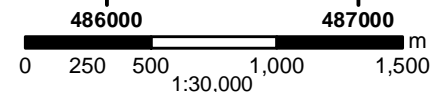
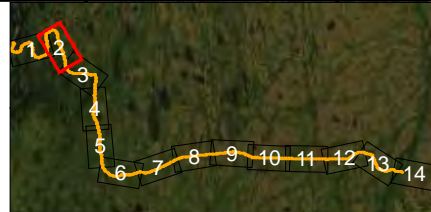
Legend
 — Community-Preferred Road Alignment



Webequie Supply Road		
<i>Base Map</i>		
Date: 2019/07/11	File Number: 649920	Sub Code: 000
Figure Number: 1	Rev. 0	

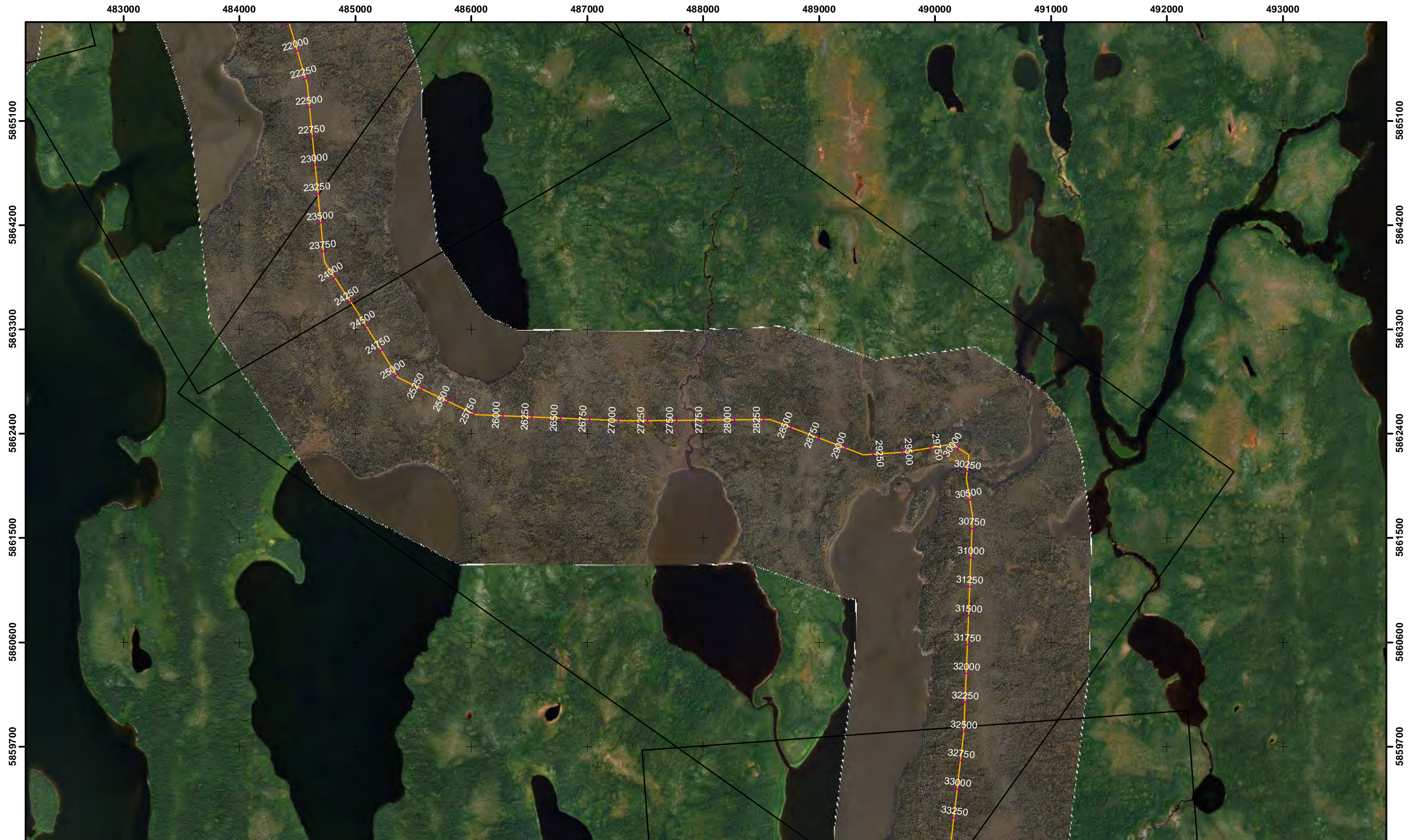


Legend
 — Community-Preferred Road Alignment

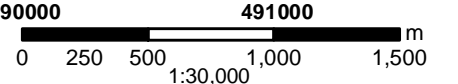
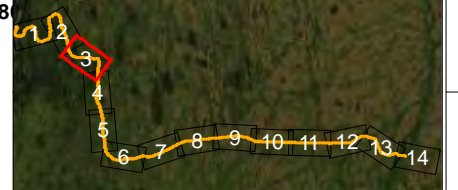


Webequie Supply Road
 Base Map

Date: 2019/07/11	File Number: 649920	Sub Code: 000
Figure Number: 2	Rev: 0	

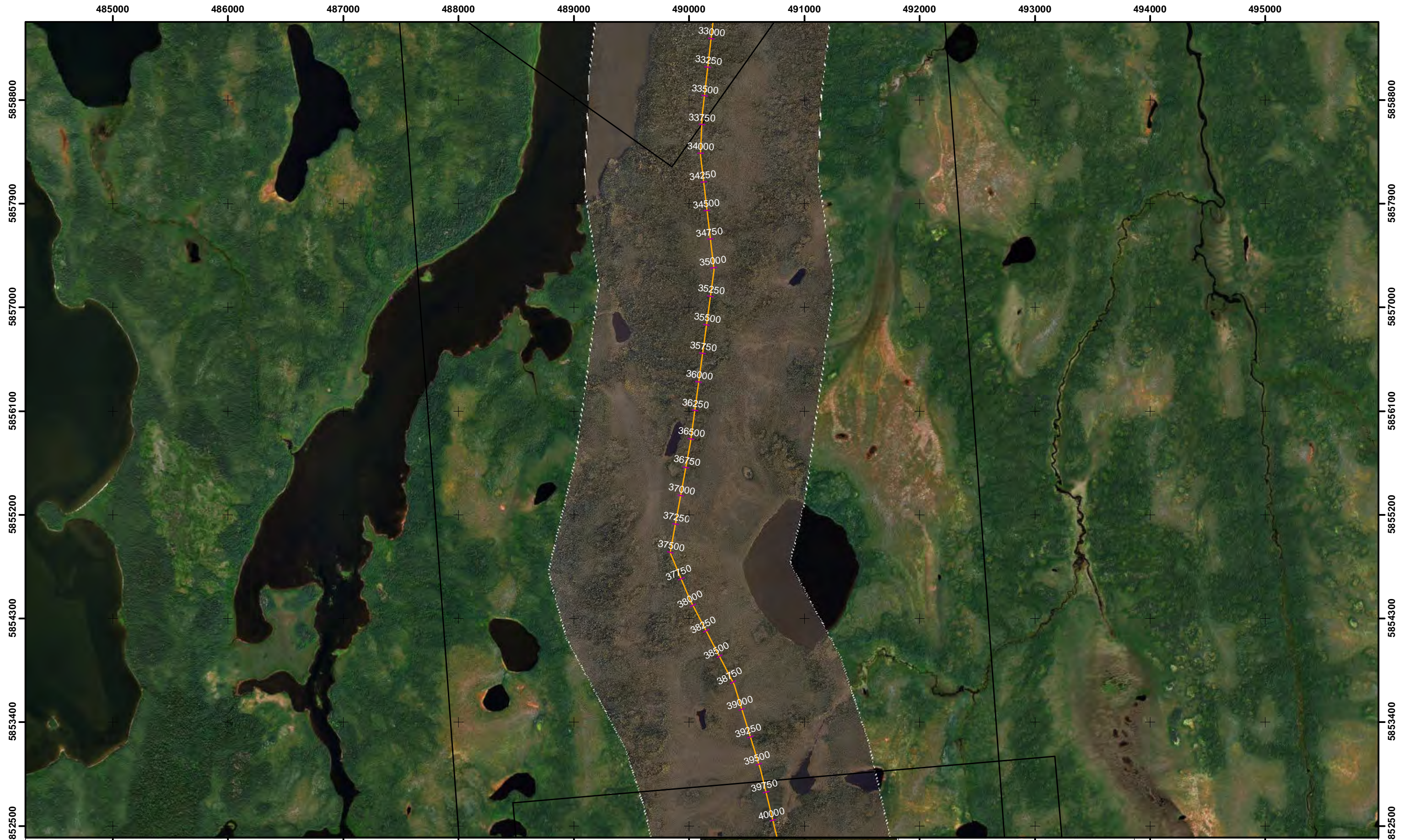


Legend
 — Community-Preferred Road Alignment

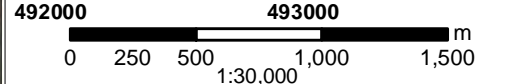
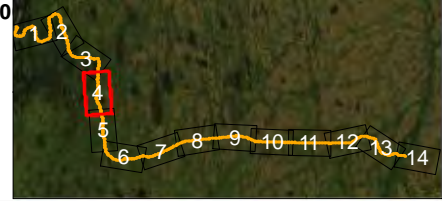


