Webequie Supply Road

DETAILED

PROJECT DESCRIPTION

Webequie First Nation

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Prepared for:

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PREFACE

This Detailed Project Description for the Webequie Supply Road Project ("the Project") has been prepared in accordance with subsection 15(1) of the *Impact Assessment Act* ("IAA") and Schedule 2 of the Act's *Information and Management of Time Limits Regulations* ("the Regulations") of the *Impact Assessment Act - Information Required in Detailed Description of Designated Project*.

In addition, the Detailed Project Description reflects the Webequie Supply Road Project Team's recognition of issues identified in the Summary of Issues prepared by the Impact Assessment Agency of Canada (the Agency) as a result of the Agency's invitation to Indigenous groups, federal and provincial authorities, the public and other participants to provide their perspective on any issues that they consider relevant in relation to the Project. Information provided by the Agency (posted on the Canadian Impact Assessment Registry) for this purpose included the Initial Project Description.

The document that was accepted by the Agency to serve as the Initial Project Description was prepared to comply with the requirements of the *Canadian Environmental Assessment Act, 2012* and was initially released for public review under the CEAA, 2012 process in July 2019, during the period when the Government of Canada was preparing to bring into force and transition to the new *Impact Assessment Act*. Consequently, although the Initial Project Description included a number of elements required by the new legislation, there were information gaps in the document relative to the aforementioned IAA Regulations.

The Detailed Project Description addresses those information gaps. Readers will note the update and expansion of baseline and potential effects information in Section 6, particularly with respect to Indigenous people's health, socio-economic and community well-being, including gender-based assessment (GBA+) elements. The description of consultation with Indigenous communities has been expanded to reflect the results of four additional months of engagement and consultation. In addition, consideration of project alternatives has been relocated from Appendix A in the Initial Project Description to the main body of the Detailed Project Description.

The Detailed Project Description provides essential information about the project's main components and potential changes to the environment that are anticipated if the Project is implemented as proposed. It also provides responses to project related issues identified by both the Agency and Webequie First Nation, as project proponent, during the Planning phase of the impact assessment process; and proposals as to how Indigenous groups, government agencies, the public, stakeholders and other interested parties will be engaged and consulted to address those issues and meet IAA requirements during the upcoming Impact Statement phase.

This information will, in part, serve to inform the Agency's determination as to whether an Impact Assessment is required and, if so, form the basis for development of the *Tailored Impact Statement Guidelines* and plans required under the Regulations that provide the framework and guidance to Webequie First Nation for preparation of an Impact Assessment.

For additional information on the Project, readers are encouraged to consult the project-specific Canadian Impact Assessment Registry website (https://ceaa-acee.gc.ca/050/evaluations/proj/80183?culture=en-CA) and the Webequie Supply Road project website (http://www.supplyroad.ca).

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Acronyms and Abbreviations

ASCR	All-Season Community Road
CBLUP	Community Based Land Use Plan
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
ESA	*Endangered Species Act, 2007*
FWCA	*Fish and Wildlife Conservation Act*
GRT	Government Review Team
IA	Impact Assessment
IAA	*Impact Assessment Act*
IS	Impact Statement (for federal Impact Assessment)
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
PLAA	Permits, Licences, Approvals and Authorizations
PTTW	Permit to Take Water
ROW	Right-of-Way
SARA	*Species at Risk Act*
SWH	Significant Wildlife Habitat
TISG	Tailored Impact Statement Guidelines (for federal Impact Assessment)
ToR	Terms of Reference (for Ontario Environmental Assessment)
WFN	Webequie First Nation
WSR	Webequie Supply Road

1 General Information and Contacts

1.1 Nature of Designated Project and Proposed Location

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

The primary purpose of the Webequie Supply Road (WSR) is to accommodate an all-season road that connects Webequie First Nation to existing mineral exploration and potential future mining activities in the McFaulds Lake area (refer also to Section 2.1 (Purpose and Need for the Project) of this Detailed Project Description). The road is to serve as a means of transporting people, materials, supplies and equipment between the airport located at Webequie First Nation and mineral exploration and mining activity located in the McFaulds Lake area. In the future, the road corridor could also be used to accommodate power transmission lines and broadband infrastructure. However, given the current uncertainty as to how and when power and communications infrastructure will be extended into the project area, these components have not been included in the scope of the Project.

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

There is an existing extensive winter road system that connects remote communities in the vicinity of the Project, including Webequie First Nation, to the provincial highway system (refer to **Figure 4.1** in Section 4.1 of this Detailed Project Description). Through the winter road network, Webequie has seasonal access to Pickle Lake Road (formerly Highway 808) and Highway 599 near Pickle Lake. There will not be a dedicated connection between the Webequie Supply Road and the existing winter road system, but such a connection would be available from the Webequie Airport through the community built-up area. Therefore, the winter road could be used for seasonal transportation of goods, materials, equipment, waste and personnel during construction, operation and maintenance of the proposed Webequie Supply Road. It is not expected that the winter road would need physical improvements to serve such functions.

1.2 Proponent Contact Information

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

Table 1-1: Proponent Contact Information

Project Name:	Webequie Supply Road
Project Proponent:	Webequie First Nation
Proponent Contact Information:	Chief Cornelius Wabasse Webequie First Nation P.O. Box 268 Webequie, ON P0T 3A0 Phone: 807-353-6531 Fax: 807-353-1218 E-mail: info@webequie.ca
Principal contact person for the purposes of the Detailed 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 Related Studies

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

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

The other environmental assessment study was the Noront Resources Eagle's Nest Project EA (a coordinated EA under the federal CEAA process and the Ontario EA Act process), which was initiated on November 1, 2011. The Project consists of the construction, operation, decommissioning and abandonment of an underground nickel-copper-platinum multi-metal mine, an on-site metal mill, and a facility for the extraction of 358,000 cubic metres of groundwater per annum. On August 28, 2019, the *Impact Assessment Act* came into force, replacing the *Canadian Environmental Assessment Act, 2012*. As a result, the comprehensive study, which was being conducted under the former *Canadian Environmental*

Assessment Act, was terminated per the transitional provisions of the *Impact Assessment Act*. Details on the current status of Eagle's Nest Mine project, which now excludes any consideration of an all-season road connection to the provincial highway network as part of the environmental assessment, can be found on Noront's website (http://norontresources.com). Refer also to Section 3.1.2.1 of this Detailed Project Description, which describes previous studies in relation to the initial development and assessment of WSR project alternatives.

Other studies in the project area that include transportation and environmental considerations, and which are summarized in Section 3.1.2.1 of this Detailed Project Description, include:

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

Through correspondence to the Webequie Project Team, dated September 18, 2019, the Agency confirmed that there have been no regional assessments (as described in Sections 92 and 93 of the *Impact Assessment Act*) or strategic assessments (as described in Section 95 of the IAA) conducted in the project area.

2 Project Information

2.1 Purpose and Need for the Project

The purpose of the Webequie Supply Road is to realize opportunities identified by Webequie First Nation to improve the community's economic and social well-being, including the following objectives, which establish the fundamental justification for the Project:

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

2.2 General Description of the Project

The proposed all-season industrial supply road consists of a corridor/cleared right-of-way (ROW) approximately 35 m in width and approximately 107 km in length, connecting Webequie First Nation and its airport to existing mineral exploration areas and proposed future mining operations located near McFaulds Lake, Ontario. The proposed road consists of two distinct segments: one segment of approximately 51 km in length, which runs southeasterly from Webequie 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 Webequie First Nation Reserve lands.

It should be noted that the Project Team has considered alternatives for implementing the Project (refer to Section 3 of this Detailed Project Description). Development and screening of alternatives considered options within 2 km wide corridors, within which the supply road (35 m right-of-way; 11 m wide driving width) is located along the centreline of the corridor. If an impact assessment is required, a set of supply road alternative routes within the proposed preliminary corridor will be evaluated during the Impact Statement phase. The options include Webequie community's preliminary preferred route and an alternative that currently represents the optimal route from a geotechnical (soils and terrain) perspective, as shown on **Figure 3.11** of this Detailed Project Description. Route options will be subject to review and refinement during the impact assessment process, including the identification and development of additional alternatives, as appropriate.

Webequie First Nation is seeking approval for designation of a road corridor right-of-way that is 35 m wide, accommodating a road width that will facilitate use by a range of traffic types, including light vehicles and heavier industrial/commercial vehicles. An estimate of the project's production or maximum capacity relative to its design parameters and operating conditions is not considered relevant to the nature of the Project or the purpose of this Detailed Project Description. A more relevant descriptor is an estimate of how much traffic will be using the road. Generally, the volume of vehicles using the road is expected to be

low, with an Annual Average Daily Traffic volume of less than 500 vehicles. The 35 m ROW will be allocated to accommodate a permanent two-lane, gravel surface all-season road. The Project will also include aggregate pits/quarries and associated access roads, as well as structures such as bridges and culverts necessary for roadway watercourse crossings along the corridor.

The current alignment will necessitate constructing bridges over major waterbody crossings (Muketei River, Winiskisis Channel and Winisk Lake), which may include single-span or multi-span structures. A variety of culvert types and sizes (e.g., corrugated steel pipe, concrete box culvert) will also be placed to cross more minor watercourses. Specific crossing points have not yet been finalized. The number and type of structures for waterbody crossings could change as the impact assessment and design process progresses. Typical watercourse crossing structures are shown in **Figures 2.1** to **2.3** below.

Figure 2.1: Example of Minor Watercourse Crossing Structure (Culvert)

Figure 2.2: Example of Single-span Major Watercourse Crossing Structure

Figure 2.3: Example of Multi-span Major Watercourse Crossing Structure

Construction of the all-season road will include but not be limited to the following activities, which will be under the care and control of WFN:

- Physical surveying of road right-way width and alignment, as well as supportive temporary infrastructure (e.g., access road, aggregate source area and camps);
- Vegetation clearing, earth grading and granular placement for road construction within an approximately 35 m right-of-way width over a distance of 107 km;
- Construction of multi-span watercourse crossing structures ranging in length from 20 m to 250 m;
- Construction of single-span watercourse crossing structures ranging in length from 5 m to 20 m;
- Construction of watercourse crossing culverts and culverts for localized road drainage;
- Vegetation clearing, earth grading and construction of temporary and permanent supportive infrastructure that is subordinate or complementary to the Project (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;
- Operation and dismantling of temporary 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
- Complementary 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. Similarly, activities that may be undertaken by a third party have not been identified. However, it is expected that the designated operator of the Webequie Supply Road will develop specific operational and maintenance

procedures and standards for the road that will be consistent with municipal and/or provincial guidelines for level of service. Anticipated operation and maintenance activities, of variable frequency, to be conducted for the Project include:

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

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

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

At this time, it is Webequie's intention that the supply road would be operated beyond the life span of the proposed mineral exploration activities in the McFaulds Lake area. It is not expected that there will be a need to expand the traffic carrying capacity of the road beyond the proposed one lane in each direction.

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.

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

2.3 Relevant Provisions in IAA Physical Activities Regulations

The Project is subject to review under the federal *Impact Assessment Act* (IAA), which requires proponents of projects that are described in the schedule to the Physical Activities Regulations to prepare an Initial Project Description and a Detailed Project Description. In Section 51 of the Regulations, "Physical Activities", are defined to include "The construction, operation, decommissioning and abandonment of a

new all-season public highway that requires a total of 75 km or more of new right of way." The proposed 107 km long Webequie Supply Road corridor in a greenfield setting meets the length criterion in the regulations. The WSR is a stand-alone project and is not a component of a larger project that is not listed in the regulations.

In determining whether an impact 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 Detailed Project Description and the views of expert federal departments, Indigenous communities, the public and stakeholders.

2.4 Components and Activities of the Project

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

Table 2-1: Webequie Supply Road Project Components

Project Component	Description	Project Phase
Surveying	* 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	Site Preparation
	* Ground survey will be conducted to stake (physically delineate) the road corridor alignment, supportive infrastructure (camps, access roads, etc.) to support the detailed engineering design	
Vegetation Clearing and Grubbing	* Clearing and grubbing of vegetation (forest), including removal, disposal and/or chipping	Construction

Project Component	Description	Project Phase
Construction of temporary supportive infrastructure (i.e., camps, access roads/trails, watercourse crossings, aggregate pits and laydown areas)	* 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	* Mechanical clearing of vegetation using heavy equipment, chainsaws, brush-saws, etc. * Topsoil stripping and stockpiling * Earth grading * Gravel installation * Will take into consideration: required riparian buffer zones	Site Preparation / Construction
Significant/major watercourse crossing structures	* Single or multi-span bridges - exact type of structure depends on aquatic, navigation and alignment considerations	Construction
Minor watercourse crossing structures	* Corrugated steel pipe, or other type of culvert	Construction
Unsuitable construction materials (excess fill) re-distributed within ROW	* 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]	* 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	Site Preparation / Construction / Operations

Project Component	Description	Project Phase
	necessary as a source of material for road maintenance	
Aggregate and earth hauling operations	* Hauling along aggregate source access roads to Webequie Supply Road corridor * Earth movement/hauling along the road corridor	Site Preparation / Construction / Operations
Clean-up and site restoration / reclamation	* 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	* 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	* 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	* Vegetation management control within corridor * Localized surface repairs and full granular resurfacing of road base and shoulder * Dust control to minimize air quality effects * Winter maintenance – snow clearing and de-icing * Road drainage system – clean-out/repairs to culverts, ditches and outfalls or ditch inlet structures * Visual patrols and inspections of the road and structures (bridges/culverts) at waterbody crossings	Operations

[1] The Webequie Project Team has not yet assessed either the capacity or quality of potential aggregate sources (initial field work in this regard was completed in fall 2019), or the annual aggregate resources requirements for construction and maintenance. However, in the context of the of thresholds established in the IAA Physical Activities Regulations (subsections 18(f) and 19(f)), 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 after expansion. Refer also to Section 3.6.2 in this regard.

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. Following IA approval, Detail Design and obtaining the required PLAA, a 6-month Site Preparation period would be followed by a 33-month Construction Period, with Operations commencing immediately after commissioning.

Table 2-2: High-Level Project Phasing Schedule

Activity	2022				2023				2024				2025
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
Site Preparation													
Construction													
Commence Operations													

The key activities of each of the cited phases are shown in Table 2-1.

As indicated in Section 2.2, the Webequie Supply Road will be operated for an indeterminate time period (i.e., as a permanent facility, beyond the life span of mining operations in the McFaulds Lake area); therefore, decommissioning of the Project is not anticipated.

3 Project Alternatives

This section of the Detailed Project Description provides a description of how and why project alternatives were developed, and a comparative screening of the alternative corridors considered to arrive at the corridor within which alignment options (alternative means for implementing the Project) will be considered to select the preferred option for assessment in the IA Study and for more detailed engineering investigations and design development.

3.1 Range of Alternatives Considered

The IAA process requires that two types of project alternatives be considered: technically and economically feasible "alternatives to" the undertaking that are directly related to the Project (i.e., functionally different ways of addressing an identified problem or opportunity to arrive at the preferred planning solution) and technically and economically feasible "alternative means" of carrying out the undertaking (consideration of the best available technology options for implementing the preferred planning solution).

3.1.1 Alternatives to the Undertaking

The range of "alternatives to" the Project (i.e., functionally different ways of approaching the opportunities identified by Webequie First Nation to improve the community's economic and social well-being) was limited by the primary objectives of the Project, as determined by Webequie First Nation and presented in Section 2.1 of this Detailed Project Description):

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

For transportation projects, alternatives to the undertaking typically include such options as new or improved roads; new or improved rail service, air service or public transit service; the introduction of alternative means of transportation for goods movement (e.g., airships and hoverbarges in this case); or managing travel demand to influence how and when trips are made, or to modify/reduce the need for travel by encouraging the use of alternatives to trip making (e.g., telecommuting, videoconferencing, providing more medical services locally, providing more electronic access to training opportunities). Options also include the null or "Do nothing" alternative.

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

1. Do nothing
2. Upgrade the existing trail system to seasonal winter road
3. Alternative modes of transportation (hoverbarge, airship, rail)

4. Manage travel demand
5. New all-season road

3.1.1.1 Do Nothing – Null Alternative

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

Although this alternative would result in the lowest capital and operating costs, and the lowest natural environmental effects of all alternatives considered (as there is no project), it does not address the stated primary purpose, which is to provide a cost-effective and sustainable means of delivering goods and services from the Webequie community/airport to support and participate in mineral exploration activities and proposed mine developments near McFaulds Lake and thereby provide economic and employment opportunities to the community. In this scenario, there would be an imputed loss of social and economic benefits to the Webequie First Nation.

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

3.1.1.2 Upgrade Existing Trail System to Seasonal Winter Road

The existing trail system between Webequie First Nation and the McFaulds Lake area is largely only passable for the entire distance during the coldest winter months[1]. During the other seasons of the year, the trail system is interrupted by intermittent waterbodies, watercourses and large-scale wetlands (muskeg). In addition, the existing trails are narrow and suitable only for snowmobile access. They would have to be upgraded to current provincial standards/specifications for winter roads to facilitate heavy vehicles, such as transport trucks. The seasonal lifespan of the winter road could be lengthened marginally by the addition of permanent bridge/culvert structures across the larger watercourses that tend to open up soonest in the spring.

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

[1] A Nishnawbe Aski Nation media release at the time of the opening of the Wa-Pik-Che-Wanoog Bridge on the North Caribou segment of the Northern Ontario Resource Trail all-season road stated that "with a changing environment, commercial traffic on winter roads has been open for as few as 28 days in recent years; a significant reduction from 77 days a decade ago."

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

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

For these reasons, this alternative will not be considered further in the IA process.

3.1.1.3 Alternative Modes of Transportation

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

Hoverbarge

Hovercraft technology has had a considerable and successful history, primarily in military and first response applications. The technology is uniquely suited to accessing rugged terrain and delivering cargo and people to isolated locations, and models have been developed for cold weather application (refer to **Figure 3.1**).

Figure 3.1: 200t Cold Weather Heavy Lift Hoverbarge (2009)

Sources: Marinelink.com and Hover Freight Air Cushion Systems

There are many general advantages of hovercraft:

- They can be assembled in a modular format at site or can be flown assembled to site (depending on size and weight and the design characteristics of the runway);
- They operate on conventional diesel fuel; operating costs are much lower than conventional aircraft and lower than transport trucks;

- They can access all terrain types, allowing all-season operations, although it is unclear if the technology has been proven on the range of terrain found between the James Bay Lowlands and the upland areas around Webequie;
- The hovercraft landing system, with "suck down" capability, allows for multi-surface operation and load transfer on land, water, ice and snow, while roll-on-roll-off (Ro-Ro) cargo loading/unloading capability facilitates heavy load operations;
- No substantive infrastructure is required for Ro-Ro operations;
- No direct impact to the environment, as they exert a ground pressure of 2.0 KPa or 0.33 pounds per square foot (less than the human foot); and
- Some craft can be operated as either passenger or cargo payload, providing some flexibility in application.

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

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

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

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

Heavy Lift Airship (Dirigible)

The dirigible was used in the 1930s and 1940s as an alternate mode of transportation to conventional aircraft. These 'lighter than air' ships were typically filled with a combination of helium and hydrogen. The infamous Hindenburg disaster, which resulted in loss of human life when the hydrogen ignited, resulted in the demise of the airship. However, in recent years, with advanced aerospace technology, the airship has enjoyed a resurgence, with several companies taking prototypes to commercial production. Now filled primarily with helium, the risk of combustion has been eliminated. In addition, the technology has been advanced, making modern airships 'heavier than air', which means they can be loaded and unloaded at

ground level, eliminating the need for specialized mooring and loading/unloading infrastructure (refer to **Figure 3.2**). In addition to reducing costs and increasing practicality, this has also extended the range of terrain that can be accessed by the airships.

Figure 3.2: Lockheed Martin LMH-1 Hybrid Heavy Lift Airship

Source: Gasworld.com and Lockheed Martin

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

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

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

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

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

New Rail Corridor

There is currently no rail service between Webequie and the McFaulds Lake area and, historically, private sector proposals for serving the area have focused on a north-south connection between the Ring of Fire area and the national (CN Rail) corridor at Nakina (Northern Policy Institute, 2015). Similar to the hoverbarge option, a new rail right-of-way would have to be cleared (and maintained) through a "greenfield" environment. Further, establishing the infrastructure for such service is not aligned with provincial development plans and policies for the area under consideration (including lack of a connection to any existing or proposed rail network – refer also to Section 3.1.1.7 below); would not be cost-effective (primarily due to the capital cost of constructing the line over steep terrain and thick peat deposits); and is considered beyond the financial means of Webequie First Nation under current and prospective funding agreements.

For these reasons, a heavy rail connection will not be carried forward for further consideration in the IA process.

3.1.1.4 Manage Transportation Demand

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

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

3.1.1.5 New All-Season Road

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

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

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

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

- Provides services year round, resulting in more reliable passenger travel and delivery of goods and services to the mining explorers and operators in the McFaulds Lake area;

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

3.1.1.6 Preferred Planning Alternative

Having considered the balance of advantages and disadvantages of each alternative, the preferred alternative is the construction of a new an all-season road between Webequie and the McFaulds Lake area.

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

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

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

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

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

In addition to the foregoing rationale, developing a new all-season road between Webequie and the McFaulds Lake area is deemed to be the most reasonable alternative for the following reasons:

1) It best addresses the project purpose and objectives, as stated by Webequie First Nation, including providing new and enhanced opportunities to improve Webequie's economic and social well-being; and

2) Given current and projected available resources (people and financing), it is the likeliest alternative to be within Webequie's technical and economic abilities to implement.

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

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

Therefore, in keeping with the focussed approach to the IA, the preferred planning alternative (developing a new all-season road) has been carried forward to the initial consideration of alternative means of carrying out the undertaking, which are addressed in Section 3.1.2 of this Detailed Project Description. The Do Nothing option will also be carried forward as a comparator in the IA study for the purposes of assessing the overall advantages and disadvantages of proceeding with the preferred method of implementing the Project.

3.1.2 Alternative Means of Carrying Out the Undertaking

3.1.2.1 Background and Context

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

Noront Resources Eagle's Nest Mine Access Road

In 2013, Noront Resources prepared a draft Environmental Assessment/Environmental Impact Statement for their proposed Eagle's Nest nickel/copper/platinum mine in the McFaulds Lake area. As previously noted, the Noront draft EIS/EAR was not completed, nor was it circulated to provincial agencies for comment, but comments from federal agencies were received by Noront. On August 28, 2019, the *Impact Assessment Act* came into force, replacing the *Canadian Environmental Assessment Act, 2012*. As a result, the comprehensive study, which was being conducted under the former *Canadian Environmental Assessment Act*, was terminated per the transitional provisions of the *Impact Assessment Act*. At present, the EIS/EAR is on hold/pause until there is more certainty about a potential all-season road. The Noront environmental assessment examined access alternatives, as follows:

- Alternative road routes that would connect the mine to the provincial highway system:
  - North-South connection through Nakina via Highway 584;

- Eastern connection to the DeBeers Victor diamond mine; potential port facilities at the Attawapiskat First Nation; and connection to the James Bay coast winter road, with connection to rail facilities in Moosonee; and
- East-West connection to the Pickle Lake Road (previously Highway 808) and Highway 599 near Pickle Lake.

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

- Interconnection to a trans-modal transportation facility with rail interconnection, at Savant Lake, for transportation of concentrate to processing facilities located in the south;
- Overall lower costs and shorter construction period;
- Potential for several First Nations to connect to the road, providing interconnection to the provincial highway system, the end of geographic isolation and potential economic development opportunities;
- Fewer major watercourse crossings (lower cost and potential environmental effects); and
- No traversing of provincial parks.

- Alternative road types between Eagle's Nest and Highway 599/Pickle Lake Road were considered:
  - All-season road;
  - Combined winter road/all-season road;
    - Winter road connection between Eagle's Nest and Webequie Junction south of the Webequie First Nation;
    - All-season road between Webequie Junction and Pickle Lake Road/Highway 599;
    - Slurry pipeline between Eagle's Nest and Webequie Junction to transport concentrate to load-out facilities at Webequie Junction.

