

Webequie Supply Road

SUMMARY OF PROJECT DESCRIPTION

Webequie First Nation

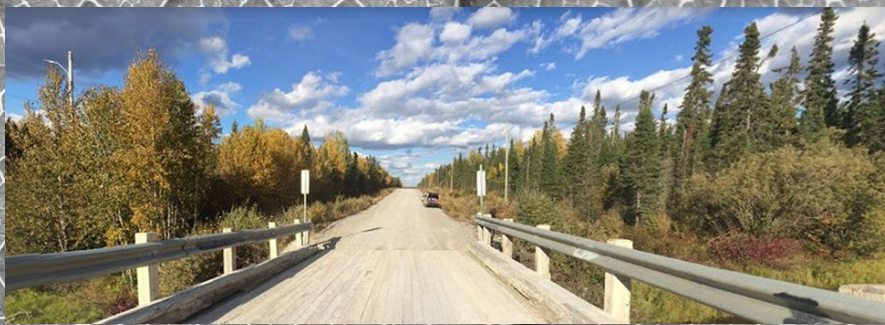




Table of Contents

1	GENERAL INFORMATION AND PROPONENT CONTACTS.....	1
1.1	Nature and Purpose of Project.....	1
1.2	Project Proponent Contact Information.....	1
1.3	List of Parties Consulted During Preparation of the Project Description.....	2
2	PROJECT INFORMATION.....	5
2.1	General Description of the Project.....	5
2.2	Relevant Provisions in Regulations Designating Physical Activities Subject to CEAA.....	6
2.3	Project Activities and Components.....	6
2.4	Emissions, Discharges and Waste.....	10
2.5	Construction, Operation, Decommissioning and Abandonment Phases and Scheduling.....	12
3	PROJECT LOCATION.....	14
3.1	Description of the Designated Project's Location.....	14
3.2	Project Alternatives.....	16
3.2.1	Construction Camps.....	16
3.2.2	Aggregate Source Locations and Access Roads.....	16
3.3	Land and Water Use.....	19
4	FEDERAL INVOLVEMENT – FINANCIAL SUPPORT, LANDS AND LEGISLATIVE REQUIREMENTS.....	21
4.1	Proposed or Anticipated Federal Financial Support.....	21
4.2	Federal Lands.....	21
4.3	Federal Permits, Licences, or Other Authorizations.....	21
4.4	Provincial Permits, Licenses, or Other Authorizations.....	22
5	ENVIRONMENTAL EFFECTS.....	25
5.1	Physical and Biological Setting.....	25
5.1.1	Vegetation and Surficial Geology.....	25
5.1.2	Hydrology.....	25
5.1.3	Wildlife.....	25
5.1.4	Fisheries.....	26
5.1.5	Climate.....	28
5.1.6	Anthropogenic Uses.....	28



5.2	Changes to Fish and Fish Habitat, Aquatic Plants and Migratory Birds, as defined by the Respective Federal Legislation	28
5.2.1	Fish and Fish Habitat as Defined in the <i>Fisheries Act</i>	28
5.2.2	Migratory Birds, as Defined in the <i>Migratory Birds Convention Act</i>	28
5.2.3	Species at Risk as defined in the <i>Species at Risk Act</i>	29
5.3	Environmental Changes That May Occur on Federal Lands, in Other Provinces, or Outside of Canada	35
5.4	Effects on Aboriginal Peoples from Changes to the Environment as a Result of Carrying Out Designated Project	41
6	PROPONENT ENGAGEMENT AND CONSULTATION WITH ABORIGINAL GROUPS	45
6.1	Past Consultation on Related Projects	45
6.1.1	Matawa Winter Road Re-Alignment Study	47
6.1.2	Noront Eagle's Nest Mine EIS/EA	48
6.1.2.1	Indigenous Consultation	48
6.1.2.2	Non-Indigenous Consultation.....	49
6.1.3	Consultation on the All-Season Community Road Studies	50
6.1.3.1	Indigenous Community Engagement.....	50
6.1.3.2	Non-Indigenous Consultation.....	53
6.2	Engagement and Consultation with Indigenous Groups on the Proposed Project	53
6.2.1	Indigenous Communities to be Consulted	54
6.2.2	The Webequie Three-Tier Approach to Consultation	56
6.2.3	Planned Methods of Engagement with Indigenous Groups	58
6.2.4	Indigenous Traditional Knowledge.....	60
6.2.4.1	How Traditional Knowledge will be Used.....	61
6.2.5	Consultation Activities and Events Conducted to Date	61
6.2.6	Key Comments and Concerns Expressed by Indigenous Groups/Community Members to Date	67
7	CONSULTATION WITH THE PUBLIC AND OTHER PARTIES	72
7.1	Public and Other Stakeholder Groups to be Consulted	72
7.1.1	Planned Public and Stakeholder Consultation Activities	72
7.1.2	Consultation Activities for Public and Other Stakeholders to Date.....	74
7.1.3	Comments and Concerns Expressed to Date by the Public and Other Stakeholders	74



Webeque Supply Road Summary of Project Description



7.2	Consultation with Government Agencies	75
7.2.1	Government Review Team	75
7.2.2	Environmental Assessment (EA) Coordination Team	76
7.2.3	Comments to Date	76