Webequie Supply Road
 Base Map

Date: 2019/07/11	File Number: 649920	Sub Code: 0000
Figure Number: 3	Rev: 0	



Legend
 — Community-Preferred Road Alignment



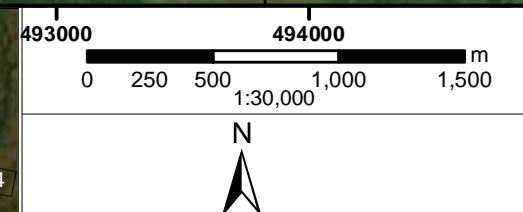
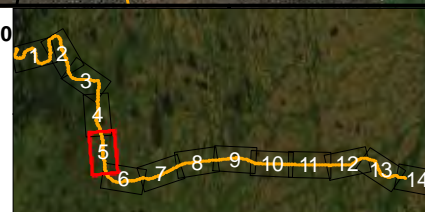
Webequie Supply Road
 Base Map

Date: 2019/07/11	File Number: 649920	Sub Code: 0000
Figure Number: 4	Rev: 0	



Legend
 — Community-Preferred Road Alignment

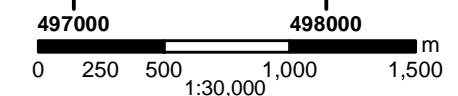
WSR
 WEBEQUIE
 SUPPLY ROAD



Webequie Supply Road		
<i>Base Map</i>		
Date: 2019/07/11	File Number: 649920	Sub Code: 000
Figure Number:	5	Rev. 0



Legend
 — Community-Preferred Road Alignment

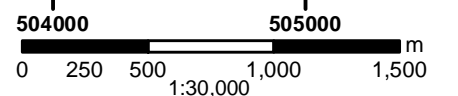
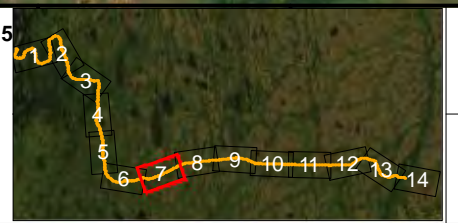


Webequie Supply Road
 Base Map

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Figure Number: 6	Rev: 0	



Legend
 — Community-Preferred Road Alignment



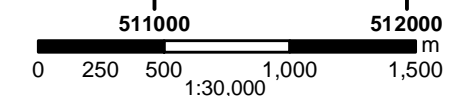
Webequie Supply Road
 Base Map

Date: 2019/07/11	File Number: 649920	Sub Code: 0000
Figure Number: 7	Rev: 0	



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Legend
 — Community-Preferred Road Alignment

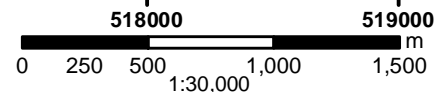
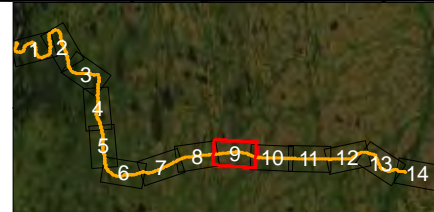


Webequie Supply Road
 Base Map

Date: 2019/07/11	File Number: 649920	Sub Code: 0000
Figure Number: 8	Rev: 0	

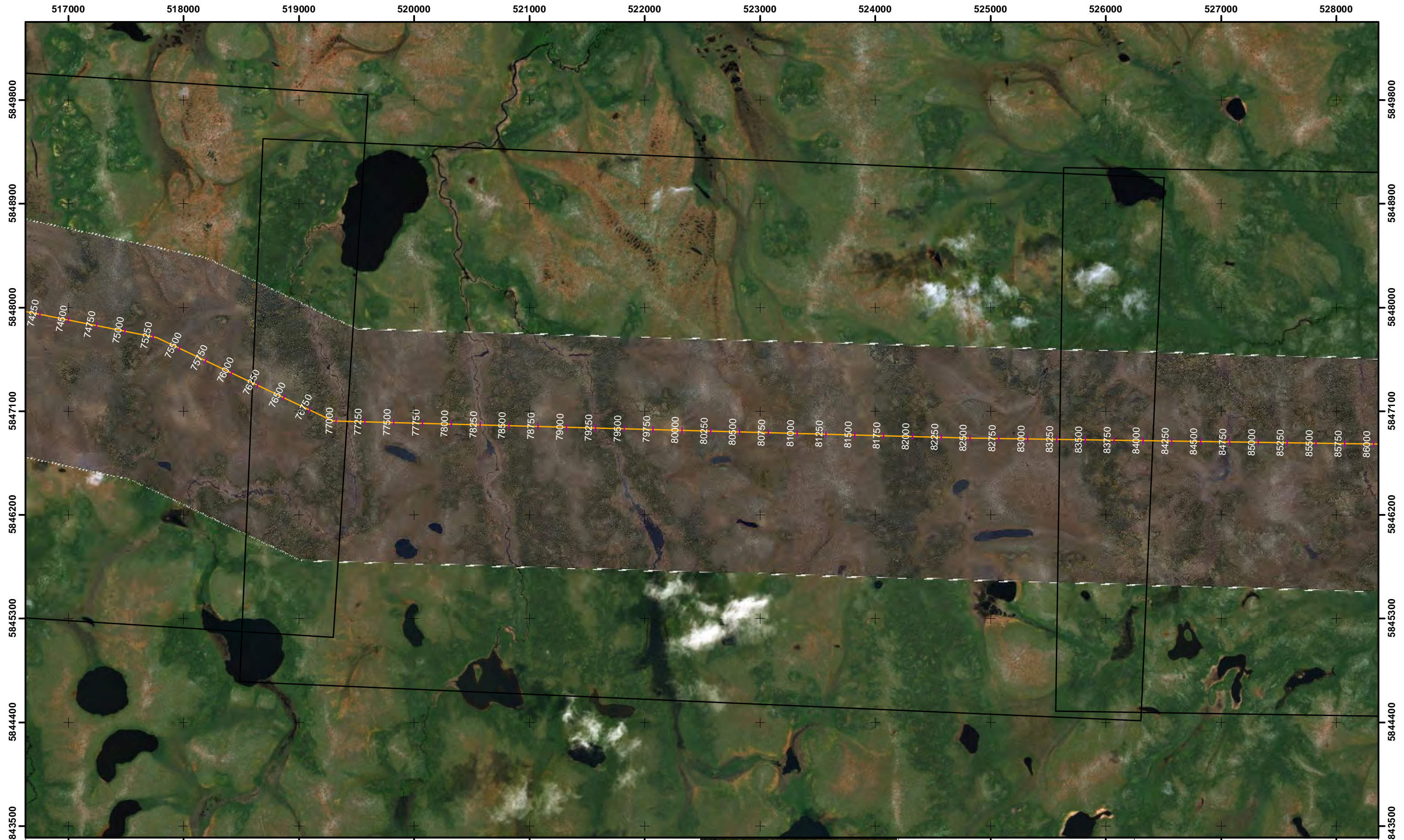


Legend
 — Community-Preferred Road Alignment

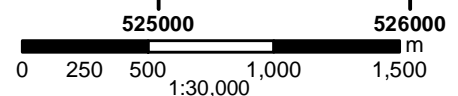
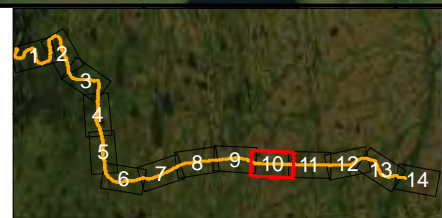


Webequie Supply Road
 Base Map

Date: 2019/07/11	File Number: 649920	Sub Code: 000
Figure Number: 9	Rev: 0	



Legend
 — Community-Preferred Road Alignment



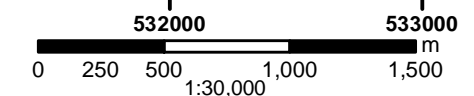
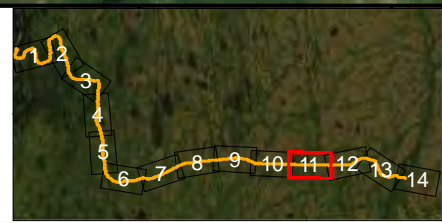
Webequie Supply Road
 Base Map