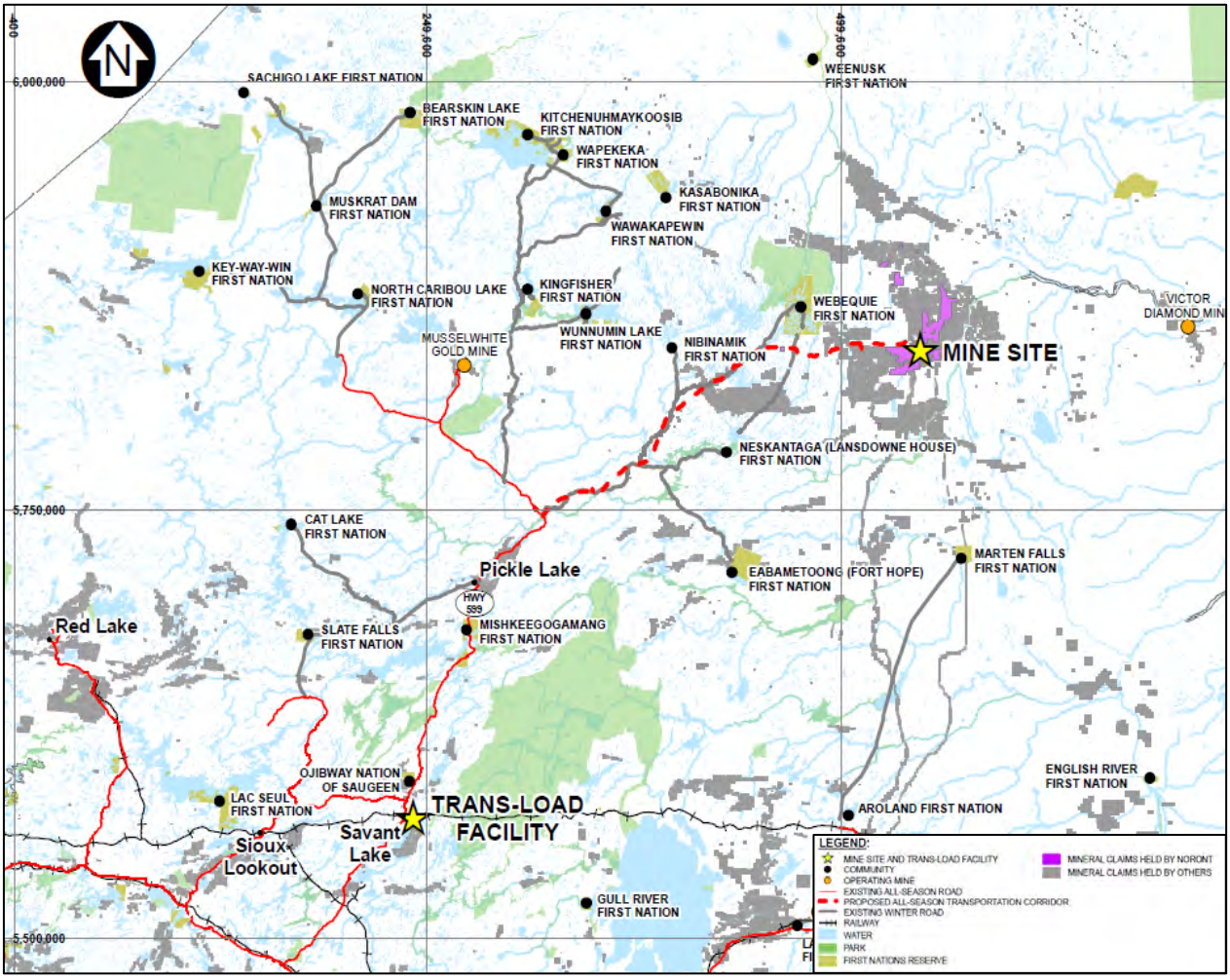
An all-season road connecting to the Pickle Lake Road (previously Highway 808), connecting to a trans-modal load-out facility on Highway 599 near Savant Lake, Ontario, at the CN Rail corridor, was selected as the preferred alternative for the following reasons:

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

In identifying route alternatives for the Eagle's Nest mine access road, it was intended to maximize use of existing winter road corridors to minimize additional clearing and environmental effects. The preferred alignment was selected by optimizing constructability, environmental effects and costs. Following the existing winter road alignment, with some revisions to enhance constructability, is considered a significant advantage over the establishment of a new corridor. The preferred all season road corridor identified in the 2013 EIS/EAR is shown on **Figure 3.3**. As noted previously, the federal comprehensive study under CEAA, 2012 for Noront's Eagle's Nest Mine project was terminated and, when the impact assessment process is reactivated, that project will exclude consideration of an all-season road connection to the provincial highway network, as it has been assumed that this will be developed by others based on the Province of

Ontario's pledges of funding for infrastructure (mainly roads) in the Ring of Fire area. The current status of the Eagle's Nest Mine project can be found on Noront's website (http://norontresources.com).

Figure 3.3: Noront 2013 Proposed Eagle's Nest All-Season Transportation Corridor



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

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

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

Cliffs Ferroalloys Black Thor Mine and KWG Resources Transportation Links

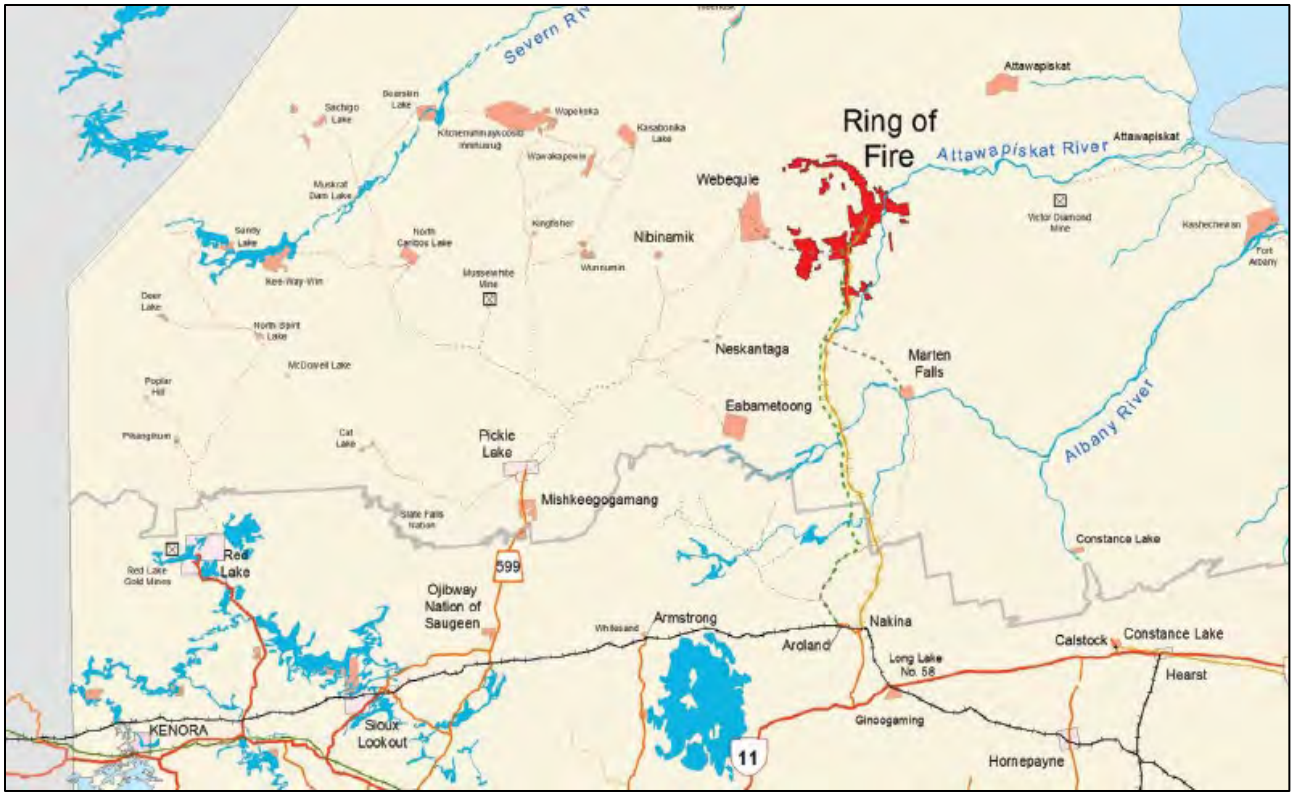
In 2011, Cliffs Natural Resources, later referred to as Cliffs Ferroalloys ("Cliffs"), announced its intention to move forward with permitting and development of the Black Thor Chromite Mine in the McFaulds Lake Ring of Fire area, a very large and promising mineralized zone proven to contain high grade ferrochrome deposits.

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

Prior to the sale, Cliffs had conducted a number of studies as part of its Environmental Impact Statement and Environmental Assessment process. From those studies, Cliffs developed an Integrated Transportation System (ITS) that optimized all-season road connection of the Black Thor mine assets and facilities with the provincial highway system and the CN Rail system at Highway 584 near Nakina, Ontario (refer to green dashed line in **Figure 3.4**). The all-season road option was preferred over a heavy rail system from a cost, constructability and First Nations community benefits perspective. The corridor for the all-season road was selected following optimization that minimized constructability challenges, minimized costs, and minimized environmental impacts, while providing potential opportunities for First Nations connection to the provincial highway system at Nakina.

Around the same time, KWG Resources (KWG), a junior mining company that is also active in the McFaulds Lake area, studied transportation options into the Ring of Fire area and identified a preference for a rail/road link that followed a similar corridor to the Cliffs proposed road corridor. The KWG preferred rail/road option (yellow hatched alignment) is also shown in **Figure 3.4**. The KWG rail/road option has never been examined through a provincial or federal environmental assessment process.

Figure 3.4: Cliffs Ferroalloys Proposed All-Season Road Route to Highway 584 and KWG Resources Proposed Rail/Road Route to Nakina



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

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

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

Winter Road Re-Alignment Study (2008)

On behalf of four First Nations (Marten Falls, Eabametoong, Neskantaga, Nibinamik and Webequie), the Matawa First Nations Tribal Council commissioned a study to examine realigning selected sections winter

roads for approximately 200 km, with particular attention to addressing safety, environmental and operational issues related to major water/wetland crossings, steep hills, sharp curves and other deficiencies and sensitivities. The work included the following scope:

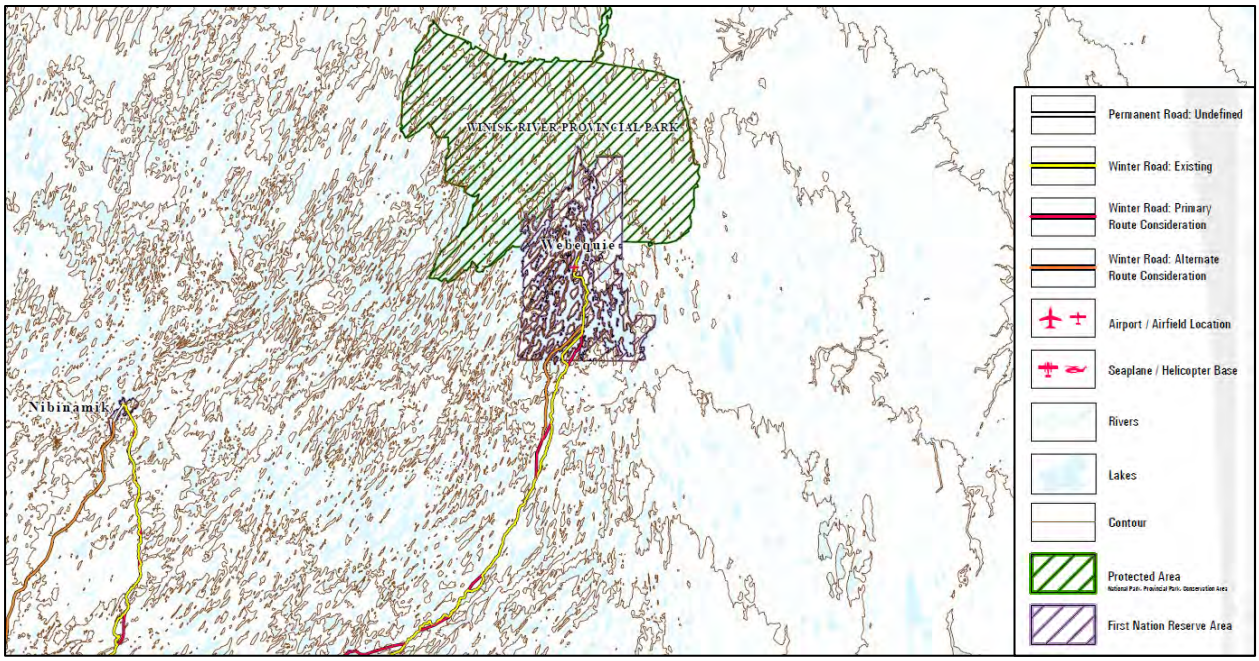
- Realignment of the full length of the Marten Falls winter road to follow a route along the east side of the Ogoki River (approximately 120 km);
- Realignment of the existing Eabametoong winter road to circumvent Opikeigen Lake and Ozhiski Lake (approximately 67 km);
- Realignment of the Neskantaga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

Figure 3.5 shows the winter roads under consideration in the vicinity of the Webequie Supply Road study area.

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

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

Figure 3.5: Matawa Winter Road Realignment Study - Webequie Local Study Area



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

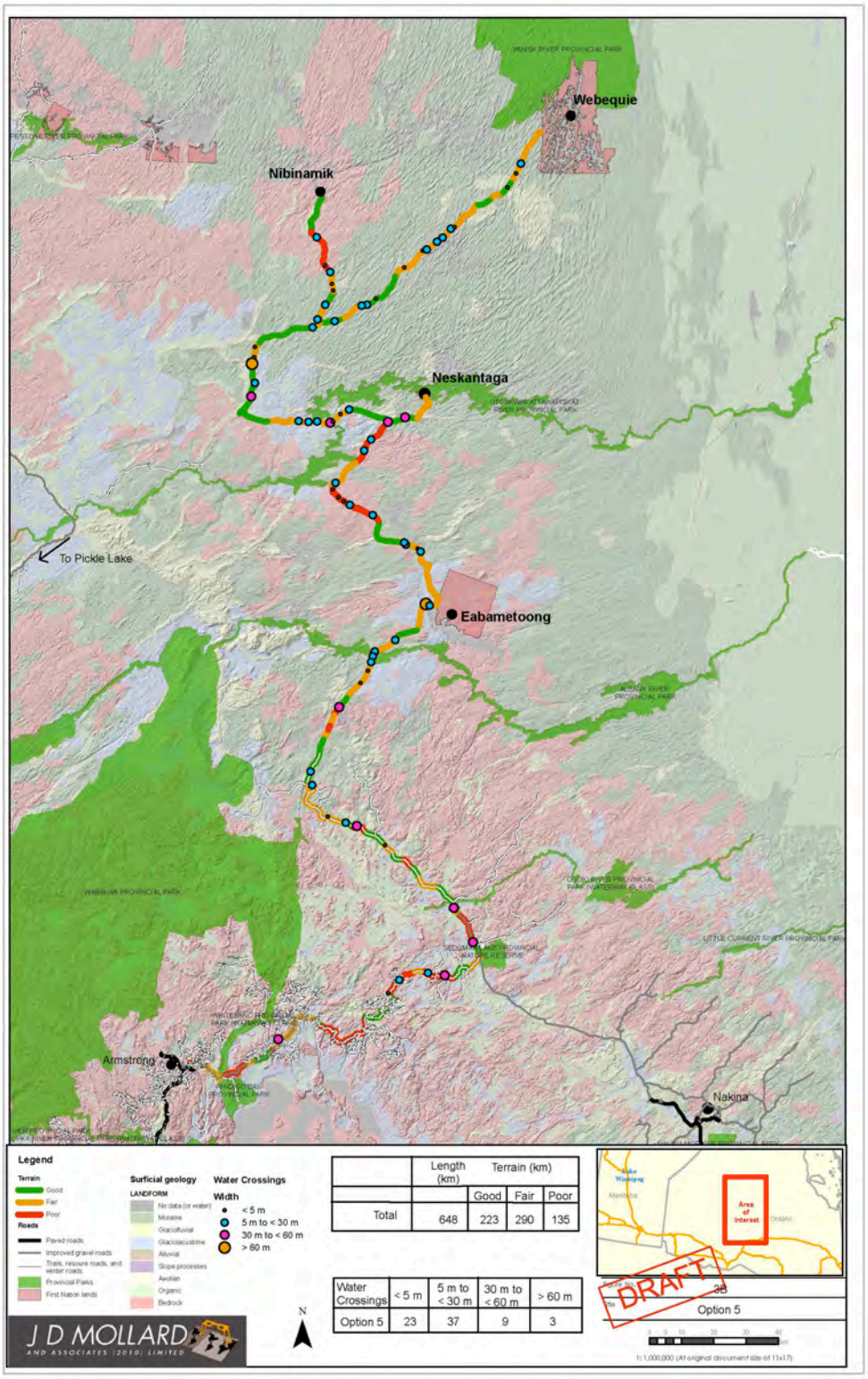
All-Season Community Road Study (2016)

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

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

Following community engagement and multi-criteria assessment, a preferred corridor was identified for further study. The preferred corridor, shown on **Figure 3.6**, generally followed an east-west orientation and included input from First Nations land users to avoid areas of cultural and environmental significance.

Figure 3.6: All-Season Community Road Study - Preferred Alternative



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

From the Webequie First Nation perspective, the preferred alternative emerging from the 2016 ASCRS provided a number of social and economic benefits to community members as a result of connection to the provincial highway system and interconnection with other First Nations communities. However, there was additional interest in continuing to examine a supply road connection into the McFaulds Lake area, separate from the ASCRS options, and building on studies being conducted by Noront Resources. This connection between Webequie and McFaulds Lake is considered important to Webequie First Nation, as it could provide the community with economic development opportunities and community economic and social benefits above and beyond the benefits of an all-season community road to Pickle Lake.

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

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

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

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

Table 3-1 provides a chronological summary of the foregoing studies and other decisions that have supported and led to the development of the Webequie Supply Road proposal.

Table 3-1: Chronological Summary of Development of Webequie Supply Road

Activity/Date/Status	Summary of Results/Decisions
Cliffs Ferroalloys Black Thor Chromite Mine, McFaulds Lake, Ontario **Ontario EA** Designation (voluntary agreement): granted Date submitted: June 2, 2011 Decision date: August 5, 2011 Terms of reference: Submitted Date submitted: July 27, 2012 Expiry of public comment period: August 26, 2012 - Terms of reference (amended): Submitted Date submitted: January 25, 2013 _____ **Federal EA - CEAA** McFaulds Lake (Ontario) Reference Number: 63927 Federal Responsible Authorities: Fisheries and Oceans Canada, Natural Resources Canada and Transport Canada Proponent: Cliffs Natural Resources Inc. Environmental Assessment Commenced: September 22, 2011 Environmental Assessment Type: Transitional Comprehensive Study Status: Environmental Assessment terminated prior to completion	Cliff's started its EA in June 2011. During the engagement and consultation process, Cliffs asked Webequie FN if it would consider being a proponent for a "secondary winter road, possibly, a future secondary all-season road" from Webequie FN's airport to the proposed mine site. At the time, it was believed by Cliffs that the Winter Road from Marten Falls FN to the proposed mine site was "untested terrain" and that Cliffs needed a "secondary Winter Road" in the event of a winter road breakdown during the mobilization of equipment and material at the pre-construction stage over the north-south Winter Road, then Cliffs would have secondary Winter Road from Webequie FN's airport. Cliffs was willing to pay for the construction and maintenance of the secondary winter road. Cliffs had a conceptual route for the secondary winter road and came up to Webequie FN in a helicopter to fly over the conceptual route with Webequie FN land users and councillors and a new conceptual route was identified after the flyover from Webequie FN airport to the proposed mine site. This is one of the reasons why Webequie FN decided to do an Airport Re-Development project so that it can capture economic development opportunities associated with the road to the proposed mine sites.
Noront Eagle's Nest Nickel-Copper-Platinum Mine, McFaulds Lake, Ontario **CEAA/Ontario EA Act** Project Description: Submitted April 2011 Ontario Terms of Reference (amended): Submitted October 2012 CEAA Environmental Impact Statement Guidelines: Issued January 2012 Draft EIS/EAR: Submitted December 2013 (response issued by federal agencies; no comprehensive formal response issued by provincial agencies)	Noront Resources engaged Webequie First Nation to help identify a preferred alignment for an east-west transportation corridor running from Eagle's Nest Mine to the Pickle Lake area. Webequie assumed the responsibility for identifying a preferred alignment through their territory from Noront and, in doing so, conducted their own internal process of consulting with their community members. A preferred corridor alignment was identified and was subsequently used in the Webequie Community Supply Road Baseline Environmental and Geotechnical Studies Project (2017-18) to help form the preliminary preferred corridor for subsequent further review

Activity/Date/Status	Summary of Results/Decisions
Amended Terms of Reference: Approved 2015 Status: Comprehensive Study under CEAA, 2012 has been terminated with the coming into force of the ***Impact Assessment Act***. Noront will apply to modify its TOR when work (by others) on an all-season road connection between the mine site and the provincial highway network is sufficiently advanced.	as part of the Webequie Supply Road Environmental Assessment and Preliminary Engineering Project (2018 - ongoing).
All-Season Community Road Study (ASCRS) 2015-16	Study initiated by four communities in the Ring of Fire region (Eabametoong FN, Webequie FN, Nibinamik FN, Neskantaga FN) to gauge community interest and investigate route options (10 km wide corridors) for connecting the communities to the provincial road network. Nine corridor options were identified and evaluated in detail on the basis of many factors, including: construction cost, ease of connection between neighbouring communities, driving distance and terrain. Two communities, Neskantaga FN and Eabametoong FN, chose not to continue further with the planning process, while (approximately 6 months after completion of the ASCRS) Webequie FN and Nibinamik FN decided to continue the process via the Nibinamik-Webequie Community Road Baseline Environmental and Geotechnical Studies.
Nibinamik-Webequie Community Road Baseline Environmental and Geotechnical Studies (2017-18)	Nibinamik and Webequie FNs participated in baseline environmental and geotechnical studies along a preferred route linking the two communities with the provincial road network near Pickle Lake. Upon completion, Nibinamik FN decided it was not yet ready to proceed further with the planning process, while Webequie FN shifted its focus to baseline environmental and geotechnical studies for a supply road connecting the community with the McFaulds Lake mineral exploration area.
Webequie Community Supply Road Baseline Environmental and Geotechnical Studies (2017-18)	Project began with Webequie community-only meetings of various groups (i.e., youth, elders, land harvesters) to identify a preliminary preferred 2 km corridor alignment. Community members focused almost exclusively on the alignment of the north-south portion of the corridor, as they stated that they had previously identified their

Activity/Date/Status	Summary of Results/Decisions
	preferred east-west route as part of internal discussions to identify a suitable route for the Noront's Eagle's Nest transportation corridor. Once the community-preferred corridor was identified, preliminary baseline environmental and baseline studies were conducted along this alignment.
Webequie Supply Road Environmental Assessment and Preliminary Engineering (2018 - ongoing)	Webequie First Nation is a proponent for an environmental assessment and preliminary engineering study of a proposed 107 km supply road extending from its airport to the McFaulds Lake area. The 2 km wide preliminary preferred corridor is carried forward as part of the study.

These studies served as the foundation for the identification and initial assessment of alternatives for the proposed Webequie Supply Road. Further details of this assessment are provided in Sections 3.1.2.2 and 3.2 below.

3.1.2.2 Alternative Road Corridors

As described in the background/historical context narrative (Section 3.1.2.1), over the last decade, there has been extensive examination of alternative road corridors in and around the McFaulds Lake area, as well as alternatives for interconnecting future mine developments and remote First Nations to the provincial highway system. The outcome of these past studies in parallel to the Webequie Supply Road IA have further advanced the planning process towards the identification of alternative corridors and the ultimate future selection of a preferred all-season access road into the area of potential mineral resource development that would add potential benefits and opportunities for WFN.

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

3.1.2.3 Initial Identification of Webequie Supply Road Corridor Alternative Concepts

Community Based Land Use Plan

The initial identification of Webequie Supply Road corridor alternative concepts (Alternative Concepts 1 and 2; refer to **Figure 3.7**) is based on the results of previous studies, as well as years of community based land use planning work conducted by the Webequie First Nation, which is ongoing. This land use planning process includes documenting and incorporating land utilization patterns, sites of Indigenous cultural significance and historical and current traditional practices to establish a Webequie Community Based Land Use Plan (CBLUP) in the context of the Ontario *Far North Act*, which provides the authority, purpose, and process for Webequie First Nation community-based land use planning. Webequie First Nation started the CBLUP process in 2011. An agreed upon Terms of Reference to develop a CBLUP was jointly signed by WFN and the MNRF in July 2014. The purpose of the Terms of Reference was to set out the practical matters and expectations for Webequie and the MNRF to work together and, in consultation with

neighbouring First Nation communities, produce the Webequie CBLUP. As such, the Terms of Reference provided a guide for the designation of a Webequie Planning Area; and direction on preparing the community-based land use plan for that area.

It is important to understand that the WFN is a progressive community that has accepted the responsibility of becoming involved and leading a community-based land use planning process. In this process, Webequie is bringing forward concepts of land use planning that date back several generations, concepts that involve consideration of the community and others. Today, these concepts are the foundation for Webequie's vision for planning. This vision is based on dialogue that has taken place for many generations on land use, and consideration of opportunities and benefits, and also applies protocols and teachings handed down from their ancestors, which has evolved into the Three-Tier planning approach (refer to Section 7.2.2 of this Detailed Project Description).

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

The Draft CBLUP currently in progress addresses the proposed Webequie planning area, providing recommendations for land use areas, land use designations, and activities that are permitted or not permitted in those areas. The Draft Plan recommends eight land use areas, with land use designations of Dedicated Protected Area, Enhanced Management Area and General Use Area. A key planning subject in the Plan, which is relevant to the WSR, is infrastructure and community development. As such, the Plan considers and identifies infrastructure needs and opportunities for the community, potential infrastructure corridors (e.g., transmission lines, winter road upgrades, all-weather roads, fibre-optic lines), and other possible development needs (e.g., mining camps, and airstrips) and, specifically, will:

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

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

Supply Road Alternative Concepts

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

The WFN Local Working Group identified sensitivities and features of value for protection that should be avoided, derived from Indigenous Knowledge information and mapping, such as significant hunting areas for moose and caribou and known sacred, burial or spiritual significant sites, as well as respect for land use activities that are shared with neighbouring First Nation communities. In essence, this evaluation allowed for a comparison of the advantages and disadvantages of each alternative corridor. The outcome from this community-based evaluation was provided to Noront and, along with input Noront received from other communities, was the basis for the preliminary preferred East-West corridor, as described in the 2013 Noront Draft EIS/EAR for the Eagle's Nest Mine.

From the above collective processes and past studies over several years that adopted a community-based land use planning approach for infrastructure development, two (2) alternative all-season road concepts were identified and examined (refer to **Figure 3.7**):

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

2) Alternative Concept 2 – running southeast from the community, then east-west to the mineral deposit area near McFaulds Lake.

These alternatives are described in more detail below.

The alternative supply road corridor concepts are both consistent with the recommended land use areas and designations in the Webequie Draft CBLUP. Specifically, the alternative concepts are located primarily in the designated "General Use Area" (GUA) and "Other Areas", with a minor segment located within an "Enhanced Management Area" (EMA). Details on these land use designations are provided in Section 6.2.6 – Land and Resource Use.

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

The southern interconnection alternative from Webequie First Nation to the proposed East-West section (refer to **Figure 3.7**) largely follows an old winter road corridor, and was developed during preparation of the Noront Project Description (federal EA) and as documented in their Draft EIS/EAR, with input provided by WFN. The north-south interconnection was proposed to traverse from the south side of the community to intersect with East-West section of the proposed all-season road at a location referred to as "Webequie

Junction", when Noront was considering a combined winter road/all-season road with load-out facilities at Webequie Junction.