Figures

Figure 1: Webeque Supply Road Project Location	15
Figure 2: Project Area Features and Supply Road Alignment Alternatives	18
Figure 3: Watersheds and Subwatersheds	27
Figure 4: Webeque First Nation Three-Tier Approach to Consultation	56

Tables

Table 1.1: Proponent Contact Information	1
Table 2.1: Webeque First Nation Supply Road Project Components	8
Table 2.2: Initial Estimate of Greenhouse Gas Emissions	12
Table 2.3: High-level Project Phasing Schedule	13
Table 4.1: Federal Permits, Licences and Other Authorizations	21
Table 4.2: Provincial Permits, Licences and Other Authorizations	22
Table 5.1: Species at Risk, Habitat Characteristics and Preliminary Presence/Absence Determination ...	30
Table 5.2: Potential Environmental Impacts and Mitigation Measures Associated with Project Components	35
Table 5.3: Potential Effects of Designated Project on Indigenous Peoples	42
Table 6.1: Past Consultation on Related Projects	45
Table 6.2: Indigenous Communities Consulted/Engaged on the Eagle's Nest Mine EA	49
Table 6.3: Description of Engagement/Consultation Activities with Indigenous Peoples During ASCR Study	51
Table 6.4: Indigenous Communities to be Consulted/Engaged	55
Table 6.5: Indigenous Consultation and Engagement Methods	58
Table 6.6: Overview of Activities and Events Conducted with Potentially Affected Indigenous Communities to Date	62
Table 6.7: Key Comments and Concerns Expressed by Indigenous groups/Community Members to Date and Proponent Responses	68
Table 7.1: Planned Public and Stakeholder Methods of Engagement	72
Table 7.2: Webeque Supply Road Government Review Team Involvement to Date	75



ACRONYMS AND ABBREVIATIONS

ASCR	All-Season Community Road
CEAA	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)
FWCA	Fish and Wildlife Conservation Act
GRT	Government Review Team
ISC	Indigenous Services Canada
Km	Kilometre
LiDAR	Light detection and ranging (surveying method)
MBCA	Migratory Birds Convention Act
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
ToR	Terms of Reference (for Ontario environmental assessment)
WFN	Webequie First Nation
WSR	Webequie Supply Road



1 General Information and Proponent Contacts

1.1 Nature and Purpose of Project

The Webequie First Nation Supply Road (“the Project”, “WSR”) is located in Northwestern Ontario and will run in a southeast direction from the Webequie community for 51 km; then easterly for 56 km to a termination point near McFaulds Lake, Ontario, terminating at a location close to the Eagle’s Nest Mine proposed by Noront Resources. Seventeen (17) km of the corridor is located on Webequie First Nation Reserve lands.

The primary purpose of the Project is to construct and operate 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. It is expected that there will ultimately be an all-season road connection between the provincial highway system and the McFaulds Lake area to ensure the viability of mine developments. This means that, with implementation of the Project, it is likely that Webequie First Nation would also have year-round access to the provincial highway system.

1.2 Project Proponent Contact Information

Table 1.1 presents the contact information for the project proponent.

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 Summary 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
- 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



Webequie Supply Road Summary of Project Description



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
- 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.



Webequie Supply Road Summary of Project Description



- Tourism Thunder Bay
- Thunder Bay International Airport
- Leuenberger Air Service
- Nakina Air Service Ltd.
- Camp Lake St Joseph
- Osnaburgh 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



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 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. 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 vehicles. The 35 m will accommodate a two-lane, gravel surface all-season road.



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 Project will also include aggregate pits/quarries located as close as possible to the supply road corridor, and associated access roads to connect these gravel sources to the corridor. Some of these will be retained to supply aggregates for road maintenance during the operations phase; those deemed unnecessary for this purpose will be decommissioned and restored.

There is an existing extensive winter road system that connects remote communities in the vicinity of the Project, including Webeque First Nation, to the provincial highway system (refer to Figure 1 in Section 3.1 of this Summary of the Project Description). Through the winter road network, Webeque 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 Webeque Supply Road and the existing winter road system, but such a connection would be available from the Webeque 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 Webeque Supply Road. It is not expected that the winter road would need physical improvements to serve such functions.



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 Project Activities and Components

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 road construction granular placement) 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);
- › 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



Webequie Supply Road Summary of Project Description



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.

Table 2.1 presents information on how these activities are associated with the respective project components and phases.



Table 2.1: Webeque First Nation 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 and support detailed engineering design by confirming ground conditions 	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 Earthmoving Leveling 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



Webequie Supply Road
Summary of Project Description



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 	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 Webeque 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 management practices, including but not limited to: using newer, well-maintained equipment, using



Webeque Supply Road Summary of Project Description



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 the 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** (Page 8), the preliminary estimate of greenhouse gas emissions attributable to the Project during construction is 73.2 kilotons of CO₂eq and during the operation 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.



Webeque Supply Road
Summary of 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														

The Webeque 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.