Date: 2019/07/11	File Number: 649920	Sub Code: 0000
Figure Number: 10	Rev. 0	



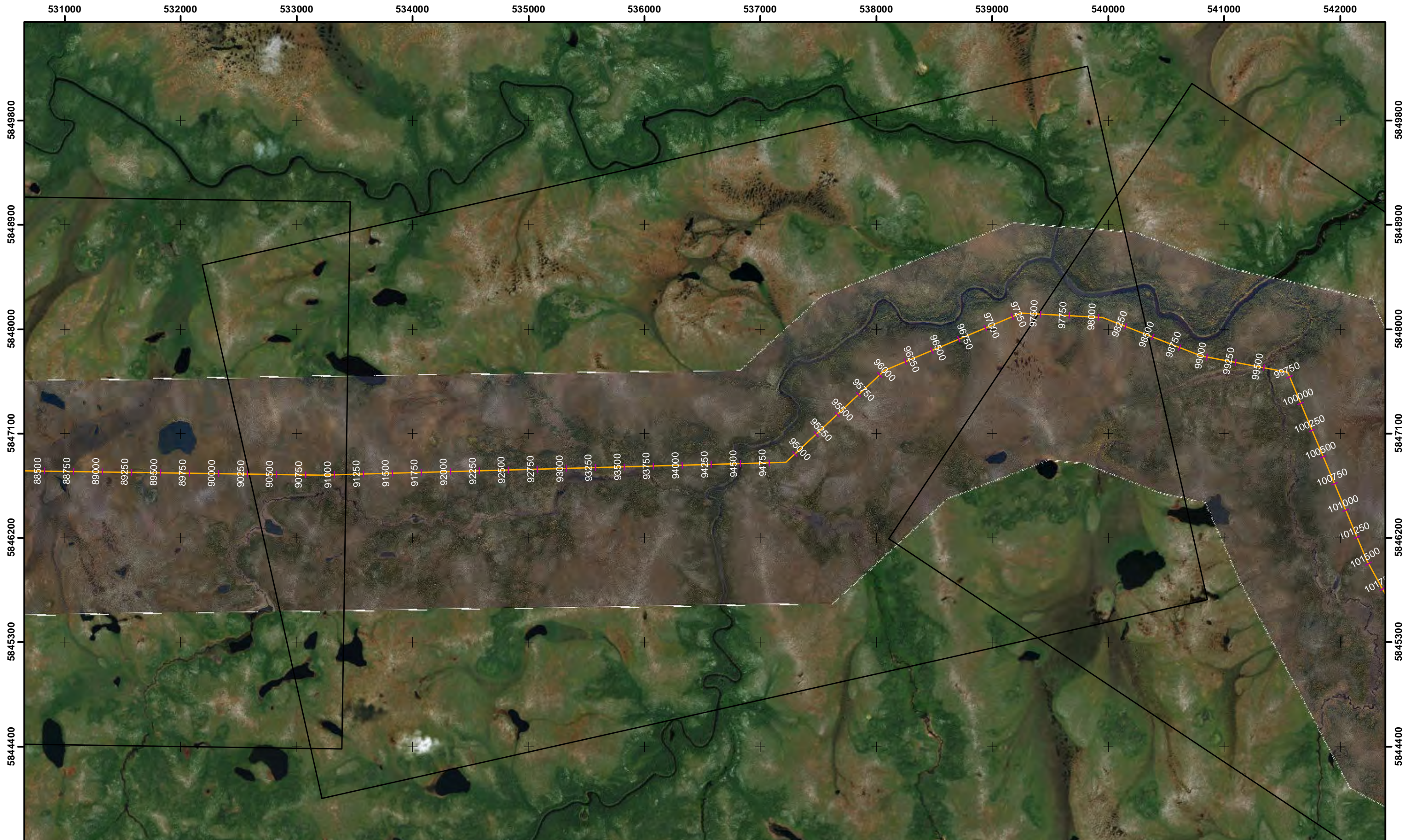
Legend
 — Community-Preferred Road Alignment

WSR
 WEBEQUIE
 SUPPLY ROAD

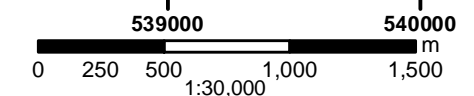
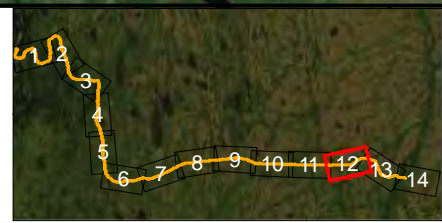


524000 525000 526000 527000 528000 529000 530000 531000 532000 533000 534000 535000
Webequie Supply Road
 Base Map

Date: 2019/07/11	File Number: 649920	Sub Code: 0000
Figure Number:	11	Rev. 0



Legend
 — Community-Preferred Road Alignment



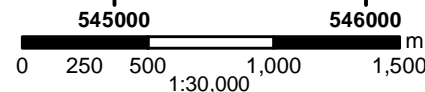
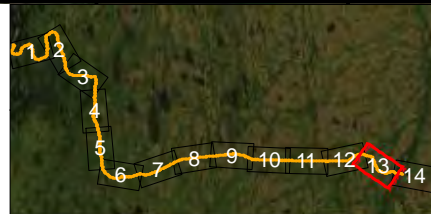
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Webequie Supply Road
Base Map

Date: 2019/07/11	File Number: 649920	Sub Code: 000
Figure Number:	12	
		Rev. 0



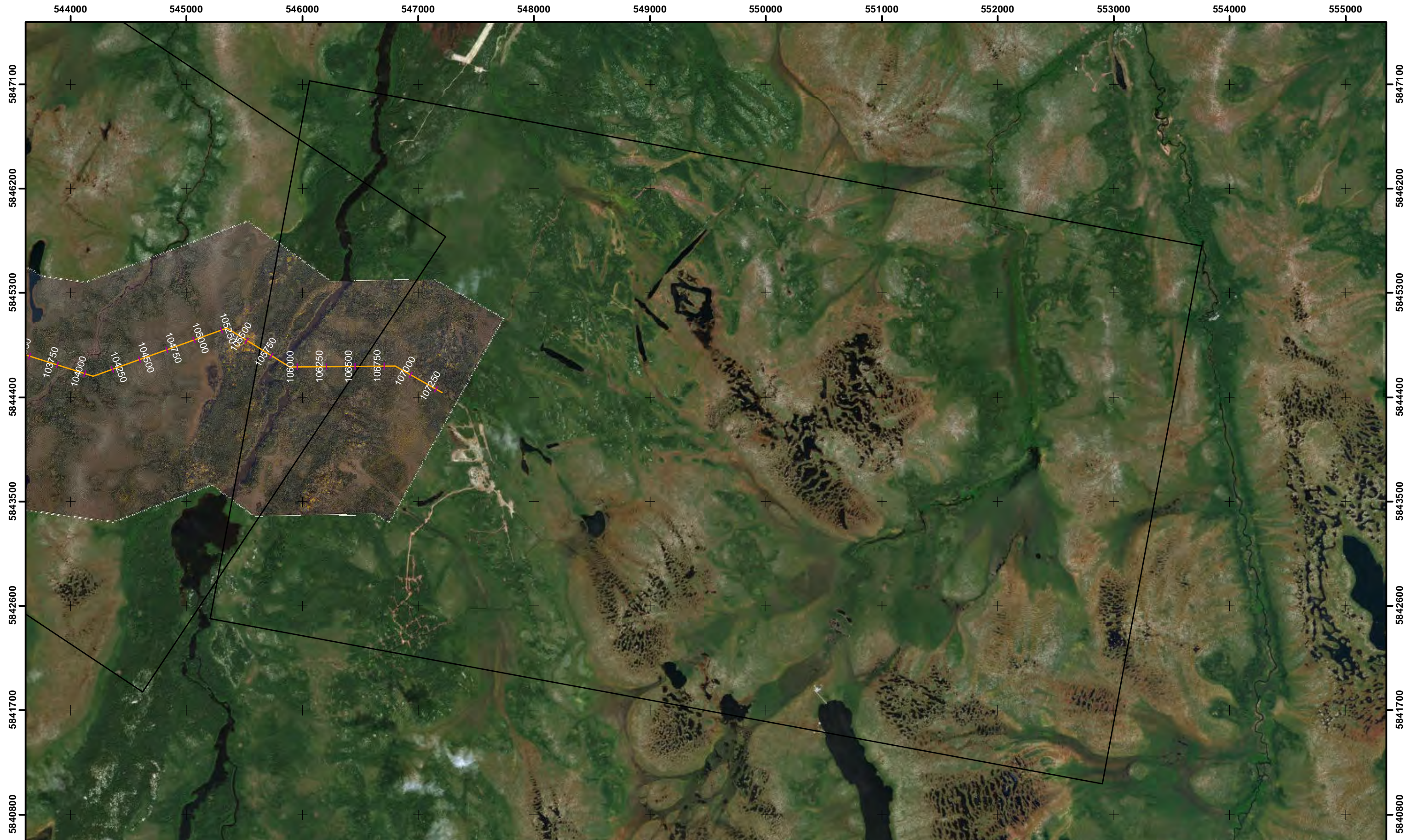
Legend
 — Community-Preferred Road Alignment