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

Through the community-based land use planning process, Webequie community members were engaged in the selection of the southerly link between the community and Webequie Junction, as well as the corridor for the East-West winter road from Webequie Junction into the Eagle's Nest mine site through the Noront Eagle's Nest EA process (2011 - 2013).

Ultimately, an all-season road from Eagle's Nest to the provincial highway system at Pickle Lake was selected as the preliminary preferred road option by Noront Resources in their draft EIS/EAR (2013), which is currently on hold.

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

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

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

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

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

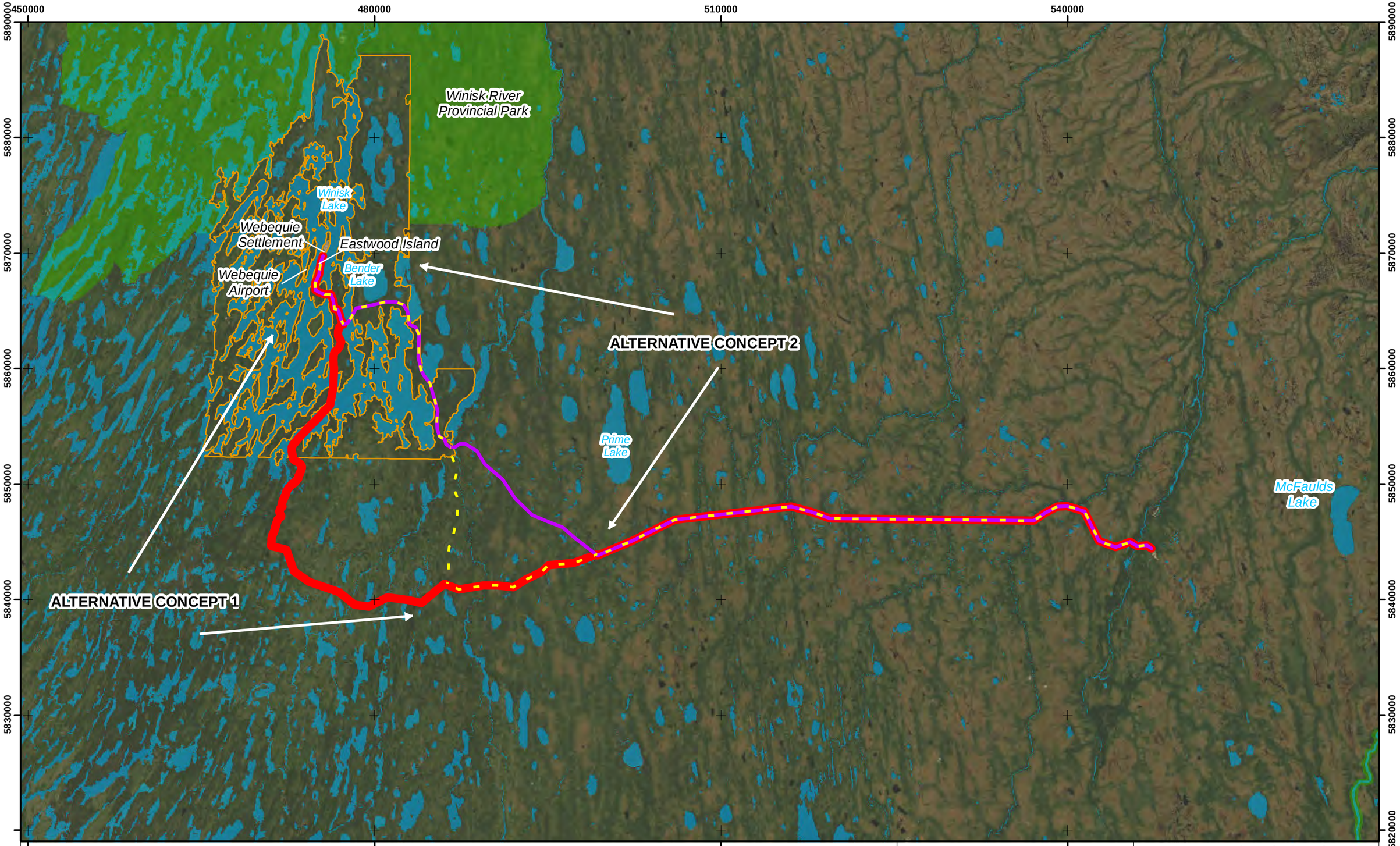
Engagement was conducted by Webequie land use planning staff with community land users, elders and community members. In addition to input received through engagement, information from the Webequie CBLUP was used to identify a general corridor concept (initially 5 km in width) that is consistent with the

permitted land uses designations in the Draft CBLUP and that avoids lands with significant historic and cultural value, while also minimizing impacts to environmentally sensitive features, such as watercourse crossings and wildlife habitat, and maximizing constructability through proximity to well drained soils (eskers).

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

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

The community discussions resulted in the identification of two sub-alternatives for Alternative Concept 2 – Alternatives 2A and 2B. The three Alternative Concepts (1, 2A and 2B) are shown in **Figure 3.7**. Each of the corridors under consideration is approximately 2 km in width, within which the supply road (35 m right-of-way), as depicted by the respective coloured lines, is located along the centreline of the corridor. These were deemed to constitute a reasonable range of options for addressing the aforementioned project objectives identified by Webequie First Nation. The 2 km width provided flexibility in refining/developing centreline options for evaluation during the screening process.



Legend

- Alternative Concept 2- Alternative 2A
- Alternative Concept 2- Alternative 2B
- Alternative Concept 1
- Webequie First Nation Reserve
- Winisk River Provincial Park

WSR WEBEQUIE SUPPLY ROAD

0 5 10 Km

N

NAD 83
UTM Zone 16N

Webequie Supply Road

Initial Corridor Alternative Concepts Considered by Webequie Community Members

Date: 2019/11/07	File Number: 649920	Sub Code: 0000
Figure Number: 3.7		Rev. 0

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3.2 Initial Screening of Webequie Supply Road Corridor Alternative Concepts

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

Based on a consolidated Indigenous Knowledge database prepared by WFN, and information assembled from published sources and project team field investigations relative to project area sensitivities, the Webequie community based considerations (valued components) presented in **Table 3-2** were accounted for in developing the evaluation criteria against which the alternative road corridor concepts were screened during the IAA Planning phase.

Table 3-2: Webequie Community Based Considerations for Screening Alternative Concepts

Consideration	Factor/Screening Criterion
Woodland 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). The minimum Caribou population in the Missisa 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). Woodland Caribou is a "Threatened" species under the Ontario Endangered Species Act and the federal Species at Risk Act. Only the boreal population of caribou is listed as a species at risk in Ontario. 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. Both of these habitat types exist in proximity to the alternative road corridor concepts, as do known caribou travel corridors and nursery areas. Caribou habitat disturbance has become a systemic problem across Canada, which is a significant issue given the amount of time it takes for habitat recovery (deemed to be in excess of 100 years by some First Nation elders).	**Factor 1: Caribou habitat:** Community members want to avoid fragmentation of caribou habitat potentially caused by the road corridor.

Consideration	Factor/Screening Criterion
Natural or Built Features	
There are natural or built features (e.g., hill, historical campsite or cabin) situated on the lands surrounding the built-up area of Webequie community that are important to individual community members, or to the community as a whole. These features may serve as locations for ceremonial rites, storytelling, spiritual reflection, or recreational activities; they may be the site of a historically important event; or they may provide shelter during periods when individuals or groups are away from the main community area for several days at a time. Community members have assigned high cultural significance to these features.	**Factor 2: Culturally significant features (natural or built):** Community members do not wish to have these features disturbed in any way.
Traditional Use Areas	
There are numerous locations in close proximity to the built-up area of Webequie that are used intensively and regularly by community members for traditional activities, such as hunting, fishing and resource harvesting/gathering. These areas are important not only because they are rich in fish, wildlife and other resources, but they require fewer costly and supply-limited resources (such as fuel) to reach because of their proximity to the community. These areas may be isolated or grouped in close proximity to each other.	**Factor 3: Areas used intensively for traditional activities:** Community members wish to preserve these areas intact.
Fishing	
The Project area is situated within tertiary watersheds of the Winisk, Ekwan and Attawapiskat Rivers. Webequie is situated on Eastwood Island, surrounded by numerous waterbodies that support fish and fish habitat, and provide subsistence and recreational fishing for the community. Fish species that inhabit the river systems include Brook Trout, Cisco, Northern Pike and Walleye (known colloquially as Pickerel). Lake species include Smallmouth Bass, Lake Whitefish, Yellow Perch, Lake Sturgeon and Common White Sucker, as well as many smaller forage fish species. Protection of areas where these fish spawn is critical to the preservation of this important resource.	**Factor 4: Fish spawning areas:** Community members are well aware of local fish spawning areas and their associated species, and wish these areas to remain undisturbed.
Hunting	
Wildlife in the project area comprises a number of terrestrial and waterfowl species that are hunted/trapped by members of Webequie and other communities for subsistence use. These include moose, caribou, beaver, snowshoe hare, marten, ducks and geese. Certain areas have habitat characteristics that make them popular seasonally for hunting, such as areas where waterfowl will	**Factor 5: Seasonal hunting areas:** Community members wish these areas to be remote or buffered from the road corridor.

Consideration	Factor/Screening Criterion
stage during the period of early spring when open water begins to appear (e.g., north shore of Bender Lake). Webequie community members frequent these areas and have established infrastructure to facilitate hunting activities (e.g., blinds, campsites). Community members recognize that the noise and movement of vehicles during waterfowl staging periods could impact these areas significantly.	
Moose	
Moose are an important subsistence species for Webequie First Nation. During the moose-rutting (mating) season (September-October) moose are found in different areas than during other seasons. Before the bull moose go into rut, they are usually found in the higher elevation areas. They will seek out cooler and thicker areas of the forest, trying to escape insects and predators. Cow moose and their calves will stay in the lowlands near water. The cows seek out water for food and safety. Calves are vulnerable, especially to wolves and bears; a cow with calf will use the water as an escape when threatened by predators. The amount of daylight (or lack thereof) triggers the rut. When the moose rut begins, and likely for a few weeks before the beginning of the cow moose estrous, the bulls will move down out of the higher elevations to seek out the cows. The bulls will stay in the lower and wetter areas within proximity of the cows to engage in mating. The moose gestation period is in the order of 243 days. The rutting/mating areas are well known to Webequie community members, who understand that the areas have unique habitat characteristics and play a major role in supporting the breeding process.	**Factor 6: Moose mating areas:** In order to sustain the moose population, community members wish to ensure that the road corridor avoids these areas.
Source Water	
Source water is untreated water taken from rivers, lakes or underground aquifers to supply private and public drinking water systems. The Ontario Clean Water Act, 2006 is part of the multi-barrier approach to ensure clean, safe and sustainable drinking water for Ontarians, by protecting sources of municipal drinking water such as surface water and groundwater. Surface water is water that lies on the Earth's surface in the form of lakes, rivers and streams. It is drawn into a drinking water system through an intake pipe. Surface water is easily contaminated by pollution flowing over the land or directly into lakes, rivers and streams. Groundwater is the water beneath the Earth's surface, found in the cracks and spaces between soil, sand and rock particles. It is drawn into a drinking water system through a well. Surface water and groundwater can be interconnected, with pollutants finding their way from one to another. Groundwater can also be contaminated	**Factor 7: Community source of spring water:** It is important to community members that the corridor be a significant distance from this valuable resource.

Consideration	Factor/Screening Criterion
by pollutants that are deposited on the surface soil or underground. Groundwater contamination can be much more difficult than surface water pollution to remediate*. There is a significant community source of spring water (groundwater) located 10-15 km southeast of the community. Spring water is used by the community for ceremonial purposes, and some community members use this as a potable water source. Community members recognize the importance of protecting its sources of drinking water, and the potential for the road construction and operation to adversely affect the spring water source area, either directly through excavation activities, or through connections with surface water runoff.	

* CTC Source Protection Region website: https://ctcswp.ca/the-facts/source-water-protection-in-ontario/.

In addition to the community based traditional land and resource use evaluation criteria, the alternative concepts were screened against criteria inherent in the broader definition of the environment, including:

- **Socio-economic environment** – Effects on local businesses in relation to number of businesses disrupted or displaced. This was limited to consideration of potential impacts to provincially licensed traplines. There is limited potential for other effects, since businesses outside the built-up area of Webequie are limited to outfitters generally located in or near Winisk Provincial Park to the north of the community, well removed from the immediate project area.
- **Cultural environment** – Effects on registered archaeological sites, considering Ministry of Tourism, Culture and Sport criteria to identify archaeological potential, where applicable (i.e., proximity to waterbodies or historical travel routes). This also includes known burial, sacred or spiritual sites identified by Indigenous communities, and was combined with Webequie community consideration of culturally significant features.
- **Built environment** – Effects on/compatibility with sensitive land uses in relation to the WFN Draft Community Based Land Use Plan developed to date, and sensitive uses on (federal) Reserve lands.
- **Natural environment** – Effects on surface water; air quality; the acoustic environment; potential to affect/be affected by climate change, number of waterbody crossings and potential impacts to water quality; generation of greenhouse gases; and generation of noise emissions.
- **Technical considerations** - Constructability and cost. Soil conditions in the project area comprise primarily rock and muskeg/peat, with limited workable overburden soil, and construction will require installation of numerous waterbody crossings. Constructability is related principally to how challenging it will be to construct the road in such conditions and whether there are discernible differences amongst alternatives in this regard. Another typical constructability element is how construction will be staged over time and the length of the road corridor. This consideration was excluded, since it is expected that staging will be similar for all alternatives. Capital and operating costs are expected to be directly related to the length of the road, but will also include consideration of waterbody crossings and soil conditions. Construction capital costs have been estimated on a preliminary basis, but operating and maintenance costs are excluded, since the business model for that phase of the Project has not been established.

Table 3-3 presents a summary of the comparative analysis results.

Table 3-3: Summary Comparative Analysis of Road Corridor Alternative Concepts

FACTOR	ALTERNATIVE CONCEPT 1		ALTERNATIVE CONCEPT 2A		ALTERNATIVE CONCEPT 2B		RESULTS OF COMPARISON
	Advantages	Disadvantages	Advantages	Disadvantages	Advantages	Disadvantages	
Socio-Economic Environment							
Business Impacts - Licensed trap lines & outfitters	All of the alternative concepts intersect licensed trap lines, with no one alternative considered as having a comparative advantage or disadvantage for this factor. Local outfitters (i.e., escorted fishing and hunting tours) are active on lands to the west of Webequie First Nation, and therefore all the alternatives are considered equal in that no effects to outfitters are anticipated.						
Areas used intensively for traditional activities (socio-economic and cultural)	-	Alternative runs through traditional use area for 10-20 km	-	Alternative runs through traditional use area for 10-20 km	-	Alternative runs through traditional use area for 10-20 km, but less intensively used	Alternative 2B offers minor advantage for this factor in comparison to Alternatives 1 and 2A
Seasonal hunting areas	-	Alternative runs very close to significant waterfowl hunting areas well known to community members	-	Route runs very close to significant waterfowl hunting areas well known to community members	-	Route runs very close to significant waterfowl hunting areas well known to community members	Alternatives are similar, with no one alternative having a comparative advantage

FACTOR	ALTERNATIVE CONCEPT 1		ALTERNATIVE CONCEPT 2A		ALTERNATIVE CONCEPT 2B		RESULTS OF
	Advantages	Disadvantages	Advantages	Disadvantages	Advantages	Disadvantages	COMPARISON
Cultural Environment							
Archaeological potential[1]	All of the alternative concepts exhibit archaeological potential using the Checklist Criteria for Evaluating Archaeological Potential, Ministry of Tourism, Culture and Sport (2015)[1]. Therefore, no one alternative is considered to have a comparative advantage or disadvantage for this factor. To assess potential effects to archaeological resources, it is proposed that a Stage 1 Archaeological Assessment be undertaken, which will involve consultation with Indigenous communities, review of existing published data sources and information obtained from stakeholders and agencies.						
Culturally significant features (natural; built; sacred, burial or spiritual sites)	-	In close proximity to known burial sites	-	In close proximity to known spiritual significant site (Sacred Hill) Land user's cabin is directly along proposed route	No known sacred, burial or spiritual sites present	Land user's cabin is directly along proposed route	Alternative 2B is preferred, as it minimizes and avoids known cultural sites or features of significance
Built Environment							
Webequie Community Based Land Use Plan	All of the alternative concepts are consistent with the recommended land use areas and designations in the Webequie Draft CBLUP; therefore, no one alternative is considered to have a comparative advantage or disadvantage for this factor.						
First Nation reserve land	-	Approx. 37 km of the concept route is within Webequie First	-	Approx. 27 km of the concept route is within Webequie First Nation Reserve lands	Approx. 21 km of the concept route is within Webequie First	-	Alternative 2B is considered to a have comparative advantage to the other

FACTOR	ALTERNATIVE CONCEPT 1		ALTERNATIVE CONCEPT 2A		ALTERNATIVE CONCEPT 2B		RESULTS OF
	Advantages	Disadvantages	Advantages	Disadvantages	Advantages	Disadvantages	COMPARISON
		Nation Reserve lands			Nation Reserve lands		alternatives for this factor
Natural Environment							
Air	The effects of all alternatives on the potential to contribute to adverse climate change (through greenhouse gas emissions), or be affected by climate change (e.g., exposure to flooding), are relatively similar due to their proximity to each other for a component that is assessed at a regional or sub-regional level. Based on the project schedule (a 6-month Site Preparation period would be followed by a 33-month Construction Period, with Operations commencing immediately after commissioning), the preliminary estimate of greenhouse gas emissions attributable to the Project during construction is 73.2 kilotons of CO_{2eq}, and during the operations phase the annual contribution would be 11.8 kilotons of CO_{2eq}. These contributions in relation to Ontario and Canada-wide totals and future targets are below 0.05%.						
Noise	All of the alternatives have similar potential effects with to respect noise level and spatial extent as a result of equipment and vehicle emissions during site preparation, construction and operation phases of the Project. Therefore, no one alternative is considered to have a comparative advantage or disadvantage for this factor. Noise levels will be managed using Best Management Practices, such as use of proper equipment and adherence to manufacturer's specified maintenance frequencies.						
Caribou habitat	Area within which corridor sits is not known by Webequie community members to be frequented by caribou	-	-	Southernmost portion of road runs through known caribou habitat	Minimizes effects to known caribou habitat areas, but does not fully avoid	-	Alternative 1 is preferred for this factor

FACTOR	ALTERNATIVE CONCEPT 1		ALTERNATIVE CONCEPT 2A		ALTERNATIVE CONCEPT 2B		RESULTS OF
	Advantages	Disadvantages	Advantages	Disadvantages	Advantages	Disadvantages	COMPARISON
Caribou Range Condition (Includes cumulative disturbance, alignment with existing or proposed disturbance)	Utilizes currently disturbed/ regenerating lands instead of intact forest	Minimizes effects to known caribou habitat areas, but does not fully avoid	Passes through lands currently disturbed by human presence along shores of Winisk Lake and cabins present, instead of intact forest	Southernmost portion of road runs through known caribou habitat	Passes through lands currently disturbed by human presence along shores of Winisk Lake and cabins present, instead of intact forest	Southernmost portion of road runs through known caribou habitat	Alternative 1 is considered to a have comparative advantage compared to the other alternatives
Caribou Habitat Protection (Area, Arrangement, and Condition of All Category Types)	Avoids possible nursery habitat along western shores of Winisk Lake Minimizes footprint (approx. 14 km of road length) within known winter habitat	Minimizes effects to known caribou habitat areas, but does not fully avoid	Route skirts western edge of core habitat areas and minimizes severity of fragmentation across Category 1 habitats	Removes known habitat directly adjacent to probable calving/ nursery areas along east shore of Winisk Lake and creates barrier between those habitat types Results in greatest total length of road (46 km) passing	Minimizes total length of road (37 km) passing through known caribou habitat	Removes known habitat directly adjacent to probable calving/nursery areas along east shore of Winisk Lake and creates barrier between those habitat types Greatest vegetation clearance within the interior of wintering habitat and perhaps	Alternative 1 is considered to a have comparative advantage compared to the other alternatives

FACTOR	ALTERNATIVE CONCEPT 1		ALTERNATIVE CONCEPT 2A		ALTERNATIVE CONCEPT 2B		RESULTS OF
	Advantages	Disadvantages	Advantages	Disadvantages	Advantages	Disadvantages	COMPARISON
				through caribou wintering habitat		greatest degree of fragmentation within Category 1 habitat	
Caribou Species Protection	Minimizes anthropogenic and predator access to known caribou habitat areas	Minimizes effects to known caribou habitat areas, but does not fully avoid	Route skirts western edge of core habitat areas where predators already have access and moderates possibility of caribou mortality	Approximately 46 km of road length is in caribou habitat and may result in increased fragmentation and provides predator and anthropogenic access into known caribou habitat	Reduces total length of road passing through known caribou habitat compared to Alternative 2A	Approximately 37 km of road length is within core caribou habitat and may result in increased fragmentation and predator and anthropogenic access into known caribou habitat	Alternative 1 is considered to a have comparative advantage compared to the other alternatives
Moose mating areas	-	Intersects broad area south of community	-	Intersects broad area south of community but to a lesser extent than Alternative 1	-	Intersects area south of community	Alternative 2B has a comparative advantage to Alternatives 1 and 2A, as it intersects mating areas to a lesser degree
Fish spawning areas	-	Alternative runs very close to significant fish spawning areas well known to	-	Alternative runs very close to significant fish spawning areas well known to	-	Alternative runs very close to significant fish spawning areas well known to	Alternatives are similar, with no one alternative having a

FACTOR	ALTERNATIVE CONCEPT 1		ALTERNATIVE CONCEPT 2A		ALTERNATIVE CONCEPT 2B		RESULTS OF
	Advantages	Disadvantages	Advantages	Disadvantages	Advantages	Disadvantages	COMPARISON
		community members		community members		community members	comparative advantage
Waterbody crossings (lakes and rivers)	-	Alternative 1 has 49) waterbody crossings Approx. 7.7 km of alternative route length will require structures to cross waterbodies	Alternative 2A has 36 waterbody crossings Approx. 1.42 km of alternative route length will require structures to cross waterbodies	-	Alternative 2B has 26 waterbody crossings Approx. 1.40 km of alternative route length will require structures to cross waterbodies	-	Alternative 1 has the longest route length crossing over waterbodies, and requires a greater number and/or span length for structures in comparison to Alternatives 2A and 2B. The route length requiring structures to cross waterbodies is considered similar for Alternatives 2A and 2B Alternative 2B is preferred for this factor, as it has the lowest number of waterbody crossings
Community source of spring water	Distant from community source of spring water	-	-	Very close to community source of spring water	-	Very close to community source of spring water	Alternative 1 is preferred for this factor

FACTOR	ALTERNATIVE CONCEPT 1		ALTERNATIVE CONCEPT 2A		ALTERNATIVE CONCEPT 2B		RESULTS OF
	Advantages	Disadvantages	Advantages	Disadvantages	Advantages	Disadvantages	COMPARISON
Technical Considerations							
Constructability	-	North-south section (old winter road) of Alternative 1 has constructability issues due to extensive area of waterbody crossings and poor soil and terrain conditions	.	Conditions in this alternative route include extensive organic terrain of bogs and fens that represent a constructability challenge	-	Conditions in this alternative route include extensive organic terrain of bogs and fens that represent a constructability challenge	Alternative 1 has the greatest constructability challenges in comparison to Alternatives 2A and 2B due area of waterbody crossings Alternatives 1, 2A and 2B all share poor soil and terrain conditions (bogs and fens) where there is a common east-west routing direction Alternatives 2A and 2B have similar constructability issues with respect to soil and terrain; therefore, no one alternative is considered have a comparative advantage

FACTOR	ALTERNATIVE CONCEPT 1		ALTERNATIVE CONCEPT 2A		ALTERNATIVE CONCEPT 2B		RESULTS OF COMPARISON
	Advantages	Disadvantages	Advantages	Disadvantages	Advantages	Disadvantages	
Cost	Alternative 1 is 113 km in length Preliminary estimated capital cost is $45.2 million dollars		Alternative 2A is 104 km in length Preliminary estimated capital cost is $41.6 million dollars		Alternative 2B is 95 km in length Preliminary estimated capital cost is $38 million dollars		Alternative 1 has the highest preliminary cost Alternative 2A has a lower cost than Alternative 1, but greater cost than Alternative 2B Alternative 2B is preferred for this factor, as it has the lowest preliminary cost

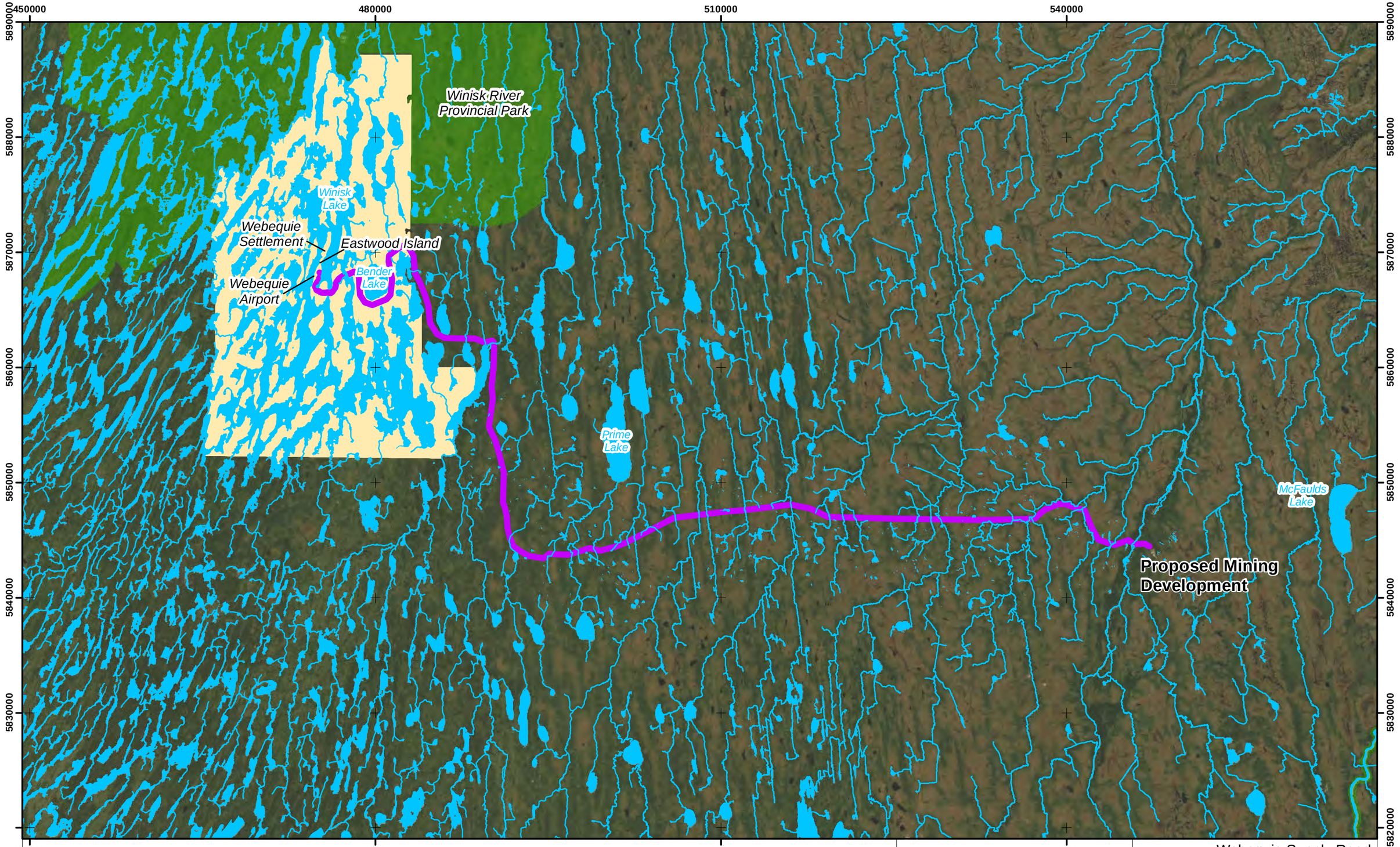
Notes:

[1] Source used to determine archaeological potential is *Criteria for Evaluating Archaeological Potential (A Checklist for the Non-Specialist)*, Ministry of Tourism, Culture and Sport (2015). Specifically, an answer of "Yes" was identified for the following questions in the checklist and, therefore, the area was deemed to have archaeological potential and should subject to an assessment undertaken by a licensed consultant archaeologist.