3 Project Location

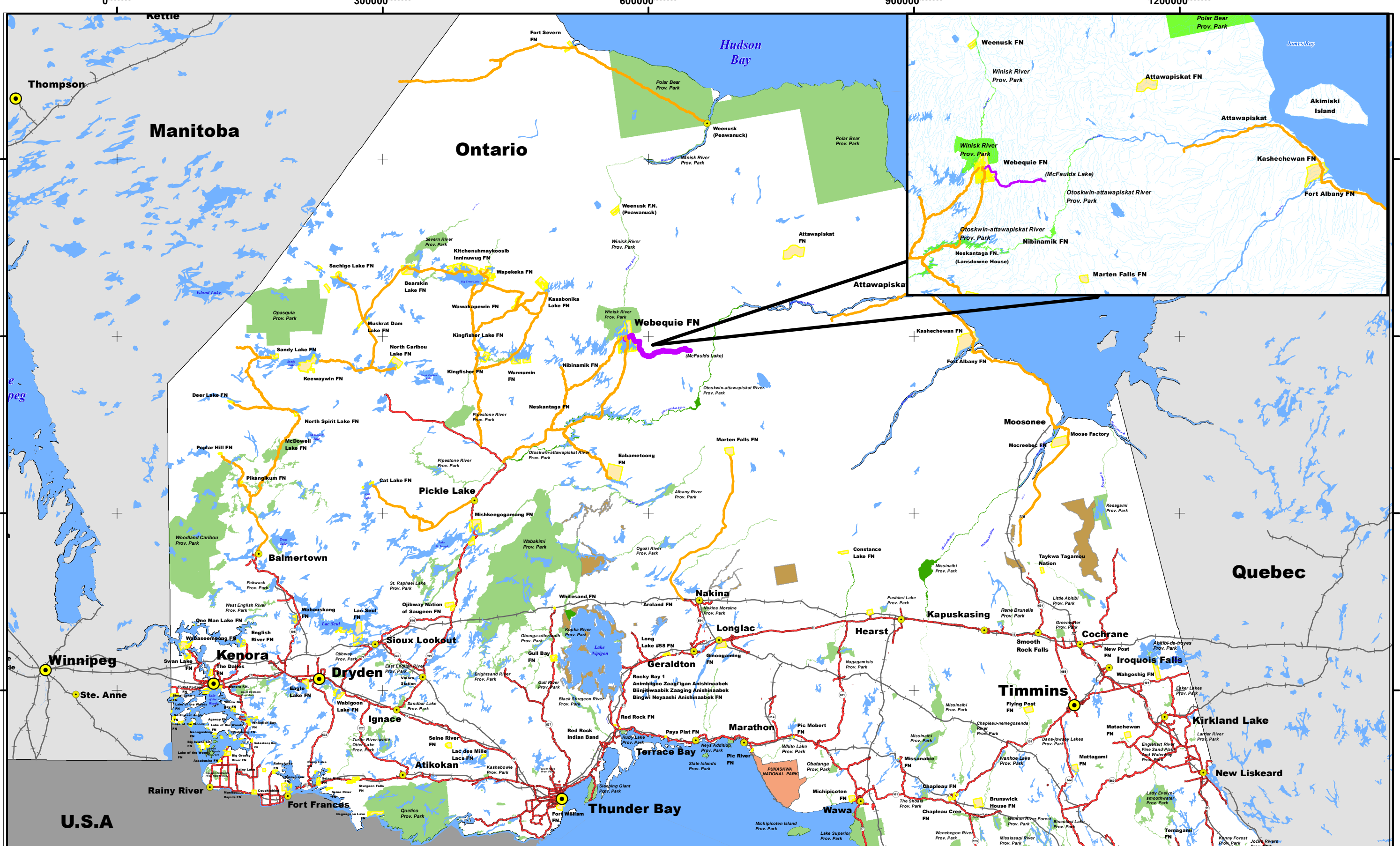
3.1 Description of the Designated Project's Location

The proposed project corridor is located in northwestern Ontario, near Webequie First Nation, which is located approximately 525 km northeast of Thunder Bay (refer to **Figure 1** for the regional and local context of the project's location). The corridor is to extend southeastward for 51 km from the Webequie First Nation community, before turning eastward for 56 km and terminating at the site of the proposed Eagle's Nest Mine. A total of 17 km of the proposed Project corridor sits within Webequie First Nation Reserve lands under federal jurisdiction. The total length of the proposed corridor is approximately 107 km.

The coordinates of the proposed Project area are as follows:

- › West limit in the vicinity of: Latitude: 52 degrees 56 minutes 50.32 seconds
Longitude: 87 degrees 21 minutes 19.79 seconds

- › East limit in the vicinity of: Latitude: 52 degrees 44 minutes 54.50 seconds
Longitude: 86 degrees 18 minutes 32.61 seconds



Legend Proposed Corridor for the Webeque Supply Road City/Town		Airports Winter Roads		All-Season Roads Rail		First Nations Reserve Federal National Park		Conservation Reserve Waterbody		Provincial Park	
									Webeque Supply Road Project Location		
						Date: 2019/07/08 Figure Number: 1			File Number: 649920 Sub Code: 0000 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 Webeque First Nation community was identified. These alternative routes will be subject to assessment during the environmental assessment process.