WSR
 WEBEQUIE
 SUPPLY ROAD

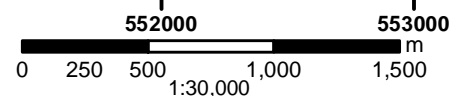
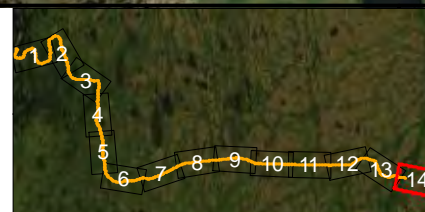


Webequie Supply Road
 Base Map

Date: 2019/07/11	File Number: 649920	Sub Code: 000
Figure Number:	13	Rev. 0



Legend
 — Community-Preferred Road Alignment



Webequie Supply Road
 Base Map

Date: 2019/07/11	File Number: 649920	Sub Code: 000
Figure Number:	14	Rev. 0



Appendix C

Past Consultation on Related Projects



Appendix C – Past Consultation on Related Projects

1.1 Past Consultation on Related Projects

A number of road studies have been conducted in the vicinity of McFaulds Lake and the remote Matawa First Nations for several years. Although the purpose of the roads being examined has varied (e.g., mine site access roads, community access roads and supply roads), the foundation of much of the consultation overlaps with and underlies the consultation being conducted for the Webequie Supply Road.

1.1.1 Matawa Winter Road Re-Alignment Study

In 2007 and 2008, the Matawa Tribal Council conducted a winter road re-alignment study to address existing deficiencies to improve safety, reduce environmental impacts, reduce operations and maintenance costs, and improve constructability.

A consultation program with participating Matawa Tribal Council remote communities was undertaken involving staff and leadership of the following First Nations:

- › Nibinamik First Nation
- › Webequie First Nation
- › Eabametoong First Nation
- › Neskantaga First Nation
- › Marten Falls First Nation

During the consultations, a variety of issues and concerns were raised. Each community provided their own input into the process, and some joint meetings of all participating communities were held. One theme from the engagement process was that winter road re-alignments should aim to minimize ice crossings due to higher maintenance costs, and should be aligned in consideration of future potential all-season roads. Suggested re-alignments to the Webequie winter road included improvements to the south of the community to reduce ice crossings and hills, and consideration of maintenance facilities on the mainland south of the island.

Although community meetings were not held, a questionnaire containing proposed re-alignments was circulated to community members in each participating community. A number of responses were received, and there was general consensus that community members would be more inclined to use the road interconnections if they were all-season roads.

Consultations were also held with staff of various provincial government agencies, in particular the Ministry of Northern Development and Mines. No non-Indigenous community consultation was conducted.

Through these consultations, improvements to the winter roads were recommended and incorporated into the study. Wholesale re-alignments were not suggested/recommended, indicating general support for the general alignment of the existing corridors. The winter road corridor from Pickle Lake to Nibinamik and Webequie forms the basis of the original proposed Eagle's Nest mine access road, and with some refinement, was considered the preferred alignment for the All-Season Community Road to the Nibinamik and Webequie First Nations.



1.1.2 Noront Eagle’s Nest Mine EIS/EA

The Noront Eagle’s Nest Mine EIS/EA was conducted within both the federal and provincial EA processes. A wide variety of Indigenous and non-Indigenous groups participated over the period between 2009 and 2013 when the Noront draft Environmental Assessment was submitted.

1.1.2.1 Indigenous Consultation

Table C.1 outlines the Indigenous communities and organizations that were identified to be consulted by Noront and participating government agencies.

Table C.1: Indigenous Communities Consulted/Engaged on the Eagle’s Nest Mine EA

Bearskin Lake First Nation	Independent First Nation Alliance	Weenusk (Peawunuk) First Nation*
Ginoogaming First Nation*	Kingfisher Lake First Nation*	Webequie First Nation**
Kasabonika First Nation*	Eabametoong First Nation**	Fort Albany First Nation*
Long Lake #58 First Nation*	Marten Falls First Nation**	Kashechewan First Nation*
Mushkegowuk Tribal Council	Nibinamik First Nation**	Kitchenuhmaykoosib Inninwug*
Ojibway Nation of Saugeen	Neskantaga First Nation**	Métis Nation of Ontario*
Wawakapewin First Nation*	Muskrat Dam First Nation	Mishkeegogamang First Nation*
Windigo Tribal Council	Sachigo Lake First Nation	North Caribou Lake First Nation*
Wunnumin Lake First Nation*	Wapekeka First Nation*	
Constance Lake First Nation*	Aroland First Nation**	
Attawapiskat First Nation**		

* First Nations and Métis organizations also to be consulted on the Webequie Supply Road Project

+ Considered by Noront to be primary communities for consultation

Consultations occurred using a variety of methods:

- › Telephone
- › Email
- › Letters
- › Website
- › Open House meetings
- › Community leadership meetings
- › Community staff meetings

Input was received on all aspects of the Project, including transportation and mine access. Throughout their engagement process, mine site access alternatives were reviewed and discussed, and consultation on the draft EA included Noront’s preference for the east-west all-season road. The preferred alignment maximizes the use of the existing winter road networks, and includes a new corridor between Webequie and the Eagle’s Nest mine, which is a similar corridor to the preferred all-season corridor between Webequie First Nation and the McFaulds Lake area for the purpose of supplying goods and services.

1.1.2.2 Non-Indigenous Consultation

As with Indigenous consultation, engagement conducted by Noront during the Eagle’s Nest Mine EA process included discussion of all aspects of the Project, including mine site access.



Webequie Supply Road Project Description



Throughout the Eagle's Nest Mine EA process, Noront engaged in a variety of activities with various non-governmental groups, including:

- › Meetings with municipal Chambers of Commerce
- › Presentations at conferences on mining in Northern Ontario
- › Open Houses in Thunder Bay (2012, 2013), Ignace (2012), and Pickle Lake (2012, 2013)
- › Meetings with business leaders and economic development corporations
- › Meetings with Mayors and councillors in Thunder Bay, Timmins, Greenstone, Pickle Lake, Sudbury, and Ignace
- › Meetings with non-government organizations, such as the Wildlands League and the Wildlife Conservation Society - Canada

Consultation with government agencies was frequent and sustained, providing guidance on process requirements and procedural aspects, in addition to input on potential impacts and mitigation measures:

- › Ministry of Energy, Northern Development and Mines (previously the Ministry of Northern Development and Mines)
- › Ministry of the Environment, Conservation and Parks (previously the Ministry of the Environment)
- › Ministry of Natural Resources and Forestry (previously the Ministry of Natural Resources)
- › Canadian Environmental Assessment Agency
- › A broad range of issues/concerns and benefits were discussed, all of which influenced project design and design of impact management measures.

Throughout the Eagle's Nest Mine EA consultation process, there was much discussion amongst government agencies and First Nations about community and resource access roads. Issues around mode of transportation, most beneficial corridor(s), ownership, funding/financing and impact management have been, and continue to be discussed.

1.1.3 Consultation on the All-Season Community Road Studies

Webequie is one of the four First Nations (Neskantaga, Nibinamik and Eabametoong were the others) that directed the All-Season Community Road Pre-Feasibility Study (ASCRS) conducted by SNC-Lavalin and Fox High Impact Consulting between August 2015 and June 2016.

1.1.3.1 Indigenous Community Engagement

This study focused on engaging its four participating communities as to their interest in having an all-season community road connect their communities to the provincial road network. As part of this exercise, many routes were evaluated against a variety of factors, including constructability, cost, travel distance to major centres and travel distance to neighbouring communities.

Some of the issues raised with regard to an all-season road in the same region are reasonably applicable to the Webequie Supply Road Project. The biggest difference between the ASCR and the Webequie Supply Road is that the Webequie Supply Road will not connect to the provincial highway system. Comments and concerns raised about potential impacts of a provincial highway connection are not, therefore, directly relevant to the Webequie Supply Road Project as currently envisaged.

The engagement process served as an opportunity for the Project Team to discuss the study process leading to the current Project Description with representatives of various federal and provincial agencies and the Webequie First Nation, who is acting as the proponent. Meetings were generally conducted face-



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to-face with community members and were undertaken at various stages of the study leading to this Project Description. Federal and provincial agency representatives initially provided advice and guidance regarding a number of items, including methodology of baseline data collection, acquisition and availability of existing data, timing of field data collection and expectations regarding reporting. Once field data collection had been completed, the Project Team reported preliminary findings of initial baseline field data collection through presentations and teleconferences.