1. Is there Indigenous knowledge or historically documented evidence of past Indigenous use on or within 300 metres of the property (or project area)?
2. Are there present or past waterbodies within 300 metres of the property (or project area)?

Note for 2: Waterbodies (lakes, rivers, streams, springs, etc.) are associated with past human occupations and use of the land. About 80-90% of archaeological sites are found within 300 metres of waterbodies.

The screening of alternative corridor concepts concluded that an easterly corridor (Alternative Concept 2B) over Alternative 2A and the more westerly old winter road corridor (Alternative Concept 1) is more favourable. However, as shown in **Table 3-3**, the comparative assessment also identified potential impacts to Woodland Caribou habitat of value to the community that was not fully avoided (refer to Column "Result of Comparison"). Consequently, the corridor was further refined using the seven (7) valued community components through additional local community representative engagement with harvesters and land users, resulting in an easterly shift of the corridor and identification of the preliminary preferred route for the supply road (35 m right-of-way width) along the centreline of the 2 km wide corridor, as shown in **Figure 3.8**.



Legend

- Preliminary Preferred Corridor for Webequie Supply Road
- Webequie First Nation Reseve

WSR WEBEQUIE SUPPLY ROAD

0 5 10 Km

N

NAD 83
UTM Zone 16N

Webequie Supply Road

Preliminary Preferred Corridor Resulting from Additional Webequie Community Engagement

Date: 2019/10/17	File Number: 649920	Sub Code: 0000
Figure Number: 3.8		Rev. 0

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3.3 Rationale for the Preferred Corridor Alternative

The rationale for selection of the Webequie community's preferred development corridor to carry forward for more detailed identification and analysis of routing alternatives for the supply road in the IA is as follows:

- Runs east of areas used most intensively for traditional activities south of the community;
- Minimizes intersecting significant moose mating areas located south of the community and north of the proposed East-West section of corridor;
- Avoids existing caribou habitat east of Webequie by following a more linear north-south alignment, rather than a southeast alignment that would reduce road length, but does not full avoid potential effects;
- Proposed corridor avoids known sacred, burial or spiritual sites;
- Minimizes impacts to Webequie First Nation Reserve lands;
- Minimizes the number of waterbody crossings required; and
- Incurs the lowest estimated capital cost for construction.

3.4 Development of Routing Sub-Alternatives within Preferred Supply Road Corridor

Since the geotechnical component is expected to have such a significant bearing on development, assessment and selection of the supply road corridor, during the winter of 2018-19, terrain mapping and related opportunities and constraints were overlain within the 2 km wide community's preliminary preferred corridor to identify a set of sub-alternative routes for the road. A summary of the preliminary terrain analysis and route assessment is presented in the following sections.

3.4.1 Initial Geotechnical Assessment - Terrain Mapping

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

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

3.4.1.1 Routing Considerations

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

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

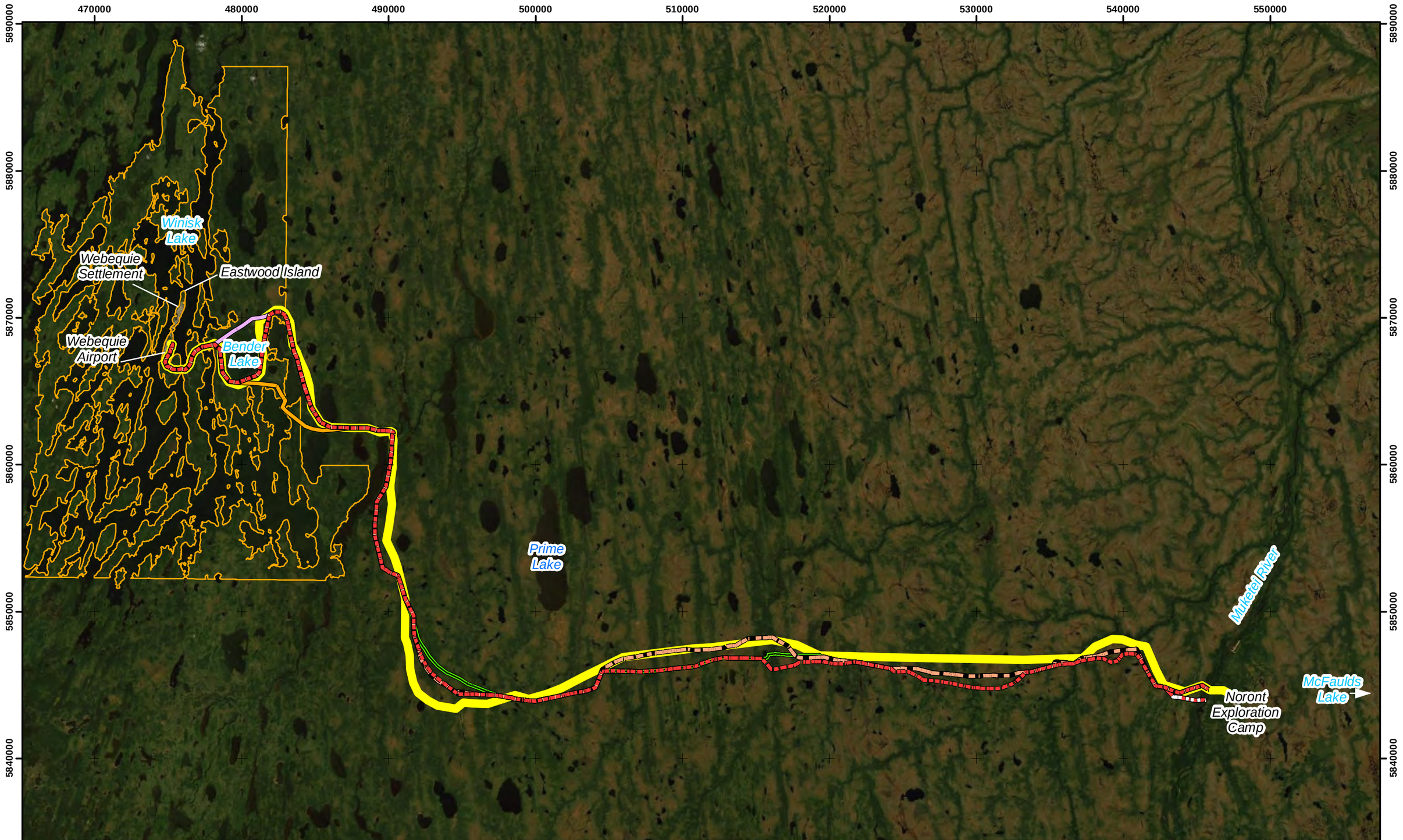
- Ice-rich peat bogs and fens;
- Extensive wetland and thermokarst-affected terrain;
- Wide river crossings; and
- Proximity to potential aggregate sources.

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

3.4.1.2 Alternative Routes

A total of six (6) alternative routes were mapped within the proposed preliminary corridor refer to **Figure 3.9**), each of which share various common segments and differ along other segments that offer advantages and disadvantages. Three (3) of the alternative routes differ only in the westernmost segments of the corridor around Winisk Lake and Bender Lake on the eastern approach to Webequie. Routes 1 and 2 diverge around Bender Lake, with Route 1 following a longer path around the south of the lake and Route 2 taking the shorter path to the north that requires a small channel crossing. East of Bender Lake, these routes both pass around the northern end of a long embayment of Winisk Lake. Route 3 cuts across a narrow portion of this embayment of Winisk Lake and passes to the south of Bender Lake, which results in a much shorter route, but requires a channel crossing over the embayment.

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



Legend

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

WSR WEBEQUIE SUPPLY ROAD

0 5 10 Km

N

NAD 83
UTM Zone 16N

Webequie Supply Road

Route Alternatives for Geotechnical Assessment

Date: 2019/10/17	File Number: 649920	Sub Code: 0000
Figure Number: **3.9**		Rev. **0**

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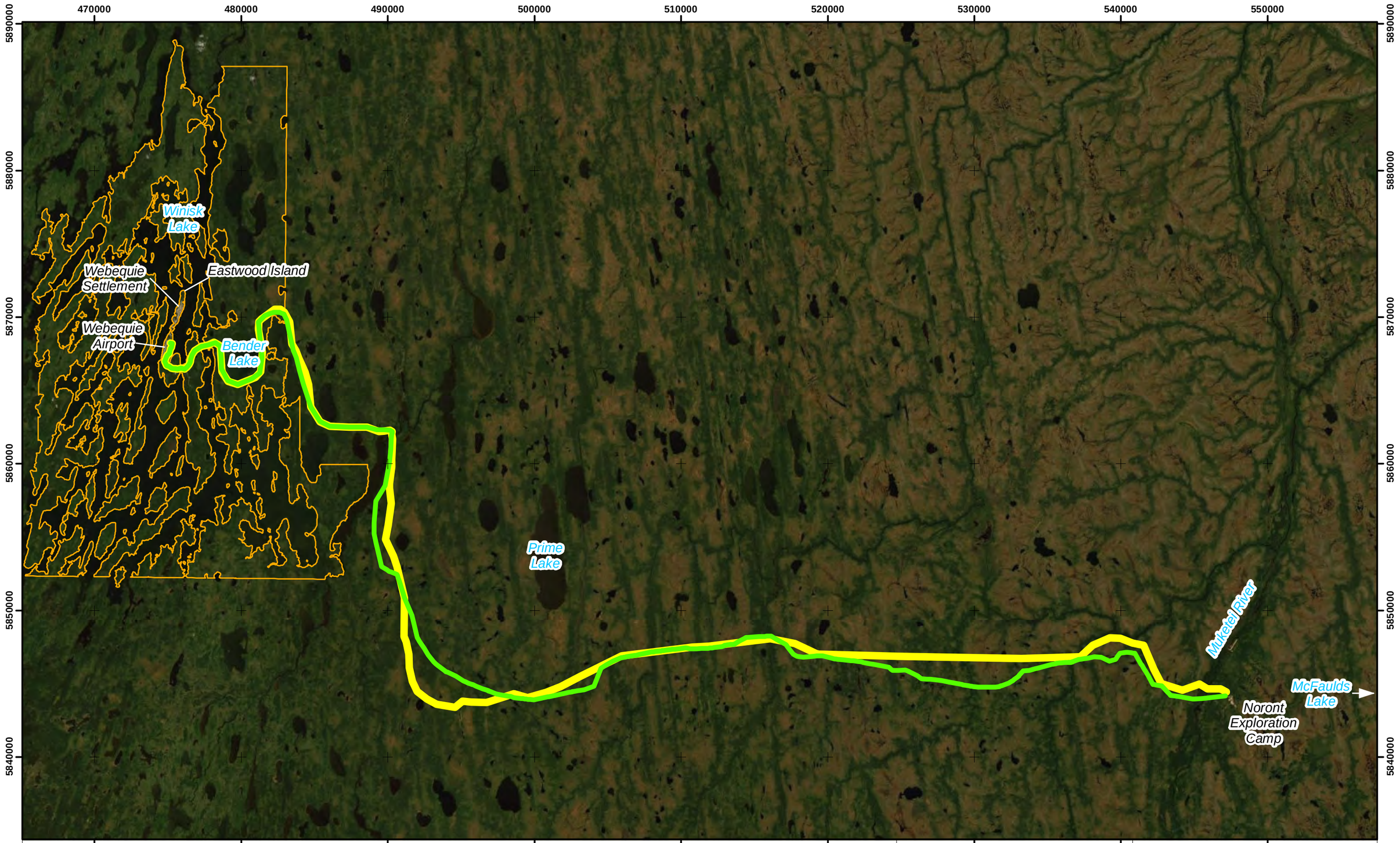
3.4.1.3 Optimal Geotechnical Route

The optimal route from a geotechnical perspective (refer to **Figure 3.10**) was selected by picking segments from the six alternative routes that best meet the major criteria of route length, terrain conditions, stream crossings, and proximity to aggregate sources. The optimal route minimizes total length in two main locations. The first is in the area southwest of Prime Lake, where the corridor transitions from north-south to east-west at nearly a right angle. By crossing outside of the community's preferred corridor to the north, the optimal route cuts the overall length without adding additional water crossings. The second key location is around Bender Lake, where the optimal route crosses the shorter path northward around the lake. The second location (north around Bender Lake) was ultimately discounted in the optimal geotechnical route because it does not stand the test of avoiding the sensitive waterfowl staging area at this location.

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

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



Legend

- Optimal Geotechnical Route
- Community Preferred Route

WSR WEBEQUIE SUPPLY ROAD

0 5 10 Km

N

Webequie Supply Road

Optimal Geotechnical Route

Date: 2019/10/17	File Number: 649920	Sub Code: 0000
Figure Number: 3.10		Rev. 0

Document Path: I:\E&W\Projects\661910 - Webequie First Nation Supply Rd\40_Execution\45_GIS_Dwgs\MXD\ProjectDescription\DPD\20191016_WSR_DPD_Fig_3-10_v10.mxd

3.5 Supply Road Alternatives Carried Forward for Impact Assessment

The proposed set of supply road alternative routes within the proposed preliminary corridor that will be subject to the impact assessment is presented in **Figure 3.11**.

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

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

Segment 2 – the north-south section and the bend connecting to the east-west routing alignment. Note: although the majority of the 51 km east-west leg of the Webequie Supply Road is coincident with the routing previously developed by Noront in consultation with WFN to serve the Eagle's Nest mine, due to the current status of the Noront proposal (federal EA under CEAA, 2012 has been terminated; revived EA will not include an all-season road connection to the provincial highway network), this Webequie Supply Road segment should be considered as a separate project from the Noront road.

Segment 3 – the east-west section across the James Bay Lowlands area.

Segment 4 – the crossing of the Muketei River.

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

The proposed segmentation of the supply road corridor and the options within each segment will be subject to review and refinement during the impact assessment process, including the identification and development of additional alternatives, as appropriate. The 2 km corridor width will be retained to provide flexibility for refining/developing route options for evaluation during the Impact Statement phase of the IA process.

In addition, as indicated in Section 3.1.1.6, the Do Nothing option will also be carried forward as a comparator in the IA study for the purposes of assessing the overall advantages and disadvantages of proceeding with the preferred method of implementing the Project.

470000 480000 490000 500000 510000 520000 530000 540000 550000

5890000 5880000 5870000 5860000 5850000 5840000

Winisk Lake

Webequie Settlement

Eastwood Island

Webequie Airport

Bender Lake

Segment 1 G C

Prime Lake

Segment 2 G C

Segment 3 G C

Muketeí River

Segment 4 G C

McFaulds Lake

Noront Exploration Camp

Legend

- Optimal Geotechnical Route (G)
- Community Preferred Route (C)

WSR WEBEQUIE SUPPLY ROAD

0 5 10 Km

N

Webequie Supply Road

Proposed Webequie Supply Road Alternatives Carried Forward to Impact Assessment

Date: 2019/11/06	File Number: 661910	Sub Code: 0000
Figure Number: 3.11		Rev. 0

Document Path: I:\E&W\Projects\661910 - Webequie First Nation Supply Rd\40_Execution\45_GIS_Dwgs\MXD\ProjectDescription\DPD\20191106_WSR_DPD_Fig_3-11_v10.mxd

3.6 Project Infrastructure Alternatives

Figure 3.12 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 construction 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 3.6.1 and 3.6.2 below.

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

3.6.1 Construction Camps

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

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

470000 480000 490000 500000 510000 520000 530000 540000 550000

5890000 5880000 5870000 5860000 5850000 5840000

Winisk Lake
Eastwood Island
Winisk Lake Crossing
Webequie Settlement
Webequie Airport
Bender Lake
Winiskisis Channel Crossing
Prime Lake
Muketei River
McFaulds Lake
Noront Resources Exploration Camp
Muketei River Crossing

Legend

- Proposed Major Water Crossings
- Alternative Route
- Route Preferred by Webequie Community
- Existing Winter Roads
- Potential Aggregate Sources
- Webequie First Nation Reserve Limits
- Winisk River Provincial Park

WSR WEBEQUIE SUPPLY ROAD

0 5 10 Km

N

NAD 83
UTM Zone 16N

Webequie Supply Road

Alternative Routes and Project Area Features / Sensitivities

Date: 2019/11/14	File Number: 649920	Sub Code: 0000
Figure Number: **3.12**		Rev. **0**

Document Path: I:\E&W\Projects\661910 - Webequie First Nation Supply Rd\40_Execution\45_GIS_Dwgs\MXD\ProjectDescription\DPD\20191016_WSR_DPD_Fig_3-12_v10.mxd

3.6.2 Aggregate Source Locations and Access Roads

The Webequie Supply Road is proposed to be built as close as possible to the natural terrain contours to limit the amount of earthworks and aggregate material required for the road surface. Construction camps, storage yards and temporary/permanent access roads will also be graded in a manner that minimizes the volume of aggregate needed for construction. Locally sourced aggregate will also be required to maintain and operate the supply road. The total quantity of aggregate required is unknown at this time and will be determined during the detail design phase of the Project. Surface soils, such as till, are 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 3.12**. A general description and characteristics of the potential aggregate source locations are 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 IA 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 IA, with the objectives of minimizing both haul route distances and adverse impacts to the environment.

The Webequie Project Team has not yet fully assessed the capacity of potential aggregate sources (initial field work in this regard was completed in fall 2019) . However, in the context of the of thresholds established in the IAA Physical Activities Regulations (subsections 18(f) and 19(f)), 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 after expansion.

4 Project Location Information and Context

4.1 Description of the Designated Project's Location

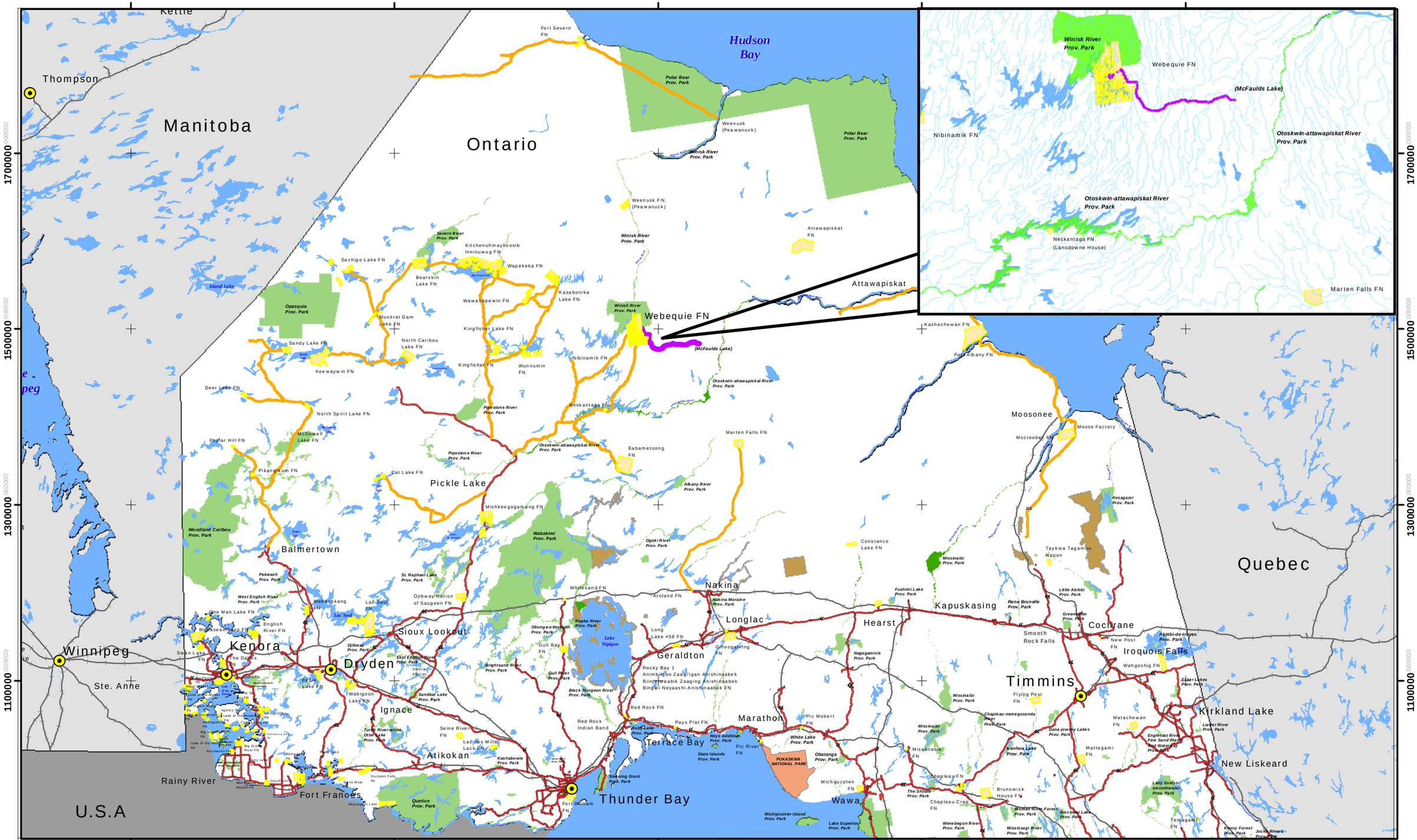
The proposed project corridor is located in northwestern Ontario, near Webequie First Nation, which is located approximately 525 km northeast of Thunder Bay (refer to **Figure 4.1** for the regional and local context of the project's location). **Figure 3.12** illustrates the location of known project infrastructure (or possible alternatives) in relation to project area features and sensitivities. The corridor is to extend southeastward for 51 km from the Webequie First Nation community, before turning eastward for 56 km and terminating east of the Muketei River in the McFaulds Lake area. 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 Project will not make use of any known existing designated right-of-way. A high-resolution aerial imagery map series of the project corridor is presented in **Appendix A**.

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

As noted in Section 3.6 of this Detailed Project Description, the locations of major ancillary facilities to be integrated with the Project, such as temporary construction camps; temporary and permanent aggregate extraction/production sites; and an operations/maintenance centre, have not yet been determined.

General spatial boundaries of the proposed corridor, in the context of study areas for valued components, are described in Section 4.2.



Legend

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

Km 0 50 100

N

Canada Lambert Conformal Conic Projection

Webequie Supply Road
Project Location

Date: 2019/11/07	File Number: 649920	Sub Code: 0000
Figure Number: **4.1**		Rev. **0**

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4.2 Study Area Definitions

The IA will describe the spatial and temporal boundaries for each valued component of the environment. The geographic boundaries for the Project will indicate the areas within which potential effects are reasonably anticipated, including cumulative effects. The temporal boundaries for the Project will be generally based on the planned phases that include the construction phase: the period from the start of construction to the start of operation; and the operations phase: the operation and maintenance activities throughout the life of the Project. As such, the IA will adopt a multi-scale approach for describing existing environmental conditions and predicting effects from the Project. Specifically, the following study areas will be used to define the geographic extent within which to capture the potential direct and indirect effects of the Project.

Project Footprint: established to identify areas of direct disturbance (i.e., the physical area required for construction and operation of the Project). The project footprint is the preferred corridor (35 m right-of-way width) and temporary or permanent areas needed to support the Project that include laydown yards, storage yards, construction camps, access roads and aggregate extraction sites.

Local Study Area (LSA): established to assess the potential, largely direct, and immediate indirect effects of the Project on the local environment. The boundaries of each LSA will extend a specified distance from the project footprint boundary to specifically capture the direct and nearby indirect effects on an environmental component/criterion.