Figure 2 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 Webeque 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 Webeque 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 (Webeque 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 Webeque 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 volume of aggregate needed for construction. Aggregate will also be required to maintain and operate the



Webequie Supply Road Summary of Project Description

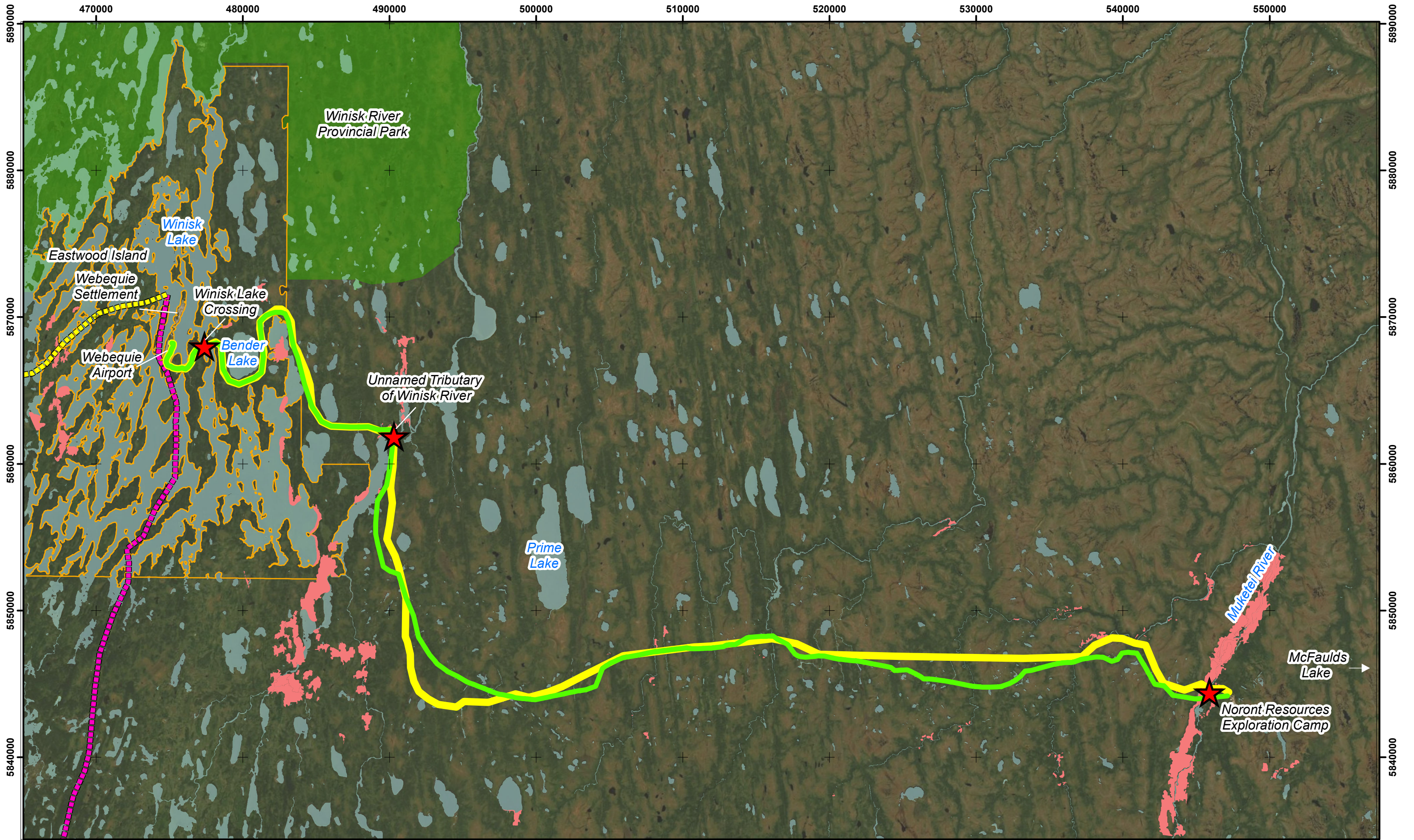


supply road. The total quantity of aggregate required is unknown at this time and will be determined during the detail design phase of the Project. Surface soils, such as till, is located throughout most of the north-south section of the proposed route of the road corridor, in parts of the east-west 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.

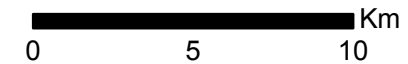
There are number of aggregate sources locations that provide options for extracting the material needed for the Project. The location of these potential aggregate sources is presented in **Figure 2**. A general description and characteristics of the potential aggregate source locations presented below.

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.



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



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
Figure Number: 2		Rev. 0



3.3 Land and Water Use

The Project Area is located on un-surveyed Ontario Crown lands and Webeque First Nation Reserve lands. Although Webeque 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 Webeque and Marten Falls First Nation community members. A total of 17 km of the project corridor sits on federal land comprising the Webeque First Nation Reserve, as shown in **Figure 1** and **Figure 2**.

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 Webeque First Nation, but have not specified as to whether these areas coincide with the project area (refer also to acknowledged shared areas within the Webeque 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 Webeque 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.



Webeque Supply Road Summary of Project Description



- Platinex Inc.
- 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).