Engagement specific to this Community Supply Road was conducted with Webequie First Nation community members and consisted of face-to-face meetings and presentations. These were undertaken prior to baseline field data collection in order to: (1) determine support for the supply road and document any issues and concerns; (2) confirm the multi-use corridor route; (3) identify local protocols to follow regarding baseline field data collection; (4) identify appropriate timing for field data collection so as to not interfere with the communities' traditional activities; and (5) arrange for community involvement in baseline field data collection activities.

Interspersed with consultant-First Nations engagement was extensive intra-community engagement. Led by the Community Coordinator and Community Land Use Planner, a local working group comprised of community members, land users, harvesters, elders and youth representatives met regularly to evaluate the various route alternatives they developed. This is further explained in **Appendix A** Description and Assessment of Project Alternatives.

A second Phase of the ASCRS was completed in 2017. Subsequent to the completion of the ASCRS discussion regarding an east-west all-season road continued between Nibinamik and Webequie, resulting in an agreement to continue the planning process for an east-west all-season road linking the two communities with the provincial road network in the vicinity of Pickle Lake. Neskantaga and Eabametoong First Nations opted out of further discussions at that time. The Nibinamik/Webequie First Nations study began in August 2017 and consisted of refinement and finalization of the road corridor, as well as the initiation of baseline environmental studies that could ultimately feed into an environmental assessment. During the course of this work, the Nibinamik First Nation indicated that they were not yet prepared to support an all-season community road that connects with the Ring of Fire mine development area, although they were prepared to consider supporting an all-season road for the purposes of supply and community interconnection. This discussion is ongoing.

The Webequie First Nation decided to proceed with a community supply road project that would allow the community to benefit economically by servicing mineral exploration activities and proposed mining projects by linking its airport with the mine development area. This project is considered neither a replacement for, nor an opting out of the broader inter-community all-season road concept.

Table C.2 describes engagement/consultation activities undertaken through the ASCRS.



Table C.2: Description of Engagement/Consultation Activities with Indigenous Peoples During ASCRS

Indigenous Group	Description of Engagement/Consultation Activities
Nibinamik First Nation	<ul style="list-style-type: none"> • Three rounds of in-community meetings with focus groups and an off-reserve meeting between August 2015 and June 2016 as part of All-Season Community Road Study • Inter- (with Webequie First Nation) and intra-community meetings August 2017 - January 2018 • Off-reserve meeting on December 18, 2017
Webequie First Nation	<ul style="list-style-type: none"> • Three rounds of intra-community meetings with focus groups and an off-reserve meeting between August 2015 and June 2016 as part of All-Season Community Road Study • Inter- (with Nibinamik First Nation) and intra-community meetings August 2017 - January 2018 • Community meetings with Consultant August 2017 - January 2018 • Intra-community engagement was led by a local coordinator and consisted of face-to-face meetings with land users, harvesters, youth, elders and other community groups
Mishkeegogamang First Nation	<ul style="list-style-type: none"> • Presentation to Chief and Council, community members on October 30, 2017 prior to baseline field data collection in Mishkeegogamang traditional territory
Neskantaga First Nation	<ul style="list-style-type: none"> • Three rounds of intra-community meetings with focus groups and an off-reserve meeting between August 2015 and June 2016 as part of All-Season Community Road Study
Eabametoong First Nation	<ul style="list-style-type: none"> • Three rounds of intra-community meetings with focus groups and an off-reserve meeting between August 2015 and June 2016 as part of All-Season Community Road Study

Engagement during both phases of the study was conducted using a variety of methods, including:

- › Correspondence
- › Website
- › Community open house meetings
- › Small group workshops (elders, youth, staff, middle age)
- › Meetings with off-reserve community members

Summary of Key Issues Relevant to the Webequie Supply Road

A number of themes emerged during the community meetings, some of which are relevant to the Webequie Supply Road study; others less so, as the comments were made in the context of an ASCR connection to the provincial highway system:

- › Most Chiefs and Councils made it clear that they had to balance the advantages and disadvantages of an all-season road with their broader interests in land development in the Region, including the development of mineral resources around the McFaulds Lake area.



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- › There were common concerns that an all-season road could impact environmentally and culturally sensitive areas. The Project Team emphasized the importance of sharing TK information and community land use planning information to ensure road corridor options avoid these areas.
- › There was a recurring theme, often expressed by elders that the time had come to connect the communities with an all-season road, as it is ultimately good for the future of the communities, through reduced prices of goods and economic opportunities for youth. *This comment is less relevant to the discussion of the proposed Webequie Supply Road, as it will not connect to the provincial highway system.*
- › Elders were concerned about the potential for an all-season road to contribute to a loss of traditional cultural values, especially regarding the youth. They also highlighted the need to respect sacred areas and areas used by the communities for hunting, trapping, fishing, etc.
- › Many participants identified the importance of ensuring First Nation control (i.e., ownership, operations and maintenance) of the road to restrict unauthorized access to these areas.
- › Concerns were raised in each of the four communities about the potential for increased access to and supply of drugs and alcohol, potentially leading to increased substance abuse and social issues. *This comment is less relevant to the discussion of the proposed Webequie Supply Road, as it will not connect to the provincial highway system.*
- › Members of all participating communities stated the importance of the study process remaining community-driven, and not influenced directly by resource companies.
- › Many community members want the First Nations to own, control and operate/maintain the road.
- › Webequie First Nation, given its position at “the end of the road” and closest to the proposed mine developments, acknowledged that they have to respect the three other First Nations involved in the Project and will depend on them for their support in order for the highway-connected all-season road to progress through the development process.

1.1.3.2 Non-Indigenous Consultation

The key focus of the consultation for the ASCRS studies was to inform the more directly affected Indigenous community members about an all-season road, identify concerns and determine potential support, and receive initial input on potential corridors. Although there was significant engagement with and input/guidance received from the Ontario Ministry of Northern Development and Mines, the consultation program was not intended to be as comprehensive and broad as it would be for an environmental assessment. It was concluded that this level of consultation would follow if there was sufficient support to move forward with a proposed road undertaking.