Regional Study Area (RSA): established to assess the potential, largely indirect and cumulative effects of the Project in the broader, regional context. The RSA extends beyond the LSA to include the maximum geographical extent to which impacts from the Project may be expected.

The IA will further define and describe the specific study area for each environmental component (e.g., natural, socio-economic, cultural) in greater detail, with consideration of comments and input received from Indigenous communities, regulatory agencies, the public and stakeholders. In general, each valued component will be assessed within the context of the project footprint, LSA and RSA. The size and extent of each study area may differ for each environmental component. For example, in some cases, larger or separate study areas will be developed to address select potential environmental and socio-economic features, including but not limited to Woodland Caribou, archaeology, air/noise and socio-economic elements, to allow for greater accuracy in the prediction of project effects and development of mitigation measures.

4.3 Land to be Used for the Project

4.3.1 Legal Description of Lands to be Used

The project area is located on un-surveyed Ontario Crown lands and Webequie Frist Nation Reserve lands. Although Webequie First Nation holds the position that provincially registered traplines do not represent spatial limits of traditional use by their members, for reference purposes, it can be stated that the project area intersects traplines legally registered to Webequie First Nation and Marten Falls First Nation community members (refer also to Section 4.3.2 regarding proximity to lands used for traditional purposes).

A total of 17 km of the Project corridor sits on federal land comprising the Webequie First Nation Reserve, as shown in **Figure 3.12** and **Figure 4.1**.

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. Although none of the proposed WSR corridor outside the WFN reserve lands has been acquired, the project area includes three mining claims alienation areas. According to the Ontario Ministry of Energy, Northern Development and Mines' Mining Lands Administration System, these areas include two withdrawal areas: Withdrawal Order W-TB-106-13 and Winisk River Provincial Park (File No. 178257); and a single notice area that represents a potential protected area identified in Webequie First Nation's Draft Community Based Land Use Plan under the *Far North Act, 2010.* Twenty-nine of the mining claims were registered prior to Withdrawal Order W-TB-106-13 coming into effect. To implement the Project, WFN must obtain consent to the dispositions of the surface rights from these mining claim holders and provide a copy of the consent to ENDM. The remaining mining claims were registered after the surface rights only withdrawal order came into effect. WFN does not need to obtain consent from these claim holders.

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

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

4.3.2 Project Proximity to Land Used by Indigenous Peoples for Traditional Purposes

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 6.3 - Effects on Indigenous Peoples – Physical and Cultural).

In addition to Marten Falls First Nation and Neskantaga First Nation, both of which have indicated direct impacts to their traditional territories by the Project, to date, Attawapiskat First Nation, Weenusk (Peawanuck) First Nation and Kasabonika Lake First Nation have asserted that they have shared traditional territory with Webequie First Nation, but have not specified as to whether these areas coincide with the project area (refer also to acknowledged shared areas within the Webequie Draft Community Based Land Use Plan area below). No mapping of traditional territory can be provided for confidentiality reasons.

The project's west terminus is situated at the WFN Airport, so Webequie would be the nearest affected community. The WSR corridor is otherwise situated in an area well removed from the next closest permanent communities (reserves on federal lands), including Nibinamik (73 km), Neskantaga (83 km), Marten Falls (120 km), Eabametoong (130 km) and Attawapiskat (150 km). There are seasonal or occasional/temporary residences (cabins) in proximity to the corridor that are used by First Nations members during short trips away from their communities to engage in traditional activities (hunting, fishing). Additional details on these residences will be assembled during the gathering of Indigenous Knowledge information to support the IA.

Webequie First Nation is in the process of preparing a Community Based Land Use Plan (CBLUP) in accordance with the Ontario *Far North Act*, which provides the authority, purpose, and process for community-based land use planning. Details on land use designations within the current WFN Draft CBLUP (March 2019) are provided in Section 6.2.6 – Land and Resource Use. The Draft CBLUP recognizes that there is shared territory with other First Nations within the lands that Webequie has identified as its proposed planning area, including areas shared with Neskantaga and Marten Falls that would be occupied by the Webequie Supply Road corridor. The Draft CBLUP contains the following statements with respect to shared areas and the consultation with Neskantaga and Marten Falls regarding development of the Plan. The Webequie Draft CBLUP also notes that Webequie, Marten Falls and Neskantaga are currently engaged in dialogue related to shared interests in the Ring of Fire mineral deposit as part of a Three-Nation process. Due to the draft status of the CBLUP, and the fact that Plan development and Ring of Fire discussions between Webequie, Neskantaga and Marten Falls are ongoing, the shared areas cannot be shown at this time.

Neskantaga First Nation

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

River drainage areas that fall within the proposed planning area. Webequie First Nation honors and respects Neskantaga First Nation Indigenous use connections in the proposed planning area.

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

Marten Falls First Nation

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

5 Federal, Provincial, Territorial, Indigenous and Municipal Involvement

This section of the Detailed Project Description addresses the following matters required under the IAA:

- A description of any financial support that federal authorities are, or may be, providing to the Project;
- Identification of any federal lands that may be used for the purpose of carrying out the Project; and
- Identification of any jurisdictions that have powers, duties or functions in relation to an assessment of the project's environmental effects, including issuing permits, licences, approvals or other authorizations to enable the Project to move forward.

Under the *Impact Assessment Act*, "jurisdiction" is defined as:

a) a federal authority;

b) any agency or body that is established under an Act of Parliament and that has powers, duties or functions in relation to an assessment of the environmental effects of a designated project;

c) the government of a province;

d) any agency or body that is established under an Act of the legislature of a province and that has powers, duties or functions in relation to an assessment of the environmental effects of a designated project;

e) any body - including a co-management body - established under a land claim agreement referred to in section 35 of the Constitution Act, 1982 and that has powers, duties or functions in relation to an assessment of the environmental effects of a designated project;

f) an Indigenous governing body that has powers, duties or functions in relation to an assessment of the environmental effects of a designated project

   i) under a land claim agreement referred to in section 35 of the Constitution Act, 1982, or

   ii) under an Act of Parliament other than the *Impact Assessment Act* or under an Act of the legislature of a province, including a law that implements a self-government agreement;

g) an Indigenous governing body that has entered into an agreement or arrangement referred to in paragraph 114(1)(e) of the *Impact Assessment Act*, which governs agreements between Indigenous governing bodies not referred to in f) above and the Minister of Environment and Climate Change to act as a jurisdiction, or exercise powers or duties for the purposes of application of the Act;

h) a government of a foreign state or of a subdivision of a foreign state, or any institution of such a government; and

i) an international organization of states or any institution of such an organization

For the purposes of this Detailed Project Description, the Project Team deems the definitions of federal and provincial authorities having jurisdiction (items a) to d) above) to be applicable to the Project.

5.1 Proposed or Anticipated Financial Support

The federal government, through the Agency's Participant Funding Program, is granting funding to Indigenous communities to support their participation in the IA process for the Webequie Supply Road Project.

The Province of Ontario is providing support and resources for Webequie First Nation to plan the Webequie Supply Road, including conducting the coordinated federal IA and provincial EA processes, in accordance with the Memorandum of Understanding between Ontario and WFN that identifies the roles and responsibilities with respect to the consultation process on the Project. The Province is also providing capacity funding for eligible Indigenous communities to participate in the provincial EA process.

Federal and provincial funding for construction and operation of the Webequie Supply Road is yet to be determined.

5.2 Federal Lands

A total of 17 km of the proposed 107 km long Webequie Supply Road corridor sits within the reserve lands of Webequie First Nation, which are under federal jurisdiction.

5.3 Federal Authorities Having Jurisdiction

Besides IAA approval by the Minister of Environment and Climate Change, the federal authorities having jurisdiction over the Project, and their mandate in relation to the permits, licences, approvals or other authorizations (PLAA) that may be required (or for which the need to consult federal agencies on such matters may be required), are listed in **Table 5-1**.

Table 5-1: Federal Authorities with Powers, Duties or Functions

Authority	Enabling Legislation/PLAA	Applicable Powers, Duties or Functions Triggers
Transport Canada	*Canadian Navigable Waters Act*	* 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). The Act applies to all navigable waterways in Canada. Owners of "major works" (e.g., dams, bridges, etc.) on any navigable waterway, regardless of whether it is in the Schedule to the Act or not, are required to apply to

Authority	Enabling Legislation/PLAA	Applicable Powers, Duties or Functions Triggers
		Transport Canada for approval.
Fisheries and Oceans Canada	Authorization under *Fisheries Act*	* Activities that result in the harmful alteration, disruption or destruction of fish habitat, or death of fish, as defined under the Act, are subject to authorization.
Environment and Climate Change Canada	Permit under *Species at Risk Act (2002) Section 73*	* 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).
Indigenous Services Canada (ISC)	Authorization under *Indian Act Section 28(2)*	* 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 *Explosives Act*	* Purchase, use, storage or transportation of explosives.

5.4 Provincial Authorities Having Jurisdiction

Matters under the jurisdiction of Ontario, and related provincial PLAA that may be required, are listed in **Table 5-2**.

Table 5-2: Provincial Authorities with Powers, Duties or Functions

Authority	Enabling Legislation/PLAA	Applicable Powers, Duties or Functions Triggers
Ministry of Natural Resources and Forestry	Permit to Collect Fish for Scientific Purpose under the *Fish and Wildlife Conservation Act* (1997)	* To facilitate the capture and transfer of fish during in- water works such as cofferdam construction or dewatering
	Permit to Collect Wildlife for Scientific Purpose under the *Fish and Wildlife Conservation Act* (1997)	* Facilitates the capture and transfer of wildlife
	Authorization under the *Fish and Wildlife Conservation Act* (1997)	* Project construction and operation is anticipated to destroy the nests or eggs of birds, a beaver dam, or the den of a black bear or some furbearing mammals, or interfere with a black bear in its den
	Forest Resource Licence (Cutting Permit) under the *Crown Forest Sustainability Act* (1994)	* Harvesting and/or cutting timber on Crown land
	Burn Permit under *Forest Fires Prevention Act* (1990)	* Burning of materials from forest clearing, if required
	Public Lands Act (1990)	* Works on crown lands and/or shore lands including geotechnical investigations, construction/ upgrade of access roads and trails, culverts/bridges
	Land Use Permits	* Necessary for access roads to and within Project site, temporary laydown and/or spoil areas
	Far North Act (2010)	* Permits and approvals depend on type of development and stage of completion of community-based land use plans
	Aggregate Permit under *Aggregate Resources Act* (1990)	* Extracting aggregate on all Crown land and on private land in areas of Province designated (specifically identified) in the regulations
	Licence of Occupation under *Public Lands Act* (1990)	* Construction work occurring on Crown lands

Authority	Enabling Legislation/PLAA	Applicable Powers, Duties or Functions Triggers
	Work Permit under *Lakes and Rivers Improvement Act* (LRIA)	* Channelization, diversions * Bridges and some culverts
Ministry of the Environment, Conservation and Parks (MECP)	Permit to Take Water or Environmental Activity and Sector Registration under the *Ontario Water Resources Act* (1990)	* Where project construction requires Water taking - pumping, draining, dewatering * Takings up to 50,000 L/day require no permit/registration * Takings between 50,000 and 400,000 L/day require registration (EASR) * Takings over 400,000 L/day require a permit (PTTW)
	Permit under Section 17 of the *Endangered Species Act* (2007)	* Potential for corridor/road construction to have effects on listed species or habitat
	Approval under *Health Protection and Promotion Act* (1990)	* Facilitates provision of potable water and on- site sewage treatment and disposal systems at temporary construction camp(s)
	Environmental Compliance Approval under *Environmental Protection Act* (1990)	* 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
	Environmental Assessment Act	* The Project is subject to the requirements for an Individual Environmental Assessment
Ministry of Health and Long-Term Care	Permit to Construct - Sewage System	* 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	*Occupational Health and Safety Act* (1990)	* Notice of Project under Section 23(2)

Authority	Enabling Legislation/PLAA	Applicable Powers, Duties or Functions Triggers
Ministry of Heritage, Sport, Tourism and Culture Industries	*Ontario Heritage Act* (1990)	* Reviews archaeological assessment reports as a condition of licensing in accordance with Part VI of the Act. Provides letter indicating that the report has been entered into the Ontario Public Register of Archaeological Reports

6 Environmental Setting and Potential Effects of the Project

The following section describes the existing environmental conditions/setting in the project area and potential effects of the Project.

The environmental changes that may occur on Federal lands are limited to the seventeen (17) km of the proposed supply road located on Webequie First Nation Reserve lands, which fall under federal jurisdiction. The limits of these lands are shown on **Figure 3.12** and **Figure 4.1**. There are no anticipated effects of the Project on other Provinces, or outside of Canada.

6.1 Physical and Biological

6.1.1 Geology, Terrain and Soils

Existing Conditions

Surficial geology consists of exposed bedrock as well as large moraines. Much of the surficial deposit is dominated by silt, and silt clay deposits as a result of glaciolacustrine deposition from post-glacial Lake Agassiz. The landscape is weakly broken, with low lying ridges of clay and sand, and extensive peatlands in low lying areas (Crins et al., 2009).

Terrain and topography are generally flat, with some localized relief. Large stretches of the preferred corridor pass through water-logged areas/marshes exhibiting poor ground condition, with deeper peat, organics and poor drainage.

The project area tis characterized by predominantly flat, poorly drained soils with slow rates of plant decay. As a result, the development of organic soils and peat is common throughout much of the area. The organic surface layer typically ranges from 1 to 2 m in thickness. It is underlain by a clay/silt till layer of up to 2 m thick, and a Quaternary till layer up to 5 m thick. Depth to bedrock ranges from 5 to 12 m below the surface.

The project area is situated within a band of sporadic permafrost that is part of the Discontinuous Permafrost Zone of Canada's permafrost region (National Atlas of Canada, 5th Edition (1995): Canada Permafrost). In the Discontinuous Zone, some areas beneath the land surface have permafrost and other areas are free of permafrost. In the sporadic permafrost band where the project area is located, permafrost occurs in islands (10-50 % of the land area is underlain by permafrost), varies in thickness (estimated at a few metres in the project area), the active layer (surface layer of soil or rock above the permafrost) may not extend down to the permafrost, and ground ice content in the upper 10-20 m of the ground is categorized as Low (less than 10%). The thickness of the permafrost may be influenced by soil and rock type, snow cover and proximity to waterbodies.

Potential Project Effects on Geology, Terrain and Soils

Potential effects of the road construction will involve site clearing and re-contouring of topography (cut and fill grading) that will change the local distribution of terrain (topography and surficial geology) from existing conditions. Removal of overburden will also be required to construct structure foundations at waterbody

crossings. Locally sourced aggregate extraction and processing areas have the potential to change topography and terrain, which may directly cause adverse effects to surface drainage patterns or catchment areas. Changes to terrain are not anticipated during the operations phase for the Project as grading, site clearing and preparation are not required following construction, and permanent access roads established during construction will be used during operation of the road. Effects of using locally sourced gravel (e.g., eskers) as construction material for the road could also release naturally abundant metals to waterbodies.

Soil compaction, rutting, and admixing from road construction activities have the potential to change soil quality by altering physical, chemical, and biological characteristics that encompass overall soil health. Changes in soil quality and quantity may also occur during construction due to a potential increase of erosion and sedimentation rates related to such activities as vegetation clearing, excavation, grading and stockpiling of excess earth material.

Spills from chemical or hazardous material (e.g., petroleum products,) could contaminate soils and cause adverse effects on aquatic organisms, soil organisms, and vegetation. Change to soil quality from chemical or hazardous material spills is possible during the construction and operations (maintenance) phases of the Project.

Piled snow along the roadside can affect ground temperature and thawing of permafrost, where it is located close to ground surface. However, in the sporadic permafrost band where the project area is located, permafrost occurs in islands and ground ice content in the active layer is not significant. Therefore, given the general lack of permafrost in the area and the limited width of road surface to be cleared of snow (~11 m), the insulating effects of snow on warming of permafrost are not expected to be problematic. Similarly, any permafrost that exists in the project area is not anticipated to have a measurable destabilizing effect on the road infrastructure.

6.1.2 Vegetation

Existing Conditions

The project area is located in the northwestern region of the Province of Ontario. It is located fully within the Big Trout Lake Ecoregion, a large ecoregion stretching from the Manitoba border to the Hudson Bay Lowlands.

Forest dominates the ecoregion's landscape, covering approximately 50% of the ecoregion. The majority of this is coniferous forest, with a smaller component of mixed forest, and deciduous forest pockets growing along river valleys (Crins et al. 2009). Wetland (30%), open water (12%) and burns occupy the rest of the ecoregion. The burn area in this ecoregion is the highest percentage of any in Ontario. Black Spruce dominates both upland and lowland sites, with Jack Pine and White Birch and Poplar species as associates. The shrub layers tend to be dominated by ericaceous shrubs, willow, and alder. The ground cover consists primarily of mosses and lichens, low ericaceous shrubs, and some herbs. Bedrock exposures have fewer trees and greater lichen cover lichens. Closed to open stands of stunted black spruce with ericaceous shrubs and a ground cover of sphagnum moss dominate poorly drained peat-filled depressions.

Known country foods include: wild berries or nuts (Blueberry, Wild Strawberry, Gooseberry/Currant, Raspberry), wild plants (Labrador Tea Leaves, Muskrat Root, Wild Rice, Mint Leaves, and Dandelions), and Tree Foods (Cedar Tea, Maple Syrup, and Poplar Inner Bark).

Potential Project Effects on Vegetation

Potential effects on vegetation communities (e.g., riparian, wetland, upland, etc.) resulting from the construction phase of the Project include changes to community diversity, loss of vegetation, changes to wetland quantity and function, and changes to species diversity or composition.

Construction of road and supportive infrastructure such as temporary access roads, laydown areas, construction camps and aggregate extraction areas will result in direct removal of vegetation. Potential indirect effects could include changes to characteristic and function of vegetation communities from uncontrolled erosion and sedimentation or accidental release of contaminants during the construction and operation phases of the Project. Fragmentation of vegetation communities, and the habitat this provides to wildlife, may also occur as a result of the project components and activities.

In summary, potential project effects on vegetation based on the interaction between the project components and activities include:

- Reduced soil quantity during earth moving activities may affect revegetation/restoration;
- Soil disturbance and stockpiling can change physical, chemical, or biological properties of soil, increase erosion potential, and affect revegetation/restoration;
- Changes to hydrology may alter drainage patterns and increase/decrease drainage flows and surface water levels, which could cause changes to soils and upland, wetland and riparian ecosystems;
- Chemical, petroleum or the hazardous material spills along the WSR or along access roads could affect soil quality and upland, wetland and riparian ecosystems;
- Dust and air emissions, and subsequent deposition can affect upland, wetland and riparian ecosystems through changes in soil quality and direct contact with plants; and
- Introduction and spread of noxious and invasive plant species (e.g., European Common Read) from external equipment/vehicles brought to site could affect upland, wetland and riparian ecosystems.Use of herbicides to control vegetation along the road corridor, if elected to be used during operation, could adversely affect vegetation.
- Removal of wetland (e.g., bogs, peatland) could reduce the capacity of these areas to store carbon and thereby regulate climate.

6.1.3 Groundwater

Existing Conditions

From data available near McFaulds Lake area (Noront, 2013) groundwater is present in the saturated organic material and in unstratified and stratified glacial till (composed of sand, silt and clay). There is also groundwater present in the near surface and deep bedrock. Hydraulic conductivities (K) are on the order of 10-4 m/s in the coarser overburden soils, 10-6 m/s for the organic soils, and as low as 10-7 m/s in the finer soils and bedrock. In general, the hydraulic conductivity of bedrock generally decreases with depth. The groundwater levels in region are thought to range from 0 to 4.9 m below ground surface, with seasonal fluctuations between 0.5 and 1.5 m.

Stream systems are cut minimally into the landscape and have low slope and slow flows. Due to low relief and low permeability soils, the streams are connected to the overburden aquifer and are not typically connected to deeper bedrock aquifers. The groundwater table in the overburden is typically at or near the

surface due to the flat terrain and underlying low permeability silts and clays. Where the low permeability overburden material exists, the shallow overburden aquifer is isolated from groundwater in the deeper bedrock. The permeability of the bedrock is expected to decrease with depth so, in general, the most permeable bedrock aquifer will occur along the bedrock/overburden interface.

Potential Project Effects on Groundwater

Temporary construction dewatering of excavations for structure foundations can cause the groundwater levels to be temporarily lowered, thereby reducing groundwater availability to nearby groundwater features (i.e., wetlands, streams, water wells, springs). If not mitigated properly, construction groundwater discharge from dewatering activities has the potential to result in erosion and mobilization of sediment at the discharge point and along the flow path with elevated suspended solids and potential release of contaminants (i.e., sediment) to receiving waterbodies. Groundwater quality may also be adversely affected by an accidently spill of contaminants (e.g., petroleum or chemical products) during the construction and/or operation phases of the Project.

Vegetation clearing will take place for road corridor, at construction of temporary/permanent access roads, construction camps, laydown areas and aggregate extraction areas. Clearing of vegetation may increase recharge to the shallow groundwater table in higher permeability areas, thereby increasing local groundwater levels and increasing groundwater availability to nearby groundwater features (i.e. water wells, wetlands and streams).

Portable water for construction camps are expected to be provided from new water wells. The temporary pumping of construction camp water supply wells can lower groundwater levels and has the potential to reduce groundwater availability to nearby groundwater features.

The hardening of surfaces to construct the supply road and supportive infrastructure, such as construction camps and laydown/storage yards, has the potential to reduce groundwater recharge and lower the groundwater levels resulting in changes to groundwater quantity or patterns of flow that provide base flow to watercourses or discharge to wetlands.

6.1.4 Hydrology and Surface Water

Existing Conditions

Hydrologically, the project area is situated within the primary Southwestern Hudson Bay watershed (refer to **Figure 6.1** information extracted from the 2017 All-Season Community Road Study). The project 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.

The project area has many different types of waterbodies, including streams, rivers, lakes, ponds and wetlands. There are several larger river systems in the area, including the Winisk, Ekwan, Attawapiskat, Fishbasket and the Pineimuta Rivers. There are also some very large lakes, such as Winisk Lake in the northeast part of the Study Area. There is also a vast network of smaller connected headwater streams, ponds and lakes. Many of these smaller streams are part of open fens. Streams in the region are low

gradient and have low velocity flow throughout most of the year. The stream banks are typical of low gradient streams and are well defined by earth, boulders, bedrock outcrops and natural levees. Beaver dams are common features on small to medium sized streams. Stream flow peaks in the spring as a result of snowmelt runoff and rainfall runoff from saturated soils. Flows recede through the summer and increase in the fall due to an increase in rainfall and a decrease in evaporation. Flows are normally lowest in winter, and some small streams freeze completely to the stream channel bed. Snowfall is an important component of the hydrologic cycle in the region, as accumulated snow represents a significant stored water component.

From the review of background information sources and field surveys conducted to date, the preliminary preferred corridor for the Webequie Supply Road crosses approximately 26 waterbodies, which may require bridge or culvert structures.

Potential Project Effects on Hydrology and Surface Water

The construction, operation and maintenance of the WSR, as well as the construction of the structure foundations, access roads, and other supportive infrastructure (e.g., construction camps, aggregate pits) could result in changes to surface water quantity and quality. The construction and/or maintenance of these project components is expected to result in changes to land cover type, specifically in areas that are currently dominated by tree cover lowland peatlands will be converted to a cover type of bare ground or gravel surfaces. The potential effect toon surface water quantity as a result of the identified changes in land cover may include a local increase in runoff rates and runoff volumes at the various project components, and, in turn, an increase in stream flows, water levels, and erosion-sedimentation processes at nearby waterbodies (i.e., downstream receivers).

The installation and maintenance of waterbody crossing structures (temporary and permanent) during the construction and operation phases of the Project may result in changes to channel hydraulics at the affected portion of the waterbody, and, in turn, potential changes in surface water quantity (e.g., increased flooding) or erosion due to modifications in channel form and function.

Construction activities, such as vegetation clearing, grading, excavation, equipment and machinery use, and temporary/permanent watercourse crossings may temporarily increase erosion and result in sedimentation into nearby waterbodies due to the creation of exposed soils. Potential sedimentation into surface water may result in adverse effects to water quality (e.g., elevated concentrations of sediment) or alter baseflow in waterbodies or water temperatures. Construction activities may also affect surface water quality through the introduction of contaminants (petroleum or chemical products) from improper management and maintenance of equipment (e.g., leaks), construction water from dewatering activities, from road maintenance activities such as salt and sand application and accidental spills from vehicles and equipment used during the construction and operation of the WSR.

390000 420000 450000 480000 510000 540000 570000 600000

5880000 5860000 5840000 5820000 5800000 5780000 5760000

Winisk - Coast

Upper Winisk

Middle Winisk

Ekwan - Coast

Upper Ekwan

Lower Attawapiskat

McFaulds Lake

Southwestern Hudson Bay

Attawapiskat - Coast

Upper Attawapiskat

Lower Albany - Coast

Upper Kapiskau

Otoskwin

Upper Albany

Upper Albany - Misehkow

Upper Albany

Upper Albany - Muswabik

Upper Albany - Makokibatan

Legend

- Proposed Community Preferred Webequie Supply Road Route
- Primary Watersheds
- Secondary Watersheds
- Tertiary Watersheds
- Webequie First Nation Reserve

WSR WEBEQUIE SUPPLY ROAD

0 5 10 20 Km

N

NAD 83
UTM Zone 16N

Webequie Supply Road

Watersheds and Subwatersheds

Date: 2019/10/17	File Number: 649920	Sub Code: 0000
Figure Number: 6.1		Rev. 0

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6.1.5 Wildlife

Existing Conditions

Wildlife within the region of the project area includes Black Bear (*Ursus americanus*), Gray Wolf (*Canus 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 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 Amphibian 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). Red-sided Garter Snake (a sub-species of the Eastern Garter Snake) is also listed in the Ontario Reptile and Amphibian Atlas and has been found west of Webequie, but not since 1999.