Webeque 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. Webeque 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 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, to 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 CBLUP for that area.

The location of the proposed Webeque Supply Road corridor is consistent with the recommended land use areas and designations in the Webeque Draft CBLUP.

The current Draft Webeque First Nation CBLUP (March 2019) recognizes that there is shared territory with other First Nations within the lands that Webeque has identified as its proposed planning area, including areas shared with Neskantaga and Marten Falls that would be occupied by the Webeque Supply Road corridor. The Webeque CBLUP also notes that Webeque, 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 Webeque, Neskantaga and Marten Falls are ongoing, the shared areas cannot be shown at this time.



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 Webeque 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>	<ul style="list-style-type: none"> 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>	<ul style="list-style-type: none"> 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>	<ul style="list-style-type: none"> 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)	<ul style="list-style-type: none"> 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)	<ul style="list-style-type: none"> Facilitates the capture and transfer of wildlife
	Authorization under the <i>Fish and Wildlife Conservation Act</i> (1997)	<ul style="list-style-type: none"> 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)	<ul style="list-style-type: none"> Harvesting and/or cutting timber on Crown land



Webequie Supply Road
Summary of Project Description



Agency	Permit/Act	Corresponding Applicability to the Project
	Burn Permit under <i>Forest Fires Prevention Act</i> (1990)	<ul style="list-style-type: none"> Burning of materials from forest clearing, if required
	<i>Public Lands Act</i> (1990)	<ul style="list-style-type: none"> Works on crown lands and/or shore lands including geotechnical investigations, construction/upgrade of access roads and trails, culverts/bridges
	Land Use Permits	<ul style="list-style-type: none"> Necessary for access roads to and within Project site, temporary laydown and/or spoil areas
	<i>Far North Act</i> (2010)	<ul style="list-style-type: none"> 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)	<ul style="list-style-type: none"> 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)	<ul style="list-style-type: none"> Construction work occurring on Crown lands
	Work Permit under <i>Lakes and Rivers Improvement Act</i> (LRIA)	<ul style="list-style-type: none"> 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)	<ul style="list-style-type: none"> 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)	<ul style="list-style-type: none"> Potential for corridor/road construction to have effects on listed species or habitat
	Approval under <i>Health Protection and Promotion Act</i> (1990)	<ul style="list-style-type: none"> Facilitates provision of potable water and on- site sewage treatment and disposal systems at temporary construction camp(s)



Webequie Supply Road
Summary of Project Description



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
	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 Areas 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 3** 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 (MNRF, 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 (MNRF, 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 (MNRF, 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



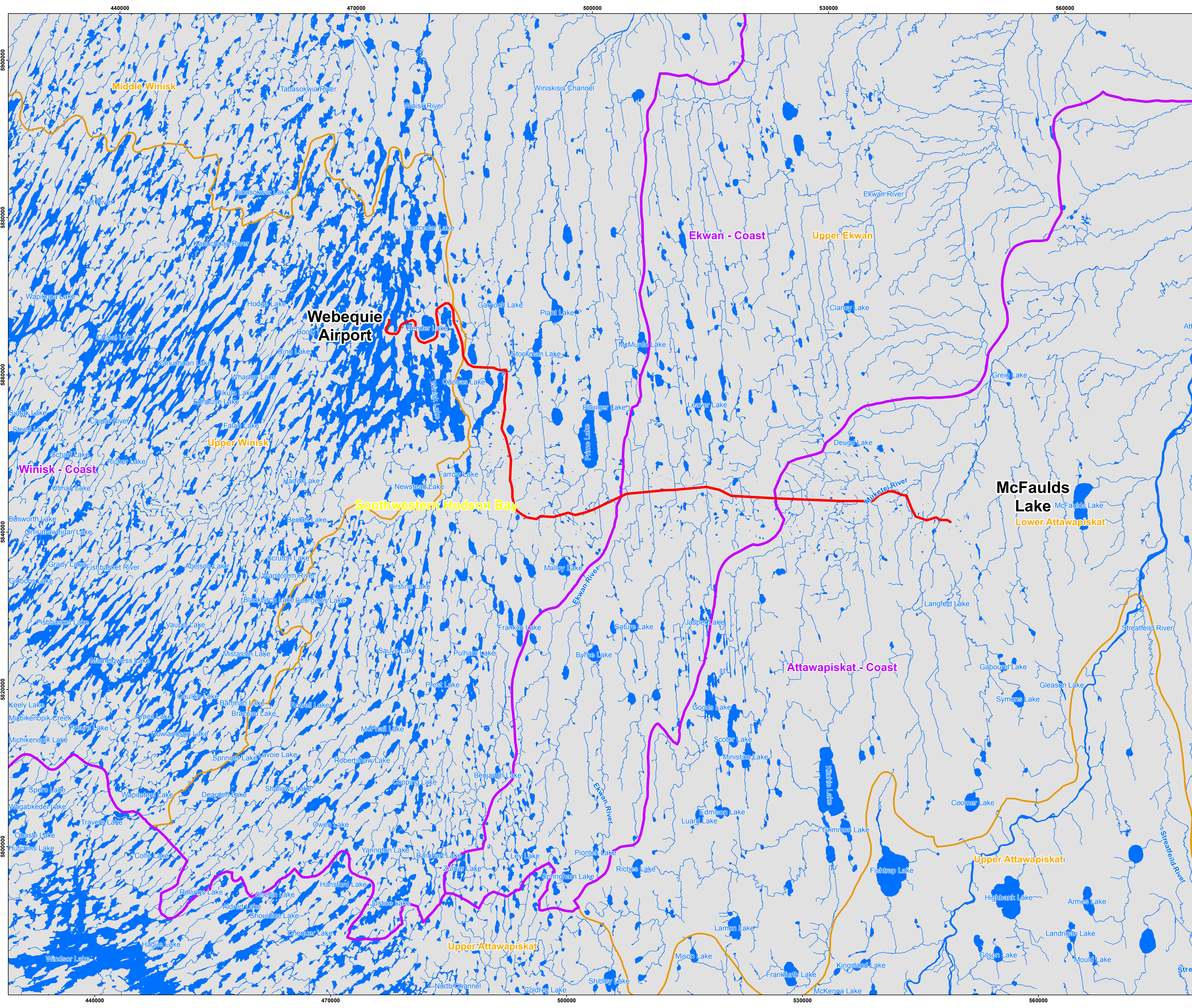
birds, with the exception of Canada Jay, Common Raven, Bald Eagle, Peregrine Falcon and Osprey, are protected under the *Migratory Birds Convention Act* (MBCA).