Appendix D

Indigenous Communities Contact List

Title	First Name	Last Name	Job Title	Organization / Community	Address_1	Address_2	City	Prov	Postal Code	Phone	Fax	Email
Indigenous Communities and Organizations												
Ms.	Dorothy	Towedo	Chief	Aroland First Nation	P.O. Box 10		Aroland	ON	P0T1B0	1-807-329-5970	1-807-329-5970	towedoalice@gmail.com
Mr.	Rick	Allen	Chief	Constance Lake First Nation	P.O. Box 4000		Constake Lake	ON	P0L1B0	705-463-4511	1-705-463-4511	rick.allen@clfn.on.ca
Ms.	Elizabeth	Atlookan	Chief	Eabametoong First Nation	P.O. Box 298		Eabamet Lake	ON	P0T1L0	1-807-242-7221	1-807-242-1441	elizabeth.atlookan@eabametoongfn.ca
Ms.	Celia	Echum	Chief	Ginoogaming First Nation	P.O. Box 89		Longlac	ON	P0T2A0	1-807-876-2242	1-807-876-2495	celia.echum@ginoogamingfn.ca
Ms.	Veronica	Waboose	Chief	Long Lake #58 First Nation	P.O. Box 609		Longlac	ON	P0T2A0	1-807-876-2292	1-807-876-2757	veronica.waboose@longlake58fn.ca
Mr.	Bruce	Achneepineskum	Chief	Marten Falls First Nation	General Delivery		Ogoki	ON	P0T2L0	1-807-349-2509	1-807-349-2509	bruce.achneepineskum@gmail.com
Mr.	Christopher	Moonias	Chief	Neskantanga First Nation	P.O. Box 105	Neskantaga Reserve #239	Landsdowne House	ON	P0T1Z0	1-807-479-2570	1-807-479-1138	chris.moonias@neskantaga.com
Mr.	Johnny	Yellowhead	Chief	Nibinamik First Nation	General Delivery		Summer Beaver	ON	P0T3B0	1-807-593-2131	1-807-293-2270	johnnyyellowhead52@gmail.com
Mr.	Cornelius	Wabasse	Chief	Webequie First Nation	P.O. Box 268		Webequie	ON	P0T3A0	1-807-353-6531	1-807-353-1218	corneliusw@webequie.ca
Mr.	Ignace	Gull	Chief	Attawapiskat First Nation	P.O. Box 548		Attawapiskat	ON	P0L1A0	1-705-997-2375	1-705-997-2422	ignace.gull@attawapiskat.org
Mr.	Leo	Metatawabin	Chief	Fort Albany First Nation	P.O. Box 1		Fort Albany	ON	P0L1H0	1-705-278-1044	1-705-278-1193	chief@fafnmail.com
Mr.	Leo	Friday	Chief	Kashechewan First Nation	P.O. Box 240		Kashechewan	ON	P0L1S0	1-705-275-4440	1-705-275-1023	leo.friday@kfnation.ca
Mr.	Edmund	Hunter	Chief	Weenusk First Nation	P.O. Box 1		Peawanuck	ON	P0L2H0	1-705-473-2554	1-705-473-2503	edmundh@weenusk.ca
Mr.	Eno H.	Anderson	Chief	Kasabonika Lake First Nation	P.O. Box 124		Kasabonika Lake	ON	P0V1Y0	1-807-535-2547	1-807-535-1152	eno@kasabonika.ca
Mr.	Eddie	Mamakwa	Chief	Kingfisher Lake First Nation	P.O. Box 57		Kingfisher Lake	ON	P0V1Z0	1-807-532-2067	1-807-532-2063	eddiem@kingfisherlake.ca
Mr.	Brennan	Sainnawap	Chief	Wapekeka First Nation	P.O. Box 2		Angling Lake	ON	P0V1B0	1-807-537-2315	1-807-537-2336	brennans@wapekeka.ca
Ms.	Anne Marie	Beardy	Chief	Wawakapewin First Nation	P.O. Box 477 Wawakapewin First Nation	c/o Shibogama First Nation Council	Sioux Lookout	ON	P8T1A8	1-807-737-2662	1-807-737-4226	annemarieb@wawakapewin.ca
Mr.	Sam	Mamakwa	Chief	Wunnumin Lake First Nation	P.O. Box 105		Wunnumin Lake	ON	P0V2Z0	1-807-442-2559	1-807-442-2627	samm@wunnumin.ca
Ms.	Dinah	Kanate	Chief	North Caribou Lake First Nation	General Delivery		Weagamow Lake	ON	P0T3B0	1-807-469-5191	1-807-469-1315	dinahkanate@northcaribou.ca
Mr.	Donald	Morris	Chief	Kitchenuhmaykoosib Inninuwug (KI) First Nation	P.O. Box 329		Big Trout Lake	ON	P0V1G0	1-807-537-2263	1-807-537-2574	KIFNmedia@gmail.com
Mr.	David	Masakeyash	Chief	Mishkeegogamang First Nation			New Osnaburgh	ON	P0V2H0	1-807-928-2148	1-807-928-2077	davidmasakeyash@msn.com
Ms.	Paula	Bouchard		Métis Nation of Ontario - Region 2	226 May Street South	Main Floor	Thunder Bay	ON	P7E1B4	1-807-624-5025		paulab@metisnation.org
Ms.	Margaret	Froh	President	Métis Nation of Ontario	66 Slater Street	Suite 1100	Ottawa	ON	K1P5H1	1-613-798-1488		Magaretf@metisnation.org
Mr.	William	Gordon	President	MNO Greenstone Métis Council	211-401R 4th Avenue	P.O. Box 825	Geradlton	ON	P0T1M0	1-807-854-1172		torch50@live.ca
Ms.	Linda	Norheim	Manager, Lands, Resources & Consultation	Métis Nation of Ontario	311-75 Sherbourne Street		Toronto	ON	M5A2P6	1-416-977-9881		LindaN@metisnation.org
Mr.	David Paul	Achneepineskum	Chief Executive Officer	Matawa Tribal Council	233 Court Street South	2nd Floor	Thunder Bay	ON	P7B2X9	1-807-344-4575 ext 3560	1-807-344-2977	davidpaul@matawa.on.ca
Ms.	Vivian Ann	Martin	Executive Assistant	Matawa Tribal Council	233 Court Street South	2nd Floor	Thunder Bay	ON	P7B2X9	1-807-344-4575 ext 3654	1-807-344-2977	vmartin@matawa.on.ca
Ms.	Kathy	Brady	Project Manager	Matawa Tribal Council	233 Court Street South	2nd Floor	Thunder Bay	ON	P7B2X9	1-807-344-4575 ext 6522	1-807-344-2977	kbrady@matawa.on.ca
Mr.	Jonathon	Solomon	Grand Chief	Mushkegowuk Council	14 Centre Road	P.O. Box 370	Moose Factory	ON	P0L1W0	1-705-658-4222	1-705-658-4200	
Ms.	Melanie	Wesley Hardisty	Executive Assistant	Mushkegowuk Council	14 Centre Road	P.O. Box 370	Moose Factory	ON	P0L1W0	1-705-658-4222 ext 104	1-705-658-4200	executiveassistant@mushkegowuk.ca
Mr.	Vern	Cheechoo	Director of Lands & Resources	Mushkegowuk Council	14 Centre Road	P.O. Box 370	Moose Factory	ON	P0L1W0	1-705-268-3594 ext 230		verncheechoo@mushkegowuk.ca
Mr.	Matthew	Angees	Interim Executive Director / Education Liaison Officer	Shibogama Council	81 King St.	P.O. Box 449	Sioux Lookout	ON	P8T1A5	1-807-737-2662 ext 2280	1-807-737-1583	matthewa@shibogama.on.ca
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Ms.	Laura	Sayers	Environmental Advisor	Shibogama Council	82 King St.	P.O. Box 450	Sioux Lookout	ON	P8T1A6	1-807-737-2662 ext 2252	1-807-737-1583	lauras@shibogama.on.ca
Mr.	Frank	McKay	Council Chair/CEO	Windigo First Nations Council	160 Alcona Drive	P.O. Box 299	Sioux Lookout	ON	P8T1A3	1-807-737-1585 ext 7707	1-807-737-3133	fmckay@windigo.on.ca
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Appendix E