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

Of the above noted species, known country foods include: Moose, Caribou, Rabbit, Beaver, Muskrat, Canada Geese, ducks, Grey Partridge, Ruffed Grouse, Sharp-tailed Grouse, Snow Goose, and Spruce Grouse.

Potential Project Effects on Wildlife

Potential project effects on wildlife (including species that are considered country foods) based on the interaction between the project components and activities include:

- Clearing, grading and stockpiling of materials during construction of the Project and operation of the WSR could result in loss or alteration of vegetation that may change habitat availability, use, and connectivity and influence wildlife abundance and distribution, as well as predation opportunities;
- Changes to hydrology may alter drainage patterns and increase/decrease drainage flows and surface water levels that can cause changes to soils and vegetation, which can affect wildlife habitat availability and distribution;
- Introduction and spread of noxious and invasive plant species (e.g., from external equipment/vehicles brought to site) can affect plant community composition, which can affect wildlife habitat availability and distribution;
- Collisions with vehicles during construction and operation may cause injury or mortality to individual animals;
- Attraction of wildlife to construction camps (e.g., food waste) or the road corridor itself during construction may increase human wildlife interactions and change predator prey relationships, which can affect wildlife survival and reproduction;
- Increase in public access (others outside of Webequie community) could affect wildlife survival and reproduction through vehicle strikes and/or legal and illegal hunting (poaching).
- Chemical, petroleum or the hazardous material spills along the WSR or along access roads could affect wildlife survival and reproduction;
- Dust and air emissions, and subsequent deposition of contaminants can change soil quality and vegetation, which can affect wildlife habitat availability and distribution; and
- Sensory disturbance related to proximity (noise) impacts from construction equipment, roadway traffic and increased air traffic can affect habitat availability, use and connectivity (movement and behaviour), leading to changes in abundance and distribution of terrestrial animals, caribou in particular.

Specifically, the project activities also have the potential to adversely affect migratory birds, as defined under the *Migratory Birds Convention Act* (MBCA). Potential effects on birds, migratory birds and their habitat could result from:

- Air emissions, dust and sensory disturbance from noise;
- Clearing of vegetation in upland and wetland habitats, during breeding season and migration;
- Increased predation and poaching opportunities;
- Disruption of movement corridors and collisions with vehicles; and
- Accidental release of harmful substances in waters or areas frequented by birds.

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 the Project area, although nesting also infrequently occurs outside of this period.

Potential effects to migratory birds, including mitigation measures, will be identified as part of the IA. A key mitigation and preliminary recommendation to prevent harm to migratory birds is to avoid any vegetation

clearing between April 21 and August 14. If vegetation clearing is required during this period, an avian biologist will be retained to conduct a survey for nesting activities/behaviours to manage risks to active nests protected under the MBCA and the *Fish and Wildlife Conservation Act* (FWCA).

6.1.6 Fish and Fish Habitat

Existing Conditions

The project area contains many aquatic features, including streams, rivers, wetlands, bogs, marshes and lakes. The waterbodies 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 6.1.9).

There are three watersheds in the project area (Winisk-Coast, Ekwan-Coast and Attawapiskat-Coast) which include numerous rivers that support fish and fish habitat (refer to **Figure 6.1**). 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.

FISH SPECIES

There are 39 fish species, including those deemed to be country (traditional) food, that have been identified as potentially being present within the project area through a review of various sources, and are presented in **Table 6-1.**

Table 6-1: Fish Species Potentially Within Study Area

Family	Systematic Name	Common Name
Acipenseridae	*Acipenser fulvescens*	Lake Sturgeon
Cyprinidae	*Couesius plumbeus*	Lake Chub
	Margariscus margarita	Pearl Dace
	Luxilus cornutus	Common Shiner
	Notropis atherinoides	Emerald Shiner
	N. heterolepis	Blacknose Shiner
	N. hudsonius	Spottail Shiner
	N. volucellus	Mimic Shiner
	Notemigonus crysoleucas	Golden Shiner
	Margariscus nachtriebi	Northern Pearl Dace
	Chrosomus eos	Northern Redbelly Dace
	Chrosomus neogaeus	Finescale Dace
	Pimephales notatus	Bluntnose Minnow
	Pimephales promelas	Fathead Minnow
	Rhinichthys cataractae	Longnose Dace
Catostomidae	*Catostomus*	Longnose Sucker

Family	Systematic Name	Common Name
	Catostomus commersonii	White Sucker
	Moxostoma anisurum	Silver Redhorse
	Maxostoma macrolepidotum	Shorthead Redhorse
Esocidae	*Esox lucius*	Northern Pike
Salmonidae	*Coregonus artedi*	Cisco
	Coregonus clupeaformis	Lake Whitefish
	Salvelinus fontinalis	Brook Trout
	Salvelinus namaycush	Lake Trout
	Prosopium cylindraceum	Round Whitefish
Percopsidae	*Percopsis omiscomaycus*	Trout-Perch
Gadidae	*Lota*	Burbot
Gasterosteidae	*Culaea inconstans*	Brook Stickleback
	Pungitius	Ninespine Stickleback
Cottidae	*Cottus bairdi*	Mottled Sculpin
	Cottus cognatus	Slimy Sculpin
	Cottus ricei	Spoonhead Sculpin
Percidae	*Etheostoma exile*	Iowa Darter
	Etheostoma nigrum	Johnny Darter
	Perca flavescens	Yellow Perch
	Percina caprodes	Logperch
	Percina shumardi	River Darter
	Sander canadensis	Sauger
	Sander vitreus	Walleye
Sciaenidae	*Percina caprodes*	Logperch

*List of fish species present in the area was generated using MNR and Royal Ontario Museum (ROM) species distribution data (Holm et al., 2010).

Of the above listed species, known country foods include: Walleye, Lake Whitefish, Lake Sturgeon, Northern Pike, White Sucker, Brook Trout, Lake Trout, Burbot, Round Whitefish, Muskie, Rainbow Trout, and Largemouth Bass.

FISH HABITAT

From review of background information sources and 2017 aquatic surveys for WSR, as documented in the *Baseline Environmental and Geotechnical Studies Report - Webequie Community Supply Road (TPA1B) and Nibinamik-Webequie Community Road (TPA1A)* (2018) surface waters in the Study Area flow in a general west-to-east direction, towards James Bay and also a northerly direction to Hudson Bay. Through much of the area, surface waters move as diffuse flow through broad, densely vegetated fens, with occasional consolidation in defined channels. Many of these channels appear as pools of open water (usually created by beaver dams) that are connected to larger watercourses by narrow, poorly defined channels, or by fens without recognizable channels. Frequent ponding, flooding of treed areas and diversion of flows occur due to beaver activity, and many of the pools of open water visible on topographic maps and satellite imagery are the result of old, stable beaver dams. An abundance of fen and beaver-pond habitats

exist along the preferred corridor. The abundant beaver dams pose barriers to fish passage and potential for stranding. The poor water quality (specifically, low dissolved oxygen) in these small watercourses can also pose a severe limitation to their overall productivity and suitability to most species.

Due to a lack of coarse substrate in the smaller streams, fish that require rapids or riffle habitats for during the spring period spawning likely spawn in the larger rivers (e.g. Pineimuta River and Fishbasket River), possibly on bedrock and boulder shoals due to a lack of gravel substrate.

Burbot is the only winter-spawning fish in the Study Area, and it is generally found in lake and large-river habitats. Burbot spawn in a fairly broad range of habitats, and specific spawning habitats in the Study Area have not been identified.

The fall-spawning species in Study Area include Lake Whitefish and Cisco, which are predominantly lake dwelling species. These species occasionally ascend rivers and the lower reaches of large streams (Scott and Crossman, 1973). Of the watercourses within the Study Area, the potential for presence of these species is likely limited to the larger rivers and lakes (e.g., the Pineimuta and Fishbasket Rivers, Winisk Lake) Lake Whitefish and Cisco are likely absent in the many smaller streams within the Study Area.

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

Potential Project Effects on Fish and Fish Habitat

Effects on fish and fish habitat, as defined under the *Fisheries Act* and including species identified as country food, may occur due to potential changes to the quantity and quality of habitat. Project related effects and/or activities with the potential to harm fish, or alter fish habitat, include:

- Physical alteration to fish habitat during construction of temporary and/or permanent waterbody crossings, related to such activities as:
  - operation of equipment in a waterbody (i.e., below the high-water mark; or in-water work)
  - installation of isolation structures during construction
  - bank treatments, site preparation, and restoration
  - placement of structures, fill, or other materials in a waterbody
  - removal of temporary structures from a waterbody at access road crossings
  - dewatering or removal of beaver dams
- Changes to channel morphology, hydrology and use of habitat features (riffles, pools, etc.) through alteration in the shape of streambed; stability and bank composition at waterbody crossings, including temporary access roads;
- Changes in fish accessibility to habitat, where the crossing structure (e.g., perched culvert) forms a barrier to fish passage (e.g., migration or access to spawning/reproduction area), which can cause habitat fragmentation and changes to genetics of fish populations;
- Increased rates of erosion from land disturbance activities or from removal of riparian vegetation, causing deposition of sediment in waterbodies that can result in loss of habitat, degraded water quality, alteration to baseflows or water temperatures, disruption of fish life processes or fish and egg mortality;
- Chemical, petroleum or the hazardous material spills along the WSR or along access roads could affect fish or fish habitat through adverse changes to surface water quality;

- Effects on fish community dynamics due to increased angling pressure and related activities, including selective removal of some species or local reductions of species numbers (inclusive of species that are considered country foods); and
- Effects on fish from invasive aquatic life introduced through angling activities of those outside of the community of Webequie.

Potential project effects to fish and fish habitat are higher during the construction phase but remain during the operations and maintenance period. To mitigate potential adverse effects to fish and fish habitat, waterbody crossings, such as culverts, will be designed and installed in accordance with applicable federal and provincial guidelines and standards to avoid or minimize harm to fish and fish habitat. Based on the requirement to place structures at the identified waterbody crossings to date, it is likely that several authorizations under the *Fisheries Act* may be required for the Project.

6.1.7 Climate and Air Quality

Existing Conditions

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.

The Project is located in a remote region of Ontario away from any significant sources of human induced air emissions. Air quality data from several monitoring stations in northern Ontario (e.g., Thunder Bay) and other remote locations in Canada will be used to estimate concentrations of background air quality parameters for the Project. All of the background air quality values reviewed in the region are well below the applicable Ontario Ambient Air Quality Criteria (AAQC) and lower than the Canadian Ambient Air Quality Standards (CAAQS). The IA will evaluate existing studies of air quality, potential project emission sources, and review Indigenous Knowledge gathered through Indigenous consultation and information from stakeholders.

Potential Project Effects on Air Quality

Construction activities have the potential to temporarily affect local air quality in the immediate vicinity of the Project. Emissions from construction are primarily comprised of fugitive dust (i.e., particulate matter that is suspended in air by wind action and human activity) and tailpipe emissions (e.g., nitrogen oxides and carbon monoxide) from the movement and operation of construction equipment and vehicles. Potential effects associated with construction are anticipated to be minimal due to their short duration and intermittent frequency. The emission sources associated with construction of the Project include the following:

- Land clearing and material handling, including establishing and maintaining stockpiled erodible materials;
- Vehicular and equipment emissions;

- Fugitive dust from vehicles travelling on gravel road and other (exposed) earth surfaces; and
- Diesel generators (power source) at the construction camps and maintenance yards during operations of the road.

Where it is in close proximity to construction and operations activities, vegetation serving as country (traditional) food or medicinal plant sources for Indigenous communities (e.g., berries, wild rice, juniper) may also be affected through deposition of particulate matter.

The operation of the WSR would contribute to changes in the local air quality as a result of vehicular traffic volume (expected to be less than 500 vehicles per day) and equipment and vehicles used for operation and maintenance activities. Vehicular exhaust emissions will consist primarily of nitrogen oxide, carbon monoxide, sulphur dioxide, suspended particulates, and volatile organic compounds, as well as greenhouse gases (GHG). A preliminary estimate of GHG emission levels from the construction and operations phases of the Project is detailed in Section 6.1.10 – Waste Generation and Emissions.

6.1.8 Acoustic Environment

Existing Conditions

With the exception of the project's west terminus, which is situated at the WFN Airport and immediately east of the built-up WFN community area, background noise levels in the project area are consistent with rural and remote areas dominated by natural sounds (Ontario Ministry of the Environment, Conservation and Parks Class 3 Area). In the absence of the sounds of wind and local animals, such areas would typically have a background noise level of 20 to 30 dBA. Noise surveys conducted by Noront for the Eagle's Nest Mine confirmed ambient noise levels of 25 to 37 dBA, which are expected to be indicative of the noise levels in the project area.

Potential Project Effects on Acoustic Environment

Project construction activities, such as the operation of equipment and machinery used for clearing, grading and earth moving, have the potential to cause temporary noise and vibration effects at sensitive receptors. These effects are not anticipated to be long-term due to the temporary nature of construction activities. However, once constructed, the WSR will accommodate heavy and light vehicles that will allow for the movement of materials, supplies and people between the Webequie Airport and the McFaulds Lake area. Based on the types of vehicles that will use the WSR there is a low potential for producing groundborne vibration effects. However, due to the remote nature of the project area with low ambient noise levels, there is potential for traffic along the WSR to generate a perceptible change in the noise levels at nearby human noise receptor areas, which include the community of Webequie and the mine exploration camp at the McFaulds Lake area operated by Noront. Similarly, these sensitive receptors may experience increased noise from airplane and helicopter traffic during both the construction and operations phase of the Project.

These same noise impacts may also result in sensory disturbance to wildlife. Sensory disturbance can impact habitat availability, use and connectivity (movement and behaviour), leading to changes in abundance and distribution of terrestrial animals, caribou in particular. Sensory disturbance is most detrimental during key periods, such as late winter when animals tend to be in poor condition, and during reproductive season (spring/early summer).

Potential environmental impacts related to the acoustic environment will be further assessed in the IA, including potential effects to human health and wildlife sensory disturbance.

6.1.9 Species at Risk and Species of Conservation Concern

Existing Conditions

From the review of background information sources and field studies conducted to date there are several species listed as Threatened, Endangered or Special Concern under the provincial *Endangered Species Act* (ESA) or the Federal *Species at Risk Act* (SARA) that have the potential to occur within the project area. A full list of potential Species at Risk, habitat characteristics and preliminary presence/absence determination within the project area is presented in **Table 6-2**.

From the preliminary presence/absence determination the following provincially and/or federally listed Species at Risk could potentially be found in the project area:

- Bald Eagle (*Haliaeetus leucocephalus*) (Special Concern under ESA);
- Barn Swallow (*Hirundo rustica*) (Threatened under both ESA and SARA);
- Canada Warbler (*Cardellina canadensis*) (Special Concern under ESA, Threatened under SARA);
- Common Nighthawk (*Chordeiles minor*) (Special Concern under ESA, Threatened under SARA);
- Rusty Blackbird (*Euphagus carolinus*) (Special Concern under both ESA and SARA);
- Olive-sided Flycatcher (*Contopus cooperi*) (Special Concern under ESA, Threatened under SARA);
- Wolverine (*Gulo gulo*) (Threatened under ESA, Special Concern under SARA);
- Woodland Caribou (*Rangifer tarandus caribou*) (Threatened under both ESA and SARA);
- Little Brown Myotis (*Myotis lucifugus)* (Endangered under both ESA and SARA); and
- Lake Sturgeon (*Acipenser fulvescens*) (Special Concern under both ESA and SARA).

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 scope and extent of field studies to be completed during the IA process specific to Species at Risk and species of conservation concern.

Potential Project Effects on Species at Risk

There is known potential Species at Risk habitat and confirmed species known to exist within the project area (e.g., Caribou, Wolverine, Little Brown Myotis) from the review of background information sources and field studies conducted to date. Potential effects to Species at Risk at the current early planning stage of the Project are broadly identified to include: increased mortality; harm and/or disturbance; displacement, alteration, fragmentation or removal of habitat; population stress; and increased predation and poaching opportunities.

Table 6-2: 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								
Puma concolor	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 (*Odocoileus virginianus*) and other prey species for cougars.	No
Myotis lucifugus	Little Brown Myotis	Endangered	Endangered	S3	Layng et al, 2019		Caves, quarries, tunnels, hollow trees, buildings, attics, barns, wetlands, forest edges	Yes
Gulo	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
Rangifer tarandus	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								
Haliaeetus leucocephalus	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
Hirundo rustica	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
Chliodonias niger	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
Chordeiles minor	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
Contopus virens	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
Contopus cooperi	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;	Yes

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							
							burns with dead trees for perching.	
Falco peregrinus anatum/ tundrius	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
Euphagus carolinus	Rusty Blackbird	Special Concern	Special Concern	S4B	OBBA		Nests in the boreal forest; prefers shores of wetlands, peat bogs, swamps, and beaver ponds.	Yes
Asio flammeus	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								
Acipenser fulvescens	Lake Sturgeon (Southern Hudson Bay - James Bay population)	Special Concern	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

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.

6.1.10 Waste Generation and Emissions

The following are the potential emissions, discharges and waste anticipated at various points (as specified) as a result 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 boring/augering equipment instead of pile drivers, and quieter diesel generators (power source), 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), including from portable treatment facilities. 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 ($ktCO_2eq$), contribute to climate change and are a concern to federal and provincial agencies and the public. Climate change has the potential to affect the Project due to more frequent or severe weather events. The primary sources of GHG emissions during the construction stage of the Project are land clearing and associated biomass burning, emissions from construction camp areas, as well as exhaust emissions from construction vehicles and equipment. This will include examining the effect on peatlands and resulting greenhouse gas emissions from changes to peatlands' ability to store and sequester carbon. 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. Effects of the environment on the Project, such as extreme weather events and increased precipitation may also occur due to climate change.

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 IA. Generally, GHG emissions from the Project are expected to be negligible because the emissions, although detectable, would be very small with respect to contributions to provincial, national and global emissions and would not be reportable when taking into account the implementation of mitigation measures. However, from a high-level perspective, based on the project schedule presented in **Table 2.3**, the preliminary estimate of greenhouse gas emissions attributable to the Project during construction is 73.2 kilotons of CO_2eq, and during the operations phase the annual contribution would be 11.8 kilotons of CO_2eq. These contributions in relation to Ontario and Canada-wide totals and future targets are below 0.05%, as shown in **Table 6.3**.

Table 6-3: Initial Estimate of Greenhouse Gas Emissions

		Construction	Operations
	GHG emissions ($ktCO_2eq/yr$)	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 Target[1]	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, earth stockpiles and equipment/vehicle operation on the WSR, access roads and other exposed earth surfaces** (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 on cleared areas, earth stockpiles and other exposed earth surfaces** (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 tested for acid rock drainage/metal leaching potential** prior to use in construction.

6.2 Social, Economic, Health and Cultural

The following sections provide an overview of the socio-economic, human health and cultural environment in the project area, and potential effects on these components associated with implementation of the Project.

6.2.1 Regional Planning/Policy Initiatives

The Project is subject to both federal and provincial planning policy initiatives that dictate how projects will be undertaken. The principal provincial planning and policy documents related to the rationale for the Project are cited and summarized in Section 3.1.1.6.

The *Far North Act* will also influence considerations during the IA. The *Far North Act* facilitates land use planning decisions in the Far North by governing how the Province will work with First Nation communities to identify areas where development can occur, and areas that should be protected. The main purpose of the Act is to establish land use planning that:

- Is based on a joint planning process between First Nation communities and the Government of Ontario;
- Supports environmental, social and economic objectives for land use planning in Ontario; and
- Is conducted in a manner consistent with the recognition and affirmation of existing Aboriginal and treat rights enshrined in Section 35 of the *Constitution Act*, 1982, including the duty to consult.

The Far North is defined in the Act as:

(a) the portion of Ontario that lies north of the land consisting of,
  (i) Woodland Caribou Provincial Park,
  (ii) the following management units designated under Section 7 of the Crown Forest Sustainability Act, 1994 as of May 1, 2009: Red Lake Forest, Trout Lake Forest, Lac Seul Forest and Caribou Forest,
  (iii) Wabakimi Provincial Park, and
  (iv) the following management units designated under Section 7 of the Crown Forest Sustainability Act, 1994 as of May 1, 2009: Ogoki Forest, Kenogami Forest, Hearst Forest, Gordon Cosens Forest and Cochrane-Moose River, or

(b) the area, if any, that is set out in the regulations made under this Act and that describes the area described in clause (a) more specifically (“Grand Nord”).

Section 12(1) of the *Far North Act* stipulates that constructing or expanding all-weather transportation infrastructure and any other infrastructure that is associated with it cannot occur without a community-based land use plan (CBLUP) in place. However, Section 12(2) of the Act includes provisions for exemption from this stipulation through the issuance of an exception order by the Minister of Natural Resources and Forestry. Section 12(4) of the Act allows the activity granted an exception to occur if the Lieutenant Governor in Council determines that the development is in the social and economic interests of Ontario. Preparation of the Webequie CBLUP is in progress, and WFN applied to MNRF for an exception order for

the Supply Road Project on January 29, 2018. The application was accepted by the Minister on March 2, 2018.[2]

The *Planning Act* establishes guidelines for land use planning decisions in Ontario. The purpose of the Act is to:

- Promote sustainable economic development in a healthy natural environment within a provincial policy framework;
- Provide for a land use planning system led by provincial policy;
- Integrate matters of provincial interest into provincial and municipal planning decisions by requiring that all decisions be consistent with the Provincial Policy Statement and conform/not conflict with provincial plans;
- Provide for planning processes that are fair, by making them open, accessible, timely and efficient;
- Encourage co-operation and coordination among various interests; and
- Recognize the decision-making authority and accountability of municipal councils in planning.

Under the Act, the Minister of Municipal Affairs and Housing may issue Provincial Policy Statements (PPS), which are province wide policy directions related to land use planning and development.

Within the context of the *Planning Act*, the "Growth Plan for Northern Ontario" (MOI/MNDMF, 2011) establishes how Northern Ontario will be developed over the next 25 years. The plan has a goal of strengthening Northern Ontario's economy through the following initiatives:

- Diversifying the region's traditional resource-based industries;
- Stimulating new investment and entrepreneurship; and
- Nurturing new and emerging sectors with high growth potential.

These two regional planning/policy directives will be important in guiding the planning process for the Webequie Supply Road Project.

6.2.2 Economy, Resource, Commercial and Industrial Activities

The economy of Northern Ontario relies heavily on resource extraction, with the forestry and mining sectors acting as large industrial employers.

Northern Ontario communities and outfitters also provide recreation and tourism opportunities for hunting, fishing and camping, playing an important aspect of the Northern Ontario experience.

The IA document will describe and assess existing commercial, recreational, and industrial activities in the region and address potential effects on these sectors. Leaseholders, claim owners, Indigenous communities and other stakeholders will be consulted as part of the EA process. Indicators used to describe the economy and employment will be detailed (employment, income, etc.). The IA will also address

[2] It should be noted that the Province is proposing to repeal the *Far North Act*, amend the *Public Lands Act* to continue approved community based land use plans, and, for a time-limited period, enable completion of the planning process for communities that are at an advanced planning stage. The proposal is intended to "(reduce) red tape and restrictions on important economic development projects in the Far North including the Ring of Fire, all-season roads and electrical transmission projects for communities." These changes are not expected to affect the IA, since the Far North Act exemption has been granted.

development within relevant economic sectors, impacts to businesses, governmental finances and housing characteristics.

Consultation with Indigenous communities regarding potential changes in employment opportunities and other economic benefits for Indigenous communities that may result from the Project will be an important component of the Webequie Supply Road Project.

6.2.3 Population, Demographics and Community Profile

Webequie First Nation has experienced increases in both their employment rates and their population rates since 2006. However, this has not been the case for much of Northern Ontario, or other Indigenous communities who may have an interest in the Project. The population of Northern Ontario has, in general, declined in recent years with many resource-based industries shutting down production or relocating. However, the Indigenous population is growing at a faster rate than that of Northern Ontario or Canada. According to the 2016 Canada Census, the Indigenous population comprised of 2.8% of Ontario's population, an increase from 2.4% in 2011. The Indigenous population is a younger demographic than the non-Indigenous population. This is due to a higher fertility rate and increased life expectancy.

The 2011 Census shows that the employment rate of Webequie First Nation was 39.6%, with an average income of $20,680. Remote Indigenous communities experience challenges due to their lower employment rates and average incomes when compared to averages in Ontario as a whole. This trend is not uncommon for many Northern Indigenous communities. This is due, in part, because of communities transitioning away from traditional manufacturing, agricultural based industries and resource development, creating economic pressures. In addition, many youth are out-migrating or living off-reserve to find other employment opportunities. This has led to impacts to employment prospects in the area. Projects such as the Webequie Supply Road are expected to provide both skilled and unskilled workers with the opportunity to access employment opportunities in the McFaulds Lake mining area.

The IA document will detail the existing state of communities and potential effects of the Project on the population and demographic attributes, education levels, employment and housing. This will include community profiles on the Indigenous communities surrounding Webequie First Nation, including:

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

This information will be documented through government statistics, plans, Indigenous community engagement, and other sources. Information that will be collected will be disaggregated and analysed using the Gender Based Analysis+ (GBA+) method to examine effects on intersecting identity factors as a result of the Project. It is anticipated that the Project may have effects on vulnerable population groups; and the impact assessment will gauge such effects, including, but not limited to:

- Effects on women, elders, youth and disabled persons;
- Effects on Indigenous women's safety;

- Effects on the quality of being Indigenous, such as religion, education levels, accessibility, and education levels; and
- Effects on social change and diverse subgroups of the population.

6.2.4 Human Health and Community Well-Being

Community well-being and health is important to Webequie First Nation. A community well-being study was completed in June 2014 for Webequie First Nation to develop a process to track community well-being over time, using indicators that are meaningful and developed by the community. Indicators important to Webequie include: community health; economic development; environmental quality and relationship with the land; housing and infrastructure; family and social conditions; community leadership and governance; and cultural vibrancy and traditional practices. The study included household surveys with approximately 96 households in 2014. **Table 6-4** below provides an illustration of Webequie's community well-being as of 2014.