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 Study Area for the Project.

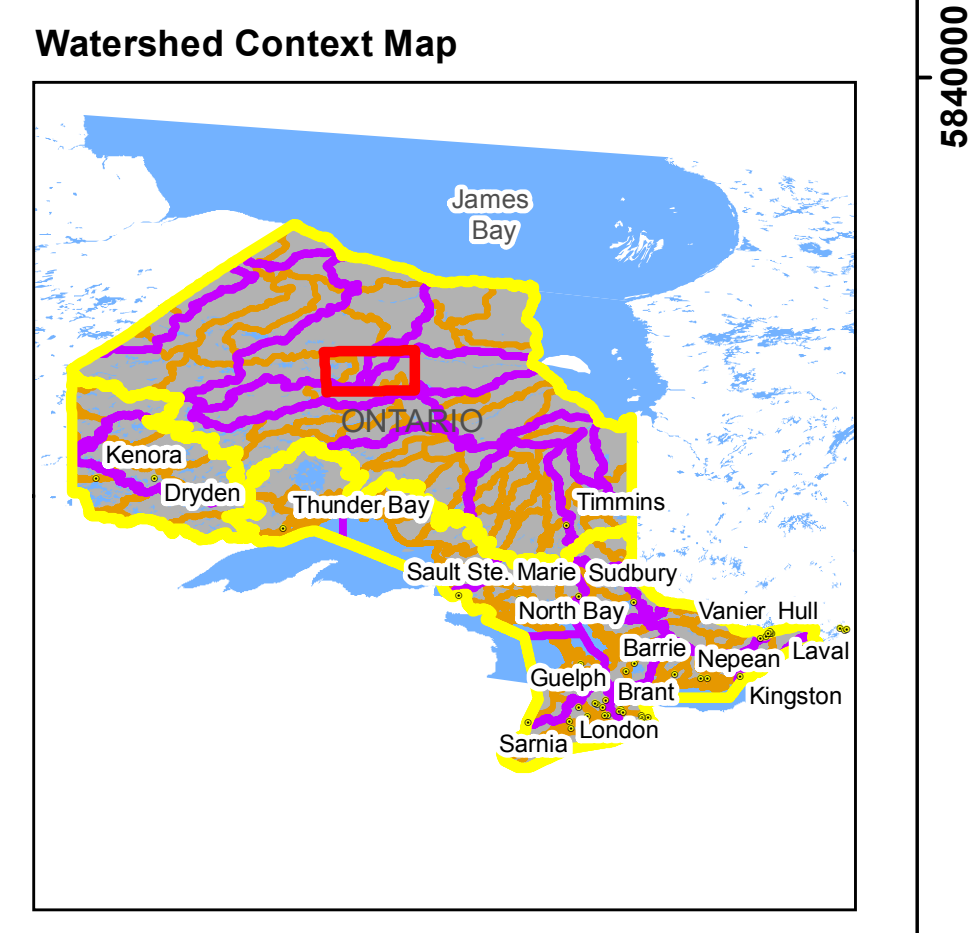
5.1.4 Fisheries

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 3**). Sport fish species that inhabit these rivers include Brook Trout (*Salvelinus fontinalis*), Cisco (*Coregonus artedi*), 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 3
Watersheds
and Subwatersheds



Legend

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

0 3.5 7 10.5 14 km

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





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 Webeque 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. Otoskwin/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 MBCA.



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 is not recommended 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**.



Webequie Supply Road
Summary of Project Description



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



Webequie Supply Road
Summary of Project Description



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



Webequie Supply Road
Summary of Project Description



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>Chliodonias 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



Webequie Supply Road
Summary of Project Description



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



Webequie Supply Road Summary of Project Description



- 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 1** and **Figure 2**.