Government Agencies, Public and Stakeholder Contact List

Title	First Name	Last Name	Job Title	Organization / Community	Address_1	Address_2	City	Prov	Postal Code	Phone	Fax	Email
Regulatory Agencies / Government Review Team												
Provincial Agencies												
Mr.	Robert	Greene	Director	Ministry of Community Safety and Correctional Services	George Drew Building, 13th Floor	25 Grosvenor Street	Toronto	ON	M7A1Y6	1-416-314-6683	1-416-327-1740	robert.greene@ontario.ca
Ms.	Gillian	Lee	A/Manager Research and Program Evaluation Unit/Research Planning & Analysis Section	Ontario Provincial Police Business Management Bureau	777 Memorial Avenue	1st Floor	Orillia	ON	L3V7V3	1-705-329-7571	1-705-329-7596	gillian.lee@opp.ca
Mr.	Michael	Falconi	Manager (A), Cabinet Office Liaison Unit, Policy Coordination Branchy	Ministry of Economic Development, Job Creation and Trade	900 Bay Street	7th Floor, Hearst Block	Toronto	ON	M7A2E1	1-416-325-8546	1-416-325-6234	michael.falconi@ontario.ca
Mr.	Michael	Helfinger	Senior Policy Advisor, Cabinet Office Liaison Unit, Policy Coordination Branch	Ministry of Economic Development, Job Creation and Trade	900 Bay Street	7th Floor, Hearst Block	Toronto	ON	M7A2E1	1-416-325-6519	1-416-325-6534	michael.helfinger@ontario.ca
Mr.	Andrea	Pastori	Cabinet Liaison and Strategic Policy Branch Coordinator, Strategic Policy and Analytics Branch, Strategic, Network and Agency Policy Division	Ministry of Energy, Northern Development and Mines	77 Grenville Street	6th Floor	Toronto	ON	M7A1B3	1-416-327-7276		andrea.pastori@ontario.ca
Sir/Madam				Ministry of Indigenous Affairs	160 Bloor Street East	Suite 400	Toronto	ON	M7A2E6	1-416-325-5110	1-416-314-1165	
Ms.	Victoria	Kosny	Manager, Community Planning and Development, Northern Municipal Services Office - Thunder Bay	Ministry of Municipal Affairs	435 James Street South	Suite 223	Thunder Bay	ON	P7E6S7	1-807-473-3025	1-807-475-1196	victoria.kosny@ontario.ca
Mr.	Justin	Standeven	Regional Planning Coordinator	Ministry of Natural Resources and Forestry	5520 Hwy #101 East	Postal Bag 3020	South Porcupine	ON	P0N1H0	1-705-235-1172	1-705-235-1246	justin.standeven@ontario.ca
Ms.	Tracey	Dawson-Kinnonen	Manager, Strategic Support Unit	Ministry of Energy, Northern Development and Mines	933 Ramsey Lake Road	Willet Green Miller Centre, 2nd Floor	Sudbury	ON	P3E6B5	1-705-670-5806	1-705-670-5803	tracey.dawson-kinnonen@ontario.ca
Ms.	Jennifer	Paetz	Initiatives Coordinator, Strategic Support Unit	Ministry of Energy, Northern Development and Mines	933 Ramsey Lake Road	Willet Green Miller Centre, 2nd Floor	Sudbury	ON	P3E6B5	1-705-670-5918	1-705-670-5803	jennifer.paetz@ontario.ca
Ms.	Karla	Barboza	Team Lead (A), Heritage, Heritage Program Unit, Programs and Services Branch	Ministry of Tourism, Culture and Sport	401 Bay Street	Suite 1700	Toronto	ON	M7A0A7	1-416-314-7120		karla.barboza@ontario.ca
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Mr.	James (Jim)	Antler	Policy Advisor, Northern Policy and Planning Unit, Tourism Policy and Research Branch	Ministry of Tourism, Culture and Sport	447 McKeown Avenue	Suite 203	North Bay	ON	P1B9S9	1-705-494-4159	1-705-494-4086	james.antler@ontario.ca
Ms.	Dawn	Irish	Manager, Environmental Policy Office, Transportation Planning Branch	Ministry of Transportation	301 St. Paul Street	Garden City Tower, 2nd Floor	St. Catharines	ON	L2R7R4	1-905-704-3176	1-905-704-2007	dawn.irish@ontario.ca
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Federal Agencies												
Ms.	Alexandra	Oakes	Project Manager, Ontario Region	Canadian Environmental Assessment Agency	55 York Street	6th Floor	Toronto	ON	M5J1R7	416-952-1576		alexandra.oakes@canada.ca
Mr.	Sandro	Leonardelli	Manager, Environmental Assessment Section, Environmental Protection Branch - Ontario Region	Environment and Climate Change Canada	4905 Dufferin Street		Downsview	ON	M3H5T4	1-416-739-5858		sandro.leonardelli@canada.ca
Ms.	Denise	Fell	Environmental Assessment Officer	Environment and Climate Change Canada	867 Lakeshore Rd.	5th Floor, Office L507	Burlington	ON	L7S1A1	1-905-336-4951		denise.fell@canada.ca
Sir/Madam				Department of Fisheries and Oceans	867 Lakeshore Rd.		Burlington	ON	L7S1A1			fisheriesprotection@dfo-mpo.gc.ca
Sir/Madam				Crown-Indigenous Relations and Northern Affairs Canada	655 Bay Street	3rd Floor	Toronto	ON	M5G2K4			EACoordination_ON@aandc-aandc.gc.ca
Ms.	Shannon	Doyle	Reginal Manager, Lands	Indigenous Services Canada	655 Bay Street	8th Floor	Toronto	ON	M5G2K4			shannon.doyle@canada.ca
Sir/Madam				Transport Canada								EnviroOnt@tc.gc.ca
EA Coordination Team												
Mr.	Dave	Barker	District Resources Manager Supervisor	Ministry Natural Resources and Forestry	208 Beamish Ave. W.	P.O. Box 640	Geraldton	ON	P0T1M0	1-807-854-1810		dave.barker@ontario.ca
Mr.	Jason	Frchette	Indigenous Liaison Officer	Ministry of Energy, Northern Development and Mines	435 James Street South		Thunder Bay	ON	P7E6S7	1-807-475-1285		jason.frechette@ontario.ca
Ms.	Ariane	Heisey	Team Lead, Environmental Assessment and Land Use Planning	Ministry of Energy, Northern Development and Mines	123 Edward Street	13th Flr, Suite 1305	Toronto	ON	M5G1E2	1-416-212-8206		ariane.heisey@ontario.ca
Ms.	Agni	Papageorgiou	Special Project Officer, Environmental Assessment and Permissions Branch	Ministry of the Environment, Conservation and Parks	135 St. Clair Avenue West	1st Floor	Toronto	ON	M4V 1P5	416.314.8214		Agni.Papageorgiou@ontario.ca
Ms.	Alexandra	Oakes	Project Manager, Ontario Region	Canadian Environmental Assessment Agency	55 York Street	6th Floor	Toronto	ON	M5J1R7	416-952-1576		alexandra.oakes@canada.ca
Municipalities												
Mr.	Bill	Mauro	Mayor	City of Thunder Bay	500 Donald St. E.	City Hall	Thunder Bay	ON	P7C5K4	1-807-625-3600		bmauro@thunderbay.ca
Mr.	Norm	Gale	City Manager	City of Thunder Bay	500 Donald St. E.	City Hall, 2nd Floor	Thunder Bay	ON	P7E5V3	1-807-625-2224		
Mr.	Renald	Beaulieu	Mayor	Municipality of Greenstone	1800 Main Street	P.O. Box 70	Geraldton	ON	P0T1M0	1-807-854-1100		renald.beaulieu@greenstone.ca
Ms.	Gabrielle	Lecuyer	Office of the Clerk	Municipality of Greenstone	1800 Main Street	P.O. Box 70	Geraldton	ON	P0T1M0	1-807-854-1100 ext 2059		gabrielle.lecuyer@greenstone.ca
Mr.	Karl	Hopf	Mayor	Township of Pickle Lake	2 Anne St. S.	P.O. Box 340	Pickle Lake	ON	P0V3A0	1-807-928-2034	1-807-928-2708	mavor-kh@picklake.org
Ms.	Tanis	Jonasson	Reception	Township of Pickle Lake	2 Anne St. S.	P.O. Box 340	Pickle Lake	ON	P0V3A0	1-807-928-2034	1-807-928-2708	reception@picklake.org
Provincial and Federal Elected Representatives												
Ms.	Patty	Hajdu	Member of Parliament for Thunder Bay- Superior North	MP Thunder Bay - Superior North	Confederation Building 278 House of Commons 705 Red River Road	Unit 3	Thunder Bay	ON	P7B 1J3	1-807-766-2090		patty.hajdu@parl.gc.ca
Mr.	Michael	Gravelle	Member of Provincial Parliament for Thundery Bay - Superior North	MPP Thunder Bay - Superior North	179 South Algoma Street		Thunder Bay	ON	P7B 3C1	1-807-345-3647	1-807-345-2922	mgravelle.mpp.co@liberal.ola.org
Mr.	Don	Rusnak	Member of Parliament for Thunder Bay - Rainy River	MP Thunder Bay - Rainy River	The Valour Building, Suite 950	House of Commons	Ottawa	ON	K1A0A6	1-800-667-6186		don.rusnak@parl.gc.ca
Ms.	Judith	Monteith-Farrel	Member of Provincial Parliament for Thunder Bay - Atitokan	MPP Thunder Bay - Atitokan	905 Victoria Avenue East	Suite 1	Thunder Bay	ON	P7C 1B3	1-807-625-1160		
					Room 207	North Wing, Main Legislative Building, Queen's Park	Toronto	ON	M7A1A8	1-416-325-9820	1-416-325-9800	jmonteith-farrel-QP@ndp.on.ca