Table 6-4: Webequie First Nation's Community Well-Being

Indicator	Description
Community Health › Value of physical health and exercise › Concern over household diet and food security (relative to increasing food costs)	In addition to the overall health of the community, including birth rates, death rates, infections and injuries, Webequie includes physical health and exercise, diet and food security and spiritual health as part of community health. These are of concern to the community, as some Webequie community members deal with health issues such as diabetes, obesity, and heart disease. For Webequie members that experience significant medical emergencies and for routine tests, they are flown out to regional centres for health care support, either in Sioux Lookout or Thunder Bay; more than half of the households surveyed have sent one member to a health centre for medical treatment. Household diet and food security are concerns of Webequie First Nation, as most community members are unable to afford healthy and balanced meals. Webequie members are impacted by food security to the point where some have indicated that they do not have enough food to last them, they have skipped meals, or cut meals in order to make do; this is a result of rising food costs.
Environmental Quality and Relationships with the Land › Environmental stewardship (protection of the natural environment, including wildlife and plants) is a priority for the community	Webequie community members have an important relationship and connection with their traditional lands. Environmental stewardship is a priority to the community to protect their natural environment and the wildlife and plants within it. As such, drinking water quality for human consumption and wildlife population management is a concern to community members.

Indicator	Description
› Concern over wildlife population management and maintaining drinking water quality for human consumption	
Cultural Vibrancy and Traditional Values › Value of preserving a unique and vibrant Oji-Cree culture › Concern over fewer youth/children taking part in activities on the land	Webequie First Nation has a unique and vibrant Oji-Cree culture, which is something that the community would like to preserve and continue practicing. Webequie community members participate in traditional activities such as hunting, fishing, trapping, and gathering. Majority of Webequie households have at least one adult member spending 4+ days; however, fewer households have more youth and children taking part in activities on the land.
Family and Social Conditions › Challenges to maintaining family coherence (substance abuse, household vandalism) › Value of maintaining inter-household sharing of food, supplies, equipment, maintenance tasks	Family and social conditions within Webequie is challenging as there are social issues that community members face such as substance abuse, household vandalism. In terms of family connection, there is inter-household and familial connections within the community as they sometimes or regularly share food and wood with others or help others around the home (through home repairs, shoveling of driveways, lending equipment, etc).
Economic Development › Value of education in fostering economic development and accruing community benefits › Challenges of obtaining secondary/post-secondary education (travel/residency outside community)	Education is an important aspect to the community as it will allow for economic development and benefits for the community. However, there is no high school in the community, forcing young community members to choose between education at an urban centre or staying in the community with family. Over half of the households surveyed indicated that that 1 or more member completed high school or adult education, while majority of the households have no member that completed a college or university degree. There over 30% of households that indicated they work with the band office or other public service, which is a main employer in the community. Some have indicated that they work a locally-owned business, and few have mining-related work.
Housing and Infrastructure	Housing and infrastructure is a concern to community members as they face a number of housing issues such as house repairs, including the need for mould-proof

Indicator	Description
› Issues associated with maintaining an adequate supply of habitable housing stock; dwelling space capacity	homes, or a home with more bedrooms to address their issue of overcrowding.
Community Leadership and Governance › Value of effective and high quality community leadership and governance in ensuring adequate community well-being › Desire for community members to participate in community decision-making, and to create new opportunities for the community	Webequie community members see a link between community well-being and the effectiveness and quality of community leadership and governance. There is a desire for community members to participate in community decision-making, and to create new opportunities for the community. Overall, Webequie members have been engaged in various forms of community governance including community meetings, receiving information on Chief and Council decisions and initiatives, or participating on community committees.

Source: Webequie First Nation Community Well-Being Baseline Study Summary, 2014

Through consultation activities and gathering of existing information, efforts will be made to obtain similar community health and well-being information for other Indigenous communities for the IA. Should Indigenous communities not willing to provide this information, research will be conducted to using government websites such as Health Canada, Indigenous Services Canada, and other sources to obtain community health and well-being information. Information that will be collected will be disaggregated and analysed using the Gender Based Analysis+ (GBA+) method to examine effects on intersecting identity factors as a result of the Project.

6.2.5 Infrastructure and Services

With the exception of the area at the west limits of the proposed WSR corridor (east side of Webequie community), there is no established transportation infrastructure or access to typical community services in the project area. Infrastructure services in the community include a water treatment facility and distribution pipes, sanitary sewers and sewage treatment plant, diesel fuel electricity generator and power distribution lines. The drinking water source for the community is Winisk Lake. There is regular air access to the community via a licensed carrier (North Star Air currently provides passenger air service three times daily to and from Webequie). Formal land access to the community is via the winter road from the west, connecting Webequie with Pickle Lake (refer to **Figure 3.12**); land travel corridors east of Webequie are limited to a sparse, informal network of trails.

The proposed all-season road corridor will cross the traditional lands of communities that may be able to assist in providing waste management, municipal and community services, emergency services, policing, and many other ancillary services.

In 2016, there were a total of 155 dwellings in the Webequie community, housing both permanent residences and temporary residences (e.g., teachers, nurse, etc.). Remote Indigenous communities in Northern Ontario face challenges with their housing. Census data has shown that Indigenous people were much more likely to live in dwellings that were in need of some repairs. Families are also living in crowded

conditions, with more than one person per room, compared to the average household in Ontario. Having safe and adequate housing is a major concern for Northern Indigenous communities as the quality and housing stock worsen. The IA will describe available housing and infrastructure and services, such as nearby road connections, which have the potential to interact with or connect to the Project. In addition to this, the Project may also have the potential to interact with community services, such as policing, fire rescue, hospitals, schools, churches and other religious buildings, as well as local businesses, and residential areas.

Potential effects on social conditions are anticipated. The IA will consider these potential effects, including but not limited to:

- Effects on social and infrastructure services as a result of changes in road connectivity;
- Effects on current and historic use of waterbodies; and
- Effects on recreational activities (cottaging, events, fishing, etc.) as a result of changes to waterbodies.

6.2.6 Land and Resource Use

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

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

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

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

Enhanced Management Areas – The intent of EMAs is to support a range of resource development opportunities while providing for protection of sensitive First Nation cultural sites, historical travel routes,

cultural waterways and harvesting areas, as well as fish and wildlife habitat, muskeg, peatlands, wetlands and remote tourism and recreation values.

The "Corridor EMA", within which a short segment of the WSR is situated, is a 129,000 ha area located to the south of the community. It is a shared area with Neskantaga and Nibinamik and contains historic travel routes from Webequie to these two communities. The Intent of the Corridor EMA is to enable major access corridors to Webequie First Nation and the Ring of Fire, while also protecting cultural and ecological values in the area. The area supports all-season road, hydro transmission and communications corridors to Webequie First Nation. It also supports options for all-season access to adjacent mineral potential areas. Aggregate extraction in the area is supported, while recognizing the need to respect sensitive cultural values. Mineral sector activities are also supported.

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

- Webequie is also preparing a Comprehensive Community Plan under the auspices of Crown-Indigenous Relations and Northern Affairs Canada, with the support of the Nishnawbe-Aski Development Fund. This has been a four-year process, culminating in the current Draft CCP (August 2019). The CCP is complementary to the CBLUP and other community plans[3], and is another community-led process, rooted in Webequie's 3-Tier governance model (refer to Section 7.2.2 of this Detailed Project Description), that supports reconciliation, rebuilding and healing. The CCP sets out community values and visions; establishes realistic goals, objectives and measurable targets; and provides direction and guiding principles for achieving and monitoring positive change, based on sustainability and self-reliance in the context of ancestral relationships with each other and the community's land base. The land areas around the community that are inherent in the 3-Tier model include: the 34,279 ha of community land base (Tier 1 - *Tawin*); the protected traditional area within a 1-day walk (roughly 40-50 km radius) from the community (Tier 2 - *Tashiikawiin/Tashiiwiitoo*); and the area of mutual benefit with neighbouring communities, an additional 1-day walk from the community (Tier 3 - *Bimachiiowiin Akkii*). The CCP's goals and action strategies are laid out in relation to the following eight (8) components:Education and training;
- Cultural vibrancy and traditional life;
- Housing and infrastructure;
- Environmental quality and relationship with the land;

[3] Other complementary plans and processes include: the On-Reserve Land Use Plan, which covers the Tier 1 area and provides a policy for land management, including information and direction for community development initiatives (such as housing, community facilities and services, cultural spaces and businesses); the Resilience Plan (2018-2019), which addresses natural and anthropogenic threats facing Webequie, including consideration of food security; and the Community Wellbeing Pilot Project (2016-2019).

- Community health and wellness;
- Family and social conditions;
- Economic development; and
- Community leadership and governance.

Notable land uses in the region include the Victor Diamond Mine, located 150 km east of the project's east terminus, east of 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 region include tourist lodges, fly-in hunting and fishing camps and other tourist-related activities, which are not located in proximity to the WSR corridor.

As noted in Section 4.3 – Land to be Used for Project, the project area is located on un-surveyed Ontario Crown lands and Webequie Frist Nation Reserve lands. According to the ENDM there are 56 active, unpatented mining claims and one mining lease nearby or overlapping the proposed WSR corridor. Therefore, the WSR has the potential to effect active or unpatented mining claims and mining leases in the project area. As part of the IA, Webequie First Nation will consult and engage with mineral exploration and development companies whose interests and holdings may be affected by the Project.

6.2.7 Cultural Heritage Resources

There is a potential for the Project to effect cultural heritage resources within the project area. Cultural heritage resources are generally defined to include archaeological resources, built heritage resources and cultural heritage landscapes. This includes effects on sacred and spiritual sites identified by Webequie First Nation or other Indigenous communities that are considered culturally significant features such as the location of any structure/monument, site or things of historical, archaeological, paleontological, or architectural significance.

Archaeological research to date for the region suggests that the area was occupied by humans as early as 7,000 years before present. These early humans, known as the Shield Archaic Culture, tended to locate themselves near caribou river crossings. Previous archaeological research has also shown that ungulates and fish were exploited by Indigenous peoples from circa 1000 A.D. to contact with Europeans (Noront, 2013).

Evidence also suggests that the region was intensively used during the historic fur trade. Previous research has indicated that the area is located within a region that was explored by the mid-to-late 18th century. Additionally, there is a history of mining in the region spanning from the early 20th century until the present (Noront, 2013).

The preferred corridor is also situated approximately 15 km south of Winisk River Provincial Park, which is a cultural heritage landscape feature of interest. Landforms in the park include a large moraine and drumlin field. Geological features include the Sachigo Subprovince, Big Beaverhouse Moraine, Winisk Drumlin Field, and Cochrane Advance.

To support the impact assessment, a cultural heritage assessment in consultation with Indigenous communities will be conducted to identify any known or potential built heritage resources and cultural heritage landscapes in the project area, including potential effects any recommend measures to avoid or mitigate potential negative impacts. In addition, a Stage 1 Archaeological Assessment will be conducted to identify and confirm areas of archeological potential. The findings from this assessment will be documented in the IA and a stand-alone report that will be submitted to the Ontario Ministry of Heritage, Sport, Tourism, and Culture Industries. To assess potential effects to archaeological resources, the Stage 1 Archaeological

Assessment will involve consultation with Indigenous communities, review of existing published data sources and information obtained from other stakeholders and agencies.

6.3 Effects on Indigenous Peoples – Physical and Cultural

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

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

In addition, the current Draft Webequie First Nation CBLUP (March 2019) recognizes that there is shared territory with other First Nations within the lands that Webequie has identified as its proposed planning area, including areas shared with Neskantaga and Marten Falls that would be occupied by the Webequie Supply Road corridor. In addition, as stated in Section 4.2 of the Detailed Project Description, the Draft CBLUP indicates that there is also an area, within which a short segment of the WSR is situated, that is shared with Nibinamik First Nation. The Draft CBLUP contains statements regarding shared areas and the consultation with Neskantaga and Marten Falls with respect to development of the Plan. The Webequie CBLUP also notes that Webequie, Marten Falls and Neskantaga are currently engaged in dialogue related to shared interests in the Ring of Fire mineral deposit as part of a Three- Nation process. Due to the draft status of the CBLUP, and the fact that Plan development and Ring of Fire discussions between Webequie, Neskantaga and Marten Falls are ongoing, the shared areas cannot be shown at this time (refer also to Section 3.3 – Land and Water Use).

The potential physical and cultural effects of the Project on these communities and other Indigenous peoples are outlined in **Table 6-5**. Should the Agency determine that an IA is required, effects, including long-term and residual effects following mitigation, on Indigenous and non-Indigenous communities will be examined further. The general location of known/established First Nation reserve lands in proximity to the Webequie Supply Road corridor are shown in **Figure 3.12** and **Figure 4.1**. During the IA, 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 7.2.3 – Planned Methods of Engagement with Indigenous Groups).

Table 6-5: Potential Effects of Designated Project on Indigenous Peoples – Physical and Cultural

Indigenous Community Activity	Indigenous Community	Potential Effects to Identified Activities	Proposed Protection/Mitigation Measures
Hunting	Webequie First Nation, Marten Falls First Nation, Neskantaga First Nation, Nibinamik First Nation, Attawapiskat First Nation, Kasabonika Lake First Nation, Weenusk (Peawanuck) First Nation	* Increased accessibility to hunting areas. * Some fragmentation of habitat. * Vegetation removal (will occur on an ongoing basis during corridor operations).	* Controlled access to road through gates, permitting. * Mitigated through routing and providing wildlife crossing opportunities. * Vegetation restoration / regeneration, where possible.
Gathering	Webequie First Nation, Marten Falls First Nation, Neskantaga First Nation, Nibinamik First Nation, Attawapiskat First Nation, Kasabonika Lake First Nation, Weenusk (Peawanuck) First Nation	* Increased accessibility to gathering areas. * Some fragmentation of habitat. * Vegetation removal (will occur on an ongoing basis during corridor operations).	* Controlled access to road through gates, permitting. * Mitigated through routing and providing wildlife crossing opportunities. * Vegetation restoration / regeneration where possible.
Fishing	Webequie First Nation, Marten Falls First Nation, Neskantaga First Nation, Nibinamik First Nation, Attawapiskat First Nation, Kasabonika Lake First Nation, Weenusk (Peawanuck) First Nation	* No long-term effects on fishing activities. Temporary impacts from in-water works, particularly for large crossing structures (installation of bridge piers).	* Application of appropriate habitat protection and mitigation measures (i.e., sediment and erosion control).
Cultural / Spiritual / Archaeological	Webequie First Nation, Marten Falls First Nation, Neskantaga First Nation, Nibinamik First Nation	* No anticipated effects on known cultural/ spiritual/ archaeological sites.	* Routing avoids known cultural/ spiritual/ archaeological sites. First Nations cultural representatives present during construction activities to avoid/ mitigate impacts to sites. * Conduct Stage 1 Archaeological Assessment and an assessment of built heritage resources and cultural heritage landscapes during IA.

In addition to these effects, other potential effects on Indigenous land use and resources include:

- Effects on traditional use of the territory by future generations;
- Effects on fish populations;
- Effects on wildlife and vegetation that are used for cultural purposes, including as country food;
- Effects on use of waterbodies by Indigenous peoples, including the ability and safety to navigate waterways from activities that may obstruct or restrict access (e.g., portage routes and access roads);
- Effects on Indigenous land use due to increased vehicle traffic along the WSR through Indigenous traditional territory;
- Effects on teaching and spiritual practices;
- Effects on cultural, spiritual and sacred sites;
- Effects on archaeological and cultural heritage features; and
- Effects on access to, and use of, the project area used by Indigenous communities.

As the project and consultation with Indigenous communities and groups occur, additional potential effects will be identified. Additionally, efforts will be made to seek existing Indigenous knowledge specific to the project area to assess potential effects on Indigenous traditional activities and their traditional use of the land. This information will serve to inform the development and evaluation of route and road design options, as well as decision-making on the preferred option, mitigation commitments and monitoring/follow-up programs, including those that could involve participation by Indigenous communities.

6.4 Potential Effects on Indigenous Peoples – Social, Economic and Health

Potential effects (both positive and negative) on Indigenous peoples in terms of their social, economic and health conditions, are anticipated as a result of the WSR. **Table 6-6** below outlines the potential effects of the Project on Indigenous Peoples. These are the known potential impacts at this time and have been identified through consultation and engagement with Webequie First Nation. Similar potential impacts may be identified by other Indigenous communities and will be confirmed through consultation activities during the IA.

The IA, if deemed required by the Agency, will further examine the effects on the human health, community well-being and economic conditions of Indigenous communities, including but not limited to:

- Effects on housing pricing;
- Effects on human health of Indigenous groups;
- Gender-based effects on human health;
- Effects to human receptors from changes to air quality, noise, water quality and country food quality;
- Effects on health conditions of Indigenous groups as a result;
- Effects on economic conditions of Indigenous groups; and
- Effects on social conditions and well-being of Indigenous groups.

Table 6-6: Potential Effects of Designated Project on Indigenous Peoples – Social, Economic and Health

Indigenous Community Activity	Indigenous Community	Potential Effects to Identified Activities	Proposed Protection/Mitigation Measures
Health and Socio-economic Factors (i.e., access to active transportation, navigation, recreation and snowmobile trails; changes in noise, air and water quality)	Webequie First Nation	* 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.	* Application of appropriate protection and mitigation measures (i.e., noise, dust control, erosion and sediment control).
Socio-economic environment	Webequie First Nation	**Positive Effects/Benefits:** * Employment and economic benefits by facilitating the movement of materials, supplies and people from Webequie 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).	

Indigenous Community Activity	Indigenous Community	Potential Effects to Identified Activities	Proposed Protection/Mitigation Measures
		* 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.	

Indigenous Community Activity	Indigenous Community	Potential Effects to Identified Activities	Proposed Protection/Mitigation Measures
Socio-economic environment (Continued)	Webequie First Nation	**Negative Effects:**	
		* May offer easier access to substances, possible causing more health and social issues in community.	* Controlled road access/security.
		* More outsiders coming into area causing possible social issues.	
		* Possible loss of government transfer payments currently paid to community due to remote isolation status.	* Phased-in reduction in transfer payments over time.
		* 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.	* Application of appropriate habitat protection and mitigation measures.
		* 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.).	* Effort to reinforce language and culture through changes to educational curriculum that provide additional cultural enrichment opportunities.
		* Possible for outsiders to access and affect cultural/spiritual/sacred sites.	

6.5 Accidents and Malfunctions

The failure of certain elements or activities of a project caused by human error or exceptional natural events (e.g., flooding, forest fire, earthquake) can cause major effects. The IA for the Project will include an analysis of the risk of accidents or malfunctions that will involve determining their potential environmental, health, social and economic effects, and identifying contingency and emergency response measures to be implemented if such events occur. Emphasis will be placed on accidents and malfunctions that are reasonably plausible of occurring, and for which the resulting environmental effects could be significant without careful management.

Potential accidents or malfunctions that will be assessed include, but are not limited to:

- Soil, groundwater or surface water contamination due to spillage of chemicals, petroleum or hazardous materials from handling, storage or transport activities during construction or operation of the WSR, including at temporary or permanent supportive infrastructure areas (e.g., aggregate sites, access roads, construction camps, maintenance yard/facility, etc.);
- Fires or explosions that could potentially be caused during construction or operations;
- Light or heavy vehicular accidents/collisions during construction or operations phases and any resulting consequences, such as personal injury, death or contaminant spill;
- Sediment releases into watercourses during construction or operations activities as result of severe rain or snowmelt events leading to significant erosion;
- Naturally occurring severe or hazardous events, including those due to climate change, such as forest fires, flooding, or extreme weather conditions (e.g., rain, snowfall, wind) that may damage or compromise components of the road facility, operational level of service or result in shutdown of the facility.

6.6 Cumulative Effects

The IA will examine the incremental net environmental effects of the Project. The assessment will also evaluate and assess the significance of net effects from the Project that overlap temporally and spatially with effects from all present and reasonably foreseeable developments and activities. In addition, the assessment will evaluate and assess the significance of net effects from the Project that overlap temporally and spatially with effects from all present and reasonably foreseeable developments and activities. The Impact Assessment Agency of Canada describes cumulative effects as the sum of net effects from all past, current and reasonably foreseeable projects or activities on the physical, biological, cultural and socio-economic valued components of the environment. In general, a cumulative effects assessment for a project include the following five (5) key steps: scoping, analysis, mitigation, significance, and follow-up.

Webequie First Nation as part of the IA will identify and assess the Project's cumulative effects using the approach as described in the Impact Assessment Agency of Canada's guidance documents, which include: *Tailored Impact Statement Guidelines Template for Designated Projects Subject to the Impact Assessment Act (IA Agency, 2019)*; *Operational Policy Statement: Assessing Cumulative Environmental Effects under the Canadian Environmental Assessment Act, 2012* (CEA Agency, 2015b)*;* and *Interim Technical Guidance for Assessing Cumulative Environmental Effects under the Canadian Environmental Assessment Act, 2012* (CEA Agency, 2018b). Based on these guidance documents, the cumulative effects assessment will include the following:

- Identify and characterize net effects of the Project;
- Define spatial (i.e., Regional Study Area) and temporal boundaries (i.e., construction, operation) for each criterion where net effects have been identified;
- Identify current and reasonably foreseeable projects with effects likely to overlap both spatially and temporally with the predicted net effects of the Project;
- Predict likely cumulative effects and develop appropriate additional mitigation measures, if warranted; and
- Evaluate and determine the significance of the likely cumulative effects.

Identify development any follow-up program to addresses both project-specific environmental effects and cumulative effects that allow for verification of predicted effects and effectiveness of mitigation measures. The following aspects will be considered for the selection of net effects to be carried forward for further analysis in the cumulative effects assessment:

- **No net effects predicted**. A potential effect for which a net effect is not predicted will not be carried forward to the cumulative effects assessment.
- **Likelihood of occurrence**. A focus on net effects that are likely to occur. Net effects assessed as having a “probable” and “certain” likelihood of occurrence of will be carried forward, while net effects considered as “unlikely” and “possible” will not be carried forward to the cumulative effects assessment.
- **Potential to contribute to existing significant cumulative effects**. A likely net effect from the Project, regardless of the magnitude of the net effect, has the potential to contribute to significant cumulative effects if a guideline or threshold has already been exceeded for a specific factor/criterion. The existing baseline conditions will be considered when determining if a criterion and net effect should be carried forward for further analysis.
- **Level of change compared to baseline conditions or values**. The level of change compared to baseline conditions for a net effect will be characterized by the magnitude of the effect. Net effects that are assessed as negligible or low magnitude are not expected to additively or synergistically contribute to effects of present or reasonably foreseeable developments/activities. Net effects with a higher magnitude or intensity of change compared to baseline conditions will be carried forward in the cumulative effects assessment, while net effects assessed as unlikely of contributing to effects of present, or reasonably foreseeable developments/activities will not be carried forward for assessment.

7 Proponent Engagement and Consultation with Indigenous 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 has become more focussed on the proposed Webequie Supply Road as a stand-alone project during development and review of the federal Impact Assessment Initial and Detailed Project Descriptions and the provincial Environmental Assessment Terms of Reference, and will continue to focus on the WSR during the coordinated assessment process itself.

This section describes consultation and engagement activities conducted to date during the IA Planning Phase, as well as activities that are planned during the Impact Statement Phase 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, non-governmental stakeholders/organizations, and federal/provincial government agencies.

7.1 Results of Engagement and Consultation During Planning Phase

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 Detailed Project Description and the Impact Statement;
- Ensure that relevant information about the proposed undertaking is shared;
- Encourage the submission of requests for further information and analysis early in the IA process;
- Provide input that enables Impact Assessment Agency of Canada staff to make a fair and balanced decision on whether an IA 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 *Impact Assessment Act (*IAA) 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 impact assessment process. Project proponents are obliged under the Ontario EA Act and the federal IAA to consult with all Indigenous communities whose rights and interests could be affected by a Project.

7.1.1 Consultation Activities and Events Conducted to Date

The federal impact assessment process and the provincial environmental assessment process will be coordinated to the greatest degree possible under the auspices of an EA Coordination Team (refer to Section 8.3.2 for team composition and mandate). Recognizing that there will be inherent challenges in aligning the timelines of the two 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/Impact Statement that will address the documentation needs of both processes.

Efforts to date in these regards have included development of a list of Indigenous groups to be engaged and consulted. Consultation to date has focussed on providing initial information on both the provincial and federal 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 7-1 provides a description of WSR Project Team consultation and engagement activities conducted with potentially affected communities to date, including material that noted the intent to engage in a coordinated federal-provincial assessment process. The Notice of Commencement of a provincial Environmental Assessment Terms of Reference was published on the Wawatay News Website between June 1 and June 30, 2019, and in Wawatay Newspaper on June 15, 2019. In addition to these activities, the Project Website has been created (www.supplyroad.ca). The website includes key project documents and information, including the Notice of Commencement of the provincial Environmental Assessment Terms of Reference, and presentation and other project materials that describe the study. As consultation activities occur, the Project Website will have updated project information and recordings of community meetings with Indigenous communities.