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	<ul style="list-style-type: none"> 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



Webequie Supply Road Summary of Project Description



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



Webequie Supply Road Summary of Project Description



Project Component	Description	Potential Environmental Impacts and Mitigation Measures	Project Phase
<p>Construction of temporary supportive infrastructure (i.e., construction camps, access roads/trails, watercourse crossings, aggregate pits, and laydown areas) (Continued)</p>		<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. 	



Webequie Supply Road
Summary of Project Description



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)	<p>Mechanical clearing of vegetation using heavy equipment, chainsaws, brush-saws, etc.</p> <p>Topsoil stripping and stockpiling</p> <p>Earthmoving</p> <p>Leveling Grading</p> <p>Gravel installation</p> <p>Will take into consideration: required riparian buffer zones</p>	<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	<p>Single or multi-span bridges</p> <p>Exact type of structure depends on aquatic, navigation and alignment considerations</p>	<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	<p>Corrugated steel pipe, or other type of culvert</p>	<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	<p>Grading of disturbed areas</p> <p>Contouring of disturbed slopes to a stable profile</p> <p>Restoring natural drainage patterns where necessary</p>	<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



Webequie Supply Road Summary of Project Description



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



Webequie Supply Road Summary of Project Description



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 (Webeque First Nation Reserve) in the traditional territory of both Webeque 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 their traditional territories overlap or coincide those of Webeque 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 Webeque 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 Webeque First Nation CBLUP (March 2019) recognizes that there is shared territory with other First Nations within the lands that Webeque has identified as its proposed planning area, including areas shared with Neskantaga and Marten Falls that would be occupied by the Webeque Supply Road corridor. In addition, 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 Webeque CBLUP also notes that Webeque, 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 Webeque, Neskantaga and Marten Falls are ongoing, the shared areas cannot be shown at this time.

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 traditional territorial areas in proximity to the Webeque Supply Road corridor are shown in **Figure 1** and **Figure 2**. 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).



Webeque Supply Road
Summary of Project Description



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	Webeque 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	Webeque 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	Webeque 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	Webeque 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)	Webeque 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).



Webeque Supply Road Summary of Project Description



Indigenous Community Activity	Indigenous Community	Potential Effects to Identified Activities	Proposed Protection/Mitigation Measures
Socio-economic Environment	Webeque First Nation	Positive Effects/Benefits: <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. 	



Webeque Supply Road Summary of Project Description



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.

Table 6.1: Past Consultation on Related Projects

MATAWA WINTER ROAD RE-ALIGNMENT STUDY (2018)	
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



Webequie Supply Road Summary of Project Description



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 style="text-align: center;"><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.
List of Communities Engaged	<ul style="list-style-type: none"> – 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*

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

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 2** 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 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.

6.1.2 Noront Eagle's Nest Mine EIS/EA

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

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 Pre-Feasibility Study (ASCRS) 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.

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



Indigenous Group	Description of Engagement/Consultation Activities
	<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 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.

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;



Webequie Supply Road Summary of Project Description



- › 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 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
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

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:



- › Webeque 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 Webeque Three-Tier Approach to Consultation

The Webeque 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 Webeque First Nation people (refer to **Figure 4**).

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.

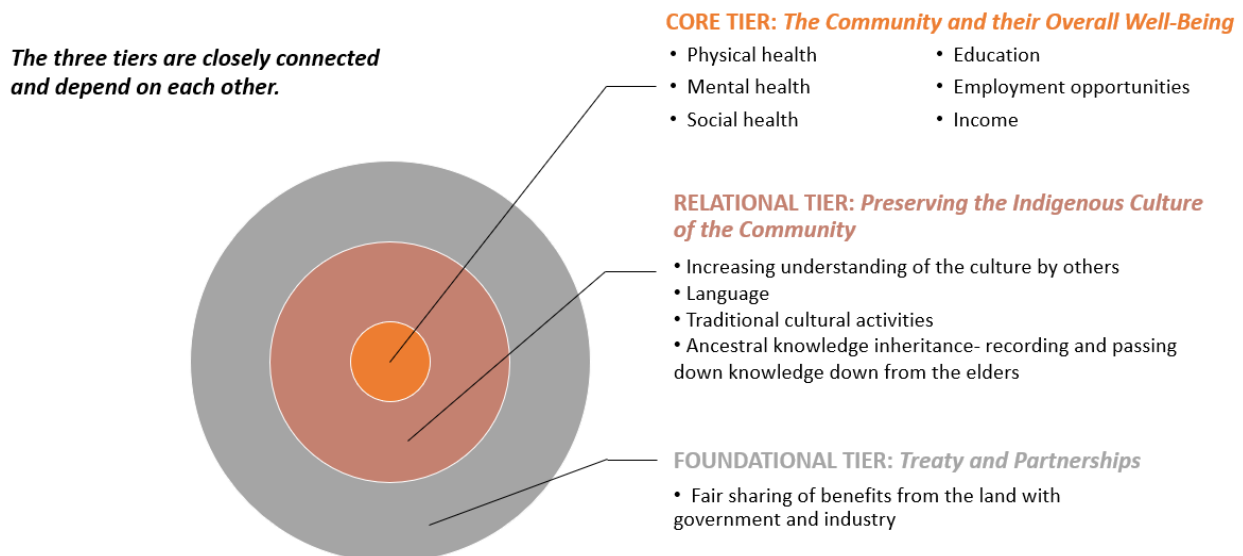


Figure 4: Webeque First Nation Three-Tier Approach to Consultation



Core Tier - Webeque First Nation

The community approach to project development and consultation in Webeque 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.