Title	First Name	Last Name	Job Title	Organization / Community	Address_1	Address_2	City	Prov	Postal Code	Phone	Fax	Email
Mr.	Greg	Rickford	Member of Provincial Parliament for Kenora-Rainy River	MPP Kenora - Rainy River	409 George Street		Thunder Bay	ON	P7E5Y9	1-807-622-1920	1-807-622-3263	jmonteith-farrel-CO@ndp.on.ca
					279 Scott Street	Unit 1	Fort Frances	ON	P9A1G8	1-807-274-7619	1-807-274-3721	greg.rickford@pc.ola.org
					300 McClellan Avenue	East Room	Kenora	ON	P9N1A8	1-807-467-2415	1-807-467-2641	
Mr.	Gilles	Bisson	Member of Provincial Parliament for Timmins	MPP Timmins	439 Government Street	Unit 2	Dryden	ON	P8N2P4	1-807-223-6456	1-807-223-6593	
					Room 114	Main Legislative Building, Queen's Park	Toronto	ON	M7A1A5	1-416-325-7122	1-416-325-7181	gbisson@ndp.on.ca
					60 Willson Avenue	Suite 202	Timmins	ON	P4N2S7			
Emergency and Medical Services												
Mr.	John	Hay	Fire Chief	Thunder Bay Fire Rescue	Station 1, Vickers Street North		Thunder Bay	ON	P7C4B2	1-807-625-2103		jhay@thunderbay.ca
Mr.	Jim	Runciman	Director of Fire Services/Fire Chief	Municipality of Greenstone - Fire Services	1800 Main Street	P.O. Box 70	Geraldton	ON	P0T1M0	1-807-854-1100 ext 2007		jim.runciman@greenstone.ca
Sir/Madam				Pickle Lake Fire Department						1-807-928-2316	1-807-928-2708	
Air Services												
Catholic and Public District School Boards												
Ms.	Deborah	Massaro	Board Chair	Lakehead District School Board	2135 Sills Street		Thunder Bay	ON	P7E5T2	1-807-767-3673		dmassaro@lakeheadschoools.ca
Ms.	Pauline	Mcrae	Board Chair	Superior-Greenstone District School Board	12 Hemlo Drive	P.O. Box 1797	Marathon	ON	P0T2E0	1-807-229-7787		pmcrae@sgdsb.on.ca
Mr.	Bob	Hupka	Board Chair	Thunder Bay Catholic District School Board	459 Victoria Avenue West		Thunder Bay	ON	P7C0A4	1-807-625-1547		bhupka@tbschools.ca
Ms.	Maria	Vasanelli	Interim Director of Education	Superior North Catholic District School Board	21 Simcoe Plaza		Terrace Bay	ON	P0T2W0			mvasanelli@snedsb.on.ca
Crown Land Tenure and Claim Holders												
Mr.	Mark	Baker	Vice President, Projects Mining and Exploration	Noront Resources Ltd.	212 King Street West	Suite 502	Toronto	ON	M5H1K5	416-367-1444 ext 111	416-367-5444	mark.baker@norontresources.com
Sir/Madam				Macdonald Mines Exploration Ltd.	145 Wellington Street West	Suite 1001	Toronto	ON	M5J1H8	1-416-364-4986	1-416-364-2753	info@macdonaldmines.com
Mr.	Alan	Coutts	Director	Noront Muketei Minerals Ltd.	110 Yonge Street	Suite 400	Toronto	ON	M5C1T4			
Mr.	Gregory	Rieveley	Director	Noront Muketei Minerals Ltd.	110 Yonge Street	Suite 400	Toronto	ON	M5C1T4			
Sir/Madam				Canada Chrome Corporation	141 Adelaide Street West		Toronto	ON	M5H3L5	1-416-642-3575		
Sir/Madam				Abitibi Royalties Inc.	2864 Chemin Sullivan		Val-d'Or	QC	J9P0B9	1-888-392-3857		info@abitiroyalties.com
Sir/Madam				Metalex Ventures Ltd.	203-1364 Harve Avenue		Kelowna	BC	V1Y6G2	1-250-860-8599	1-250-860-1362	investorinfo@metalexventures.ca
Mr.	Chris	Angeconeb	President & CEO	Aurcrest Gold Inc.						1-807-737-5353		christopherangeconeb@gmail.com
Sir/Madam				De Beers Canada Inc.	1601 Airport Road NE	Suite 300	Calgary	AB	T2E6Z8	1-403-930-0991		
Sir/Madam				De Beers Canada Inc.	5120 49th Street	Suite 300	Yellowknife	NT	X1A1P8	1-867-766-7300		
Mr.	Peter H.	Smith	President & CEO	Fancamp Exploration Ltd.	340 Victoria Avenue		Westmount	QC	H3Z2M8	1-514-481-3172		
Ms.	Debra	Chapman	CFO	Fancamp Exploration Ltd.	7290 Gray Avenue		Burnaby	BC	V5J3Z2	1-604-434-8829	1-604-434-8823	
Mr.	Steven	Siemienuik	Director	Superior Exploration Ltd.	310 Talbot Street		Thunder Bay	ON	P7A1J7			
Ms.	Kimberly	Siemienuik	Director	Superior Exploration Ltd.	310 Talbot Street		Thunder Bay	ON	P7A1J7			
Sir/Madam				Debut Diamonds Inc.	1382 Queen Street East		Toronto	ON	M4L1C7	1-416-698-6331		info@ismarts.com
Sir/Madam				Platinex Inc.	20 William Roe Boulevard	Suite 807	Newmarket	ON	L3Y5V6	1-905-470-6400	1-888-470-6450	info@platinex.ca
				Perry Vern English								
				Michael Albert Haveman								
Mr.	Brent	Clark	Geologist	Clark Exploration and Consulting Inc.	941 Cobalt Crescent		Thunder Bay	ON	P7B5Z4	1-807-622-3284	1-807-622-4156	info@clarkexploration.com
Interest Groups												
Mr.	Paul	Pepe	Tourism Manager	Tourism Thunder Bay						807-625-3880		ppepe@thunderbay.ca
Sir/Madam				Thunder Bay International Airport	640-100 Princess Street		Thunder Bay	ON	P7E6S2	807-473-2600		
Sir/Madam				Leuenberger Air Service	7 Beach Road		Nakina	ON	P0T2H0	1-888-246-6533	1-807-329-5267	
Sir/Madam				Nakina Air Service Ltd.	450 Cordlingley Lake Road		Nakina	ON	P0T2H0	1-807-329-5919		
Mr.	Merle	Cameron		Camp Lake St Joseph (Summer Contact)	Box 301		Pickle Lake	ON	P0V3A0	705-461-5456		camp@lakestjoseph.com
Mr. & Ms.	Doug & Shelly	Earl		Camp Lake St Joseph (Winter Contact)	4 Crawford Street		Brockville	ON	K6V1S1	705-848-0194		
Mr	Pete	Johnson	President	Osnaburgh Airways Ltd./Pickle Lake Outposts	P.O. Box 220		Pickle Lake	ON	P0V3A0	1-807-928-2547	1-807-928-2908	johnsonpl@yahoo.com
Mr.	Richard	Moskotaywenene		Makoop Lake Lodge	P.O. Box 45		Bearskin Lake	ON	P0V1E0	1-807-363-9914	1-807-363-9911	richardmosk@yahoo.com
Mr. & Ms.	Wendy & John	Grace		Old Post Lodge (Summer)	P.O. Box 380		Pickle Lake	ON	P0V3A0	807-928-2802		
				Old Post Lodge (Winter)	P.O. Box 336		Goderich	ON	N7A4C6	519-524-1173		
Ms.	Colette	Cameron		Oz Lake Lodge & Motel (Summer)	Box 301		Pickle Lake	ON	P0V3A0	807-928-2688		colettecameron9@yahoo.com
				Oz Lake Lodge & Motel (Winter)	11 Axmith Avenue		Elliot Lake	ON	P5A1B5	705-690-7141		
Mr	Don	Dalzell		Pickle Lake Hotel	1 Koval Street		Pickle Lake	ON	P0V3A0	807-356-0213		plh511@outlook.com
Mr. & Ms.	Gary & Judy	Turner		White Sands Camp	General Delivery		Savant Lake	ON	P0V2S0	807-808-0220		fish@whitesandscamp.ca
Sir/Madam				Greenstone Snow Club	Box 748		Longlac	ON	P0T2A0			
Sir/Madam				Thunder Bay Adventure Trails Snowmobile Club	P.O. Box 29190		Thunder Bay	ON	P7B6P9			tbat_den@hotmail.com
Sir/Madam				North Western Ontario Snowmobile Trails Association	District 17 Site 220 Box 10	RR2	Dryden	ON	P8N2Y5	807-938-7513	807-937-2137	
Sir/Madam				Canadian Council of Snowmobile Organizations	P.O. Box 21059		Thunder Bay	ON	P7A8A7	807-345-5299		
Ms.	Deb	Bain	Project and Operations Coordinator	Federation of Northern Ontario	615 Hardy Street		North Bay	ON	P1B8S2	705-567-9361 ext. 258		fonom.info@gmail.com
Mr.	Alan	Spacek	President	Federation of Northern Ontario	615 Hardy Street		North Bay	ON	P1B8S2			alspacek@gmail.com
Mr.	Danny	Whalen		Federation of Northern Ontario	615 Hardy Street		North Bay	ON	P1B8S2			dwhalen@temiskamingshores.ca
Mr.	Brian	Bigger		Federation of Northern Ontario	615 Hardy Street		North Bay	ON	P1B8S2			mayor@greatersudbury.ca
Sir/Madam				Federation of Ontario Cottage Association	159 King Street, Suite 201		Peterborough	ON	K9J2R8	705-749-3622		info@foca.on.ca
Sir/Madam				Geraldton Chamber of Commerce	Box 128		Geraldton	ON	P0T1M0			
Sir/Madam				Longlac Chamber of Commerce	P.O. Box 877		Longlac	ON	P0T2A0			
Mr.	Richard	Shwedack	General Manager	Green Forest Management	1120 Suite 200	Premier Way	Thunder Bay	ON	P7B0A3	807-343-6581		richard@gfmontario.ca
				Greenmantle Forest Inc	179 25th Side Road		Roslyn	ON	P7K0B9	807-939-1911		info@greenmantle.ca
Mr.	Jeff	MacDonald	President	North of Superior Trapping Association						807-823-0417		jeffandvikkimac@sympatico.ca
Mr.	Rick	Dumas	Vice President Thunder Bay District Municipal League	Northwestern Ontario Municipal Association	Box 10308		Thunder Bay	ON	P7B 6T8	807-683-6662		mayor@marathon.ca
Sir/Madam				Ontario Parks Association	7856 5th Line South		Milton	ON	L9T 2X8	905-864-6182		opa@ontarioparksassociation.ca
Mr.	Gary	Clark	Ontario Prospectors Association	Garry Clark	1000 Alloy Drive		Thunder Bay	ON	P7B6A5	807-622-3284		gclark@ontariopropectors.com
				Ontario Recreational Canoeing and Kayaking Association	93A Industrial Parkway South		Aurora	ON	L4G3V5	416-426-7016		info@orcka.ca



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