Ondatissiiwiin 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 Bimachiiowiin is a supply road project and, as such, must be explored and created.

Minobiimatissiiwiin 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 Webeque 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 Webeque's approach to consultation and project development involves outreach to and involvement of other potentially affected First Nations, many of whom are home to Webeque 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 Webeque 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 Webeque 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 Webeque 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 Webeque 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	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. Specific activities to be conducted during community visits include:



Method of Engagement	Description
	<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. <p>Key documents will be available at the Administration office of each Indigenous community for community members to review during public review periods.</p>
<p>Meeting with Off-Reserve Community Members</p>	<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>
<p>Engagement with Métis Nation of Ontario</p>	<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>
<p>Radio Information Sessions</p>	<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>
<p>Engagement with Tribal Councils and Nishnawbe Aski Nation</p>	<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>



Method of Engagement	Description
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. Some materials will be translated into the native language of the communities.
Audio and Visual Products	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.
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	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.

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 the 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 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.
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 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. 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 No.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 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 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 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
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 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.
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 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 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	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> No comments to date. 	
Attawapiskat First Nation	<ul style="list-style-type: none"> Asserted that the traditional territory of Attawapiskat First Nation coincides with the traditional territory of Webeque First Nation. 	<ul style="list-style-type: none"> Webeque First Nation and Attawapiskat First Nation to discuss further.
Constance Lake First Nation	<ul style="list-style-type: none"> No comments to date. 	



Indigenous Group	Description of Engagement/Consultation Activities	Proponent Response
Eabametoong First Nation	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Webeque First Nation will respond to project related issues by letter to Eabametoong First Nation.
Fort Albany First Nation	<ul style="list-style-type: none"> No comments to date. 	
Ginoogaming First Nation	<ul style="list-style-type: none"> No comments to date 	
Kasabonika Lake First Nation	<ul style="list-style-type: none"> Asserted overlap in traditional territory with Webeque 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. 	<ul style="list-style-type: none"> Webeque First Nation and Kasabonika Lake First Nation to discuss further.
Kashechewan First Nation	<ul style="list-style-type: none"> No comments to date. 	
Kingfisher Lake First Nation	<ul style="list-style-type: none"> No comments to date. 	
Kitchenuhmaykoosib Inninuwig (KI)	<ul style="list-style-type: none"> No comments to date. 	
Long Lake No. 58 First Nation	<ul style="list-style-type: none"> No comments to date. 	
Marten Falls First Nation	<ul style="list-style-type: none"> Noted that access, control, security and land management are potential issues that communities would be concerned about. 	<ul style="list-style-type: none"> Project Team noted these concerns and will assess issues of access, control, security and land management in the EA, where possible.



Indigenous Group	Description of Engagement/Consultation Activities	Proponent Response
Matawa Tribal Council	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Project Team will provide project updates at key milestones and will meet with Matawa Council upon request.
Métis Nation of Ontario – Region 2	<ul style="list-style-type: none"> No comments to date. 	
Mishkeegogamang First Nation	<ul style="list-style-type: none"> No comments to date. 	
Mushkegowuk Council	<ul style="list-style-type: none"> Requested to be informed of information updates and future meetings. 	<ul style="list-style-type: none"> Project Team will provide project updates at key milestones and will meet with Mushkegowuk Council upon request.
Neskantaga First Nation	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Webequie First Nation will respond to project related issues by letter to Neskantaga First Nation.
Nibinamik First Nation	<ul style="list-style-type: none"> No comments to date. 	
North Caribou Lake First Nation	<ul style="list-style-type: none"> No comments to date. 	
Shibogama Council	<ul style="list-style-type: none"> No comments to date. 	
Wapekeka First Nation	<ul style="list-style-type: none"> No comments to date. 	
Wawakapewin First Nation	<ul style="list-style-type: none"> No comments to date. 	



Webequie Supply Road
Summary of Project Description



Indigenous Group	Description of Engagement/Consultation Activities	Proponent Response
Weenusk (Peawanuck) First Nation	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Project Team noted that wildlife surveys and studies will be conducted throughout the EA.
Windigo First Nations Council	<ul style="list-style-type: none"> Interested in being informed on the Project, especially in relation to Windigo First Nation communities, namely North Caribou Lake First Nation. 	<ul style="list-style-type: none"> Project Team will provide project updates at key milestones and will meet with Windigo First Nations Council upon request.
Wunnumin Lake First Nation	<ul style="list-style-type: none"> No comments to date. 	



7 Consultation with the Public and Other Parties

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.

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.
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.



Method of Engagement	Description
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.



Webeque Supply Road Summary of Project Description



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 Webeque 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
- › 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 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 the 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 Webeque 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 (MNR) • 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 Project Description, the Draft and Final provincial EA ToR, and draft and final Environmental Assessment documents.



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 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.