Table 7-1: Overview of WSR Project Team Activities and Events Conducted with Potentially Affected Indigenous Communities to Date

Indigenous Group	Description of Engagement/Consultation Activities
Webequie First Nation	* 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. * Meeting with community members on July 16, 2019 to present key elements of the Draft ToR and Initial Project Description. * Meeting with off-reserve members on August 16, 2019, to present key elements of the Draft ToR and Initial Project Description. * Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. * Meeting with Chief and Council and community members on October 1, 2019 to provide a project update, including: First Nation communities that have been consulted with to date and key themes of comments; a description of the upcoming socio-cultural study including a gender-based analysis; key findings of the vegetation and wildlife survey; and the need to meet with Webequie community members to discuss the importance of plants and wildlife. * Received Notice of Public Information Centre, dated October 2, 2019. * Meeting with off-reserve members on October 8, 2019 to present key elements of the Draft ToR and Initial Project Description.
Aroland First Nation	* 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
	* Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. * Received Notice of Public Information Centre, dated October 2, 2019.
Attawapiskat First Nation	* 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, 2019. * Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. * Received Notice of Public Information Centre, dated October 2, 2019.
Constance Lake First Nation	* 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 Notice of Draft Terms of Reference for Review, dated September 11, 2019. * Received Notice of Public Information Centre, dated October 2, 2019.
Eabametoong First Nation	* 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
	* Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. * Received follow up letter to the Notice of Commencement for provincial Environmental Assessment Terms of Reference and to request for a meeting with Chief and Council to introduce the Project and discuss the EA process, dated February 12, 2019. * Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. * Received Notice of Public Information Centre, dated October 2, 2019.
Fort Albany First Nation	* 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 Notice of Draft Terms of Reference for Review, dated September 11, 2019. * Received Notice of Public Information Centre, dated October 2, 2019.
Ginoogaming First Nation	* 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 Notice of Draft Terms of Reference for Review, dated September 11, 2019. * Received Notice of Public Information Centre, dated October 2, 2019.
Kasabonika Lake First Nation	* 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 an

Indigenous Group	Description of Engagement/Consultation Activities
	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. * Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. * Meeting with Chief and Council on September 16, 2019, to present key elements of the Draft ToR and Initial Project Description. * Received Notice of Public Information Centre, dated October 2, 2019.
Kashechewan First Nation	* 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 Notice of Draft Terms of Reference for Review, dated September 11, 2019. * Received Notice of Public Information Centre, dated October 2, 2019.
Kingfisher Lake First Nation	* 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. * Meeting with Chief and Council on August 22, 2019, to introduce the project, present key elements of the Draft ToR and seek permission to meet with community members. * Received Notice of Draft Terms of Reference for Review, dated September 11, 2019.

Indigenous Group	Description of Engagement/Consultation Activities
	* Received Notice of Public Information Centre, dated October 2, 2019.
Kitchenuhmaykoosib Inninuwug (KI)	* 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 IA/EA processes. * Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. * Meeting with Chief and Council on September 4, 2019, to introduce the project, present key elements of the Draft ToR and the Initial Project Description, and to seek permission to meet with community members. * Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. * Received Notice of Public Information Centre, dated October 2, 2019.
Long Lake #58 First Nation	* 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 IA/EA processes. * Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. * Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. * Received Notice of Public Information Centre, dated October 2, 2019.

Indigenous Group	Description of Engagement/Consultation Activities
Marten Falls First Nation	* 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 IA/EA processes. * Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. * Received follow up letter to the Notice of Commencement for provincial Environmental Assessment Terms of Reference and to request for a meeting with Chief and Council to introduce the Project and discuss the EA process, dated February 12, 2018. * Meeting with Chief and Council on March 3, 2019, to introduce the project scope, provide an overview of the coordinated EA/IA process (with material demonstrating the coordinated EA/IA process and explaining the federal Project Description and provincial ToR), engagement/consultation activities, and provide an update on winter field studies conducted. * Meeting (at Webequie) with Chief and Council on August 9, 2019, to present key elements of the Draft ToR and Initial Project Description. * Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. * Received Notice of Public Information Centre, dated October 2, 2019.
Mishkeegogamang First Nation	* 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/IA processes. * Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. * Meeting with Chief and Council and community members on August 1, 2019, to introduce the project and present key elements of the Draft ToR and Initial Project Description. * Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. * Received Notice of Public Information Centre, dated October 2, 2019.

Indigenous Group	Description of Engagement/Consultation Activities
Neskantaga First Nation	* 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\IA processes. * Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. * Received follow up letter to the Notice of Commencement for provincial Environmental Assessment Terms of Reference and to request for a meeting with Chief and Council to introduce the Project and discuss the EA process, dated February 12, 2018. * Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. * Received Notice of Public Information Centre, dated October 2, 2019.
Nibinamik First Nation	* 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/IA processes. * Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. * Received follow up letter to the Notice of Commencement for provincial Environmental Assessment Terms of Reference and to request for a meeting with Chief and Council to introduce the Project and discuss the EA process, dated February 12, 2018. * Meeting with Chief and Council on July 24, 2019, to introduce the project, present key elements of the Draft ToR and Initial Project Description, and to seek permission to meet with community members.
North Caribou Lake First Nation	* 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\IA processes.

Indigenous Group	Description of Engagement/Consultation Activities
	* Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. * Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. * Received Notice of Public Information Centre, dated October 2, 2019.
Wapekeka First Nation	* 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/IA processes. * Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. * Meeting with Chief and Council on August 27, 2019, to introduce the project, present key elements of the Draft ToR and Initial Project Description, and to seek permission to meet with community members. * Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. * Received Notice of Public Information Centre, dated October 2, 2019.
Wawakapewin First Nation	* 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/IA processes. * Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. * Meeting with Chief and Council on August 28, 2019, to introduce the project, present key elements of the Draft ToR and Initial Project Description, and to seek permission to meet with community members. * Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. * Meeting with Chief and Council and community members on September 17, 2019, to introduce the project and present key elements of the Draft ToR and Initial Project Description. * Received Notice of Public Information Centre, dated October 2, 2019.
Weenusk (Peawanuck) First Nation	* 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

Indigenous Group	Description of Engagement/Consultation Activities
	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/IA processes. * Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. * Received follow up letter to the Notice of Commencement for provincial Environmental Assessment Terms of Reference and to request for a meeting with Chief and Council to introduce the Project and discuss the EA process, dated February 12, 2018. * Meeting with Chief and Council on March 15, 2018, to introduce the project scope, provide an overview of the coordinated EA/IA process (with material demonstrating the coordinated EA/IA process and explaining the federal Project Description and provincial ToR), engagement/consultation activities, and provide an update on winter field studies conducted. * Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. * Received Notice of Public Information Centre, dated October 2, 2019.
Wunnumin Lake First Nation	* 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 IAEA processes. * Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. * Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. * Received Notice of Public Information Centre, dated October 2, 2019. * Meeting with Chief and Deputy Chief on October 2, 2019, to introduce the project, present key elements of the Draft ToR and Initial Project Description, and to seek permission to meet with community members.
Métis Nation of Ontario – Region 2	* Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. * Received Notice of Draft Terms of Reference for Review, dated September 11, 2019.

Indigenous Group	Description of Engagement/Consultation Activities
	* Received Notice of Public Information Centre, dated October 2, 2019.
Matawa Tribal Council	* Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. * Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. * Received Notice of Public Information Centre, dated October 2, 2019.
Mushkegowuk Council	* Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. * Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. * Meeting with Mushkegoqwuk Council on September 12, 2019, to introduce the project, present key elements of the Draft ToR and Initial Project Description, and to seek permission to meet with community members. * Received Notice of Public Information Centre, dated October 2, 2019.
Shibogama Council	* Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. * Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. * Received Notice of Public Information Centre, dated October 2, 2019.
Windigo First Nations Council	* Received Notice of Commencement to Prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. * Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. * Received Notice of Public Information Centre, dated October 2, 2019.

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

Table 7-2 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 impact 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 Webequie 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 7-2: Key Comments and Concerns Expressed by Indigenous Groups/Community Members to Date and Proponent Responses

Indigenous Group	Comment/Concern	Project Team Response
Webequie First Nation	* Concerned about impacts to the use of land for traditional purposes, such as gathering, hunting, trapping and fishing, have been identified by Webequie land users. There have also been concerns about potential impacts to historic and cultural areas.	* 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. 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.
	* Concerned about impacts to fish, as other Indigenous communities have indicated mercury was observed in fish by their communities.	* The Project Team noted to provide those types of comments that mercury in fish should be assessed and monitored during construction and operation and maintenance activities.
	* Concerned about safety on site during field studies for the WSR project or during construction and operation activities.	* The Project Team noted this concern and indicated that field crews have health and safety plans.
	* Noted that communication materials translated in	* Project Team member thanked them for their

Indigenous Group	Comment/Concern	Project Team Response
	Ojibway are incorrectly translated.	comments and indicated that they will seek a new Ojibway translator to revise the translation of communication materials.
	* Concerned about the road and how it could facilitate access to fishing areas. Inquired if fish would still be edible once the road is constructed. Concerned about the road going over sensitive spawning grounds.	* Project Team member indicated that fish would still be edible during and after construction and that there will be multiple mitigation measures in place in an effort to ensure that no sediment or other contaminants enter any lake, river, stream or wetland. Project Team member indicated that the access to good fishing areas is a community issue and suggested that they need to adhere to catch limits and seasons for various species to avoid disturbing fish during spawning. Project Team member asked if the community has known sensitive spawning areas, which was confirmed; it was suggested that this information be provided on a map, as this will be helpful for the IA.
Aroland First Nation	* No comments to date.	
Attawapiskat First Nation	* Asserted that the traditional territory of Attawapiskat First Nation coincides with the traditional territory of Webequie First Nation.	* Webequie First Nation and Attawapiskat First Nation to discuss further.
Constance Lake First Nation	* No comments to date.	
Eabametoong First Nation	* Joint letter with Neskantaga First Nation dated February 28, 2019, outlining concerns with the scope of the Environmental Assessment process and the Regional Framework Agreement.	* Response letter from Regional Consultation Coordinator sent to Eabametoong FN, which indicated that concerns related to the Regional Framework and jurisdiction should be addressed to the

Indigenous Group	Comment/Concern	Project Team Response
		Province and to follow-up directly. It was noted that there are areas for alignment in terms of: inclusion of Indigenous Knowledge in the IA; community participation; and assessment of any potential impacts on Aboriginal and treaty rights in the project area.
Fort Albany First Nation	* No comments to date.	
Ginoogaming First Nation	* No comments to date.	
Kasabonika Lake First Nation	* Asserted overlap in traditional territory with Webequie First Nation. * Concerned about impacts to the land as a result of mining development in the area. Community members want to ensure that contractors and proponents are doing their part in conserving and protecting the environment.	* Webequie First Nation and Kasabonika Lake First Nation to discuss further.
Kashechewan First Nation	* No comments to date.	
Kingfisher Lake First Nation	* Noted that social impacts should be assessed, including security and fiscal responsibility, if community members are employed during construction.	* Project Team noted these concerns and will assess social and economic (negative and positive) impacts in the IA.
Kitchenuhmaykoosib Inninuwug (KI)	* Noted that the community has a consultation protocol that should be followed. * Noted caribou migration and that traditional knowledge tells them that wherever the caribou go, they tend to return, or they go to different areas.	* Project Team noted that they will review the consultation protocol. * Project Team noted this information and indicated that environmental monitoring programs during construction and operation are important to monitor wildlife.
Long Lake #58 First Nation	* No comments to date.	

Indigenous Group	Comment/Concern	Project Team Response
Marten Falls First Nation	* Noted that access, control, security and land management are potential issues that communities would be concerned about.	* Project Team noted these concerns and will assess issues of access, control, security and land management in the IA, where possible.
Matawa Tribal Council	* Interested in learning more about how broader issues will be handled by the government, such as food supply, as this is an issue that is important to communities.	* Project Team will provide project updates at key milestones and will meet with Matawa Council upon request.
Métis Nation of Ontario – Region 2	* No comments to date.	
Mishkeegogamang First Nation	* Concerned about traffic impacts, what is being transported on the supply road, and outsiders coming into the area. * Concerned about loss of way of life.	* Project Team noted these concerns and indicated that traffic impacts and impacts to culture and traditional activities will be assessed in the IA, based on information made available to the Project Team.
Mushkegowuk Council	* Requested to be informed of information updates and future meetings. * Concerned about water quality and impacts to fish communities and wetlands. * Noted that there will be cumulative impacts as a result of the project.	* Project Team will provide project updates at key milestones and will meet with Mushkegowuk Council upon request. * Project Team noted that water quality, fish communities and wetlands will be assessed in the IA. * Project Team noted that cumulative effects will be assessed in the IA.
Neskantaga First Nation	* Joint letter with Eabametoong First Nation dated February 28, 2019, outlining concerns with the scope of the Environmental Assessment process and the Regional Framework Agreement.	* Response letter from Regional Consultation Coordinator sent to Neskantaga FN, which indicated that concerns related to the Regional Framework and jurisdiction should be addressed to the Province and to follow-up directly. It was noted that there are areas for alignment in terms of:

Indigenous Group	Comment/Concern	Project Team Response
		inclusion of Indigenous Knowledge in the IA; community participation; and assessment of any potential impacts on Aboriginal and treaty rights in the project area.
Nibinamik First Nation	* Concerned about loss of way of life and how it will be impacted by provincial laws.	* Project Team noted this concern and will assess impacts to way of life in the IA.
North Caribou Lake First Nation	* No comments to date.	
Shibogama Council	* No comments to date.	
Wapekeka First Nation	* Noted that the Webequie consultation process, and that the project is a First Nation-led project, are positive signs for other Indigenous communities, allowing the use of Indigenous Knowledge for consideration in the IA. * Noted that there should be collective discussions amongst the community leaders to address the proposed road and seek comments, rather than approaching community leaders individually.	* Project Team noted these comments and indicated that Indigenous Knowledge is important to the IA and was used for the preliminary routing of the Supply Road. The Project Team noted that there will be discussions with Tribal Councils and their Chiefs to discuss the process and Project.
Wawakapewin First Nation	* Noted the need to ensure engagement of Indigenous communities to obtain their input and feedback on potential impacts of the road. * Noted that Webequie should have their own company to conduct environmental monitoring during construction activities. * Noted that the project area is far from Wawakapewin FN and that they are not concerned about the	* Project Team noted these comments and indicated that the engagement is ongoing. * Project Team noted that Wawakapewin FN is on the province's list of Indigenous Communities to

Indigenous Group	Comment/Concern	Project Team Response
	Project.	consult.
Weenusk (Peawanuck) First Nation	* Concerned about downstream impacts of mining and mining-related development, including the supply road. Concerned about over-harvesting by First Nation neighbours to the south. Noted that wildlife studies on population and migration should be conducted during the IA to examine changes in population and distribution, particularly with moose and caribou.	* Project Team noted that wildlife surveys and studies will be conducted throughout the IA.
Windigo First Nations Council	* Interested in being informed on the Project, especially in relation to Windigo First Nation communities, namely North Caribou Lake First Nation.	* Project Team will provide project updates at key milestones and will meet with Windigo First Nations Council upon request
Wunnumin Lake First Nation	* Concerned whether it will be a provincially regulated road or a First Nation managed road, as both have separate implications. * Concerned that the road will impact the region once it is built, and that the community has not been adequately consulted on development of the Ring of Fire.	* Project Team noted these concerns and indicated that currently the ownership of the road is unknown and is subject to further discussions. * The Project Team further clarified the localized purpose of the Supply Road and acknowledged the broader concern on consultation regarding development in the Ring of Fire.

7.2 Proposed Engagement and Consultation During Impact Statement Phase

The following section outlines the planned consultation and engagement activities with Indigenous groups during the impact statement phase.

7.2.1 Indigenous Groups to be Engaged/Consulted

In a letter dated September 12, 2019, to Webequie First Nation, the Impact Assessment Agency of Canada provided a preliminary list of communities to be engaged by WFN, with a number of caveats. These communities include:

- Webequie First Nation;
- Marten Falls First Nation;
- Neskantaga First Nation;
- Weenusk (Peawanuck) First Nation;
- Aroland First Nation;
- Nibinamik First Nation;
- Attawapiskat First Nation;
- Eabametoong First Nation; and
- Kasabonika Lake First Nation

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, the Agency 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 impact assessment is required, an updated list of communities to be engaged by the Proponent will be provided by the Agency when it issues the Tailored Impact Statement 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 7-3**, 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 have rights that are affected by the Project (identified in **Table 7-3** 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 impact assessment process.

Table 7-3: Indigenous Groups to be Engaged/Consulted

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

Tribal Council or Affiliation	Community or Organization
Mushkegowuk Council	**Neskantaga First Nation**
	Nibinamik First Nation
	Webequie First Nation
	Attawapiskat First Nation
	Fort Albany First Nation
Shibogama Council	**Kashechewan First Nation**
	Weenusk (Peawanuck) First Nation
	Kasabonika Lake First Nation
	Kingfisher Lake First Nation
	Wapekeka First Nation
	Wawakapewin First Nation
	Wunnumin Lake First Nation
Windigo First Nations Council	North Caribou Lake First Nation
Independent First Nation	**Kitchenuhmaykoosib Inninuwug (KI)**
	Mishkeegogamang First Nation
Métis Nation of Ontario	Métis Nation of Ontario – Region 2

Appendix B presents a detailed Indigenous Groups contact list.

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

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

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

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

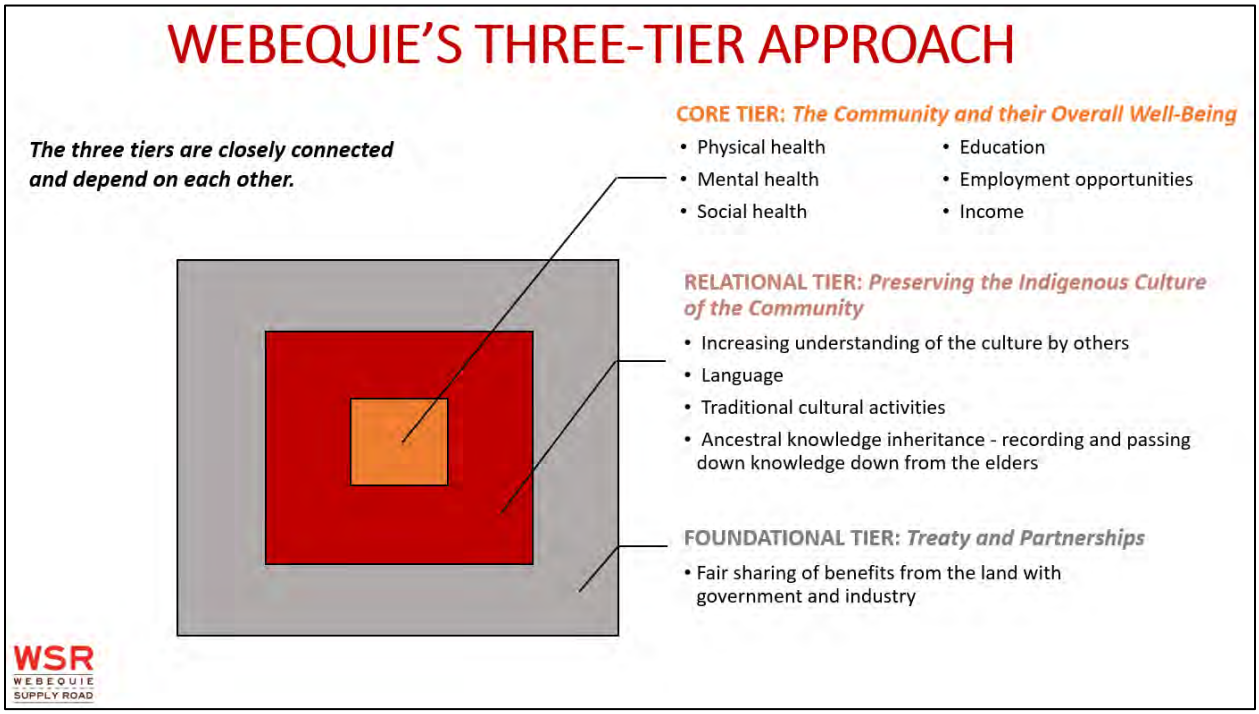
Information on Indigenous rights, claims, and interests gleaned from engagement and consultation with these groups will serve to inform the development and evaluation of route and road design options, as well as decision-making on the preferred option, mitigation commitments and monitoring/follow-up programs, including those that could involve participation by Indigenous communities.

7.2.2 The Webequie Three-Tier Approach to Consultation

The Webequie Project Team follows the "inherent right principle" of the three-tier governance structure or framework to guide the consultation/engagement process to be executed in accordance with the Traditional cultural values, customs and beliefs of the Webequie First Nation people (refer to **Figure 7.1**).

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

Figure 7.1: Webequie First Nation Three-Tier Approach to Consultation



Core Tier - Webequie First Nation

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

Bimachiiowiin is life sustaining or sustainable, Ondatissiwiin is the source of life and Minobiimatissiwiin 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.

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

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

Relational Tier– First Nations Neighbours and Government Agencies

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

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

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

Foundational Tier – Social and Economic Benefits from the Land

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

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

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

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

7.2.3 Planned Methods of Engagement with Indigenous Groups

Various methods will be used to conduct consultation/engagement throughout the IA process. Methods to be used with varying frequency throughout the IA process to consult/engage with Indigenous communities and organizations are outlined in **Table 7-4**.

Table 7-4: 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 8-3**) to inform them of key project milestones.
Public Notices and Newspaper Advertising	Public Notices will be issued by the Agency 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 impact 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 website, as well as posted on the Project Website, to reach Indigenous communities across Northern Ontario.
Community Visits	Community visits are planned throughout the Project with the eight (8) most potentially affected communities. Community visits to the other communities will be planned upon request. Community meetings will provide information on the Project, the IA process and to seek feedback and comments.

Method of Engagement	Description
	Specific activities to be conducted during community visits include: • 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 IA process, including schedule and milestones; • Present the results of studies that have been conducted; • Obtain input from community members while preparing the EAR/IS to inform assessment of effects and to develop appropriate mitigation measures; • 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. Key documents will be available at the Administration office of each Indigenous community for community members to review during public review periods.
Meeting with Off-Reserve Community Members	Meetings with off-reserve community members of the 22 Indigenous communities will take place periodically throughout the IA 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. 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.
Engagement with Métis Nation of Ontario	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.
Radio Information Sessions	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.

Method of Engagement	Description
Engagement with Tribal Councils and Nishnawbe Aski Nation	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.
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	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: • 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/IS preparation period. 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.
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.

7.2.4 Indigenous Knowledge

The Webequie Project Team acknowledges that Indigenous communities have been documenting Indigenous Knowledge for years within the project area. The Webequie Project Team will collect existing Indigenous Knowledge that is specific to the Supply Road project area. It is also acknowledged that despite

the extensive amount of existing Indigenous Knowledge available, there may be small gaps that necessitate additional, site-specific data collection.

Indigenous 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.

7.2.4.1 How Indigenous Knowledge will be Used

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

- Assessing existing Indigenous Knowledge information in relation to the road project and to understand additional work that may be required;
- Incorporating Indigenous 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); and
- Developing mitigation measures, monitoring commitments and accommodation measures, where necessary.

8 Consultation with the Public, Stakeholders and Government Agencies

The following sections provides an overview of consultation/engagement activities planned and conducted to date with members of the public, stakeholders and government agencies. **Table 8-1** below is a list of non-Indigenous jurisdictions and other parties that were consulted by the WSR Project Team during the preparation of the Detailed Project Description. Engagement and consultation activities with these groups continues.

Table 8-1: Non-Indigenous Jurisdictions and Other Parties Consulted to Date

Stakeholder Group	Organization
Provincial Agencies	Ministry of the Environment, Conservation and Parks Ministry of Natural Resources and Forestry Ministry of Energy, Northern Development and Mines Ministry of Community Safety and Correctional Services Ontario Provincial Police Ministry of Economic Development, Job Creation and Trade Ministry of Indigenous Affairs Ministry of Municipal Affairs and Housing Ministry of Tourism, Culture and Sport Ministry of Transportation
Federal Agencies	Impact Assessment Agency of Canada Environment and Climate Change Canada Department of Fisheries and Oceans Crown-Indigenous Relations and Northern Affairs Canada Indigenous Services Canada Transport Canada
Municipalities	City of Thunder Bay Municipality of Greenstone Township of Pickle Lake City of Timmins Municipality of Sioux Lookout
Provincial and Federal Elected Representatives	MP Thunder Bay – Superior North MPP Thunder Bay – Superior North MP Thunder Bay – Rainy River MPP Thunder Bay – Atikokan MPP Kenora – Rainy River MPP – Timmins
Emergency and Medical Services	Thunder Bay Fire Rescue Thunder Bay Police Service Municipality of Greenstone – Fire Services Pickle Lake Fire Department Superior North EMS
Catholic and Public District School Boards	Lakehead District School Board Superior-Greenstone District School Board Thunder Bay Catholic District School Board Superior North Catholic District School Board
Crown Land Tenure and Claim Holders	Noront Resources Ltd. Macdonald Mines Exploration Ltd.

Stakeholder Group	Organization
	Canada Chrome Corporation Abitibi Royalties Inc. Metalex Ventures Ltd. Aucrest Gold Inc. De Beers Canada Inc. Fancamp Exploration Ltd. Superior Exploration Ltd. Debut Diamonds Inc. Platinex Inc. Perry Vern English Michael Albert Haveman Clark Exploration and Consulting Inc.
Interest Groups	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 Northwestern Ontario Municipal Association Ontario Parks Association Ontario Recreational Canoeing and Kayaking Association

8.1 Results of Engagement and Consultation During Planning Phase

8.1.1 Consultation Activities for Public and Stakeholders to Date

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

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

- Wawatay Newspaper on June 15, 2019.

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 and/or email to the listed public and stakeholder groups.

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

- Thunder Bay Chronicle on September 11, 2019;
- Timmins Daily Press on September 11, 2019;
- Sioux Lookout Bulletin on September 11, 2019;
- Wawatay News Website between September 15 and October 16, 2019; and
- Wawatay Newspaper on September 15, 2019.

The Notice of Public Information Centre was published in the Thunder Bay Chronicle on October 2, 2019, inviting interested parties to learn about the EA study and the Project.

These Notices were also published on the Project website at www.supplyroad.ca.

8.1.2 Comments and Concerns Expressed to Date by the Public and Stakeholders

As noted above, public and stakeholders were contacted at various milestones with respect to the impact assessment process. The Project Team received comments and feedback from these groups in response to the notifications that were provided to them. Stakeholders such as interest groups and associations noted their interested in the Project. **Table 8-2** below provides a summary of the comments received from the public and stakeholders to date in response to the aforementioned milestone notifications.

Table 8-2: Summary of Comments Received from the Public and Stakeholders to Date

Stakeholder Group	Summary of Comment Received	Proponent Response
Geraldton Chamber of Commerce	Indicated that they are interested in an opportunity to provide goods and services to infrastructure and mineral development.	Proponent response is currently not available. Proponent is preparing a response to the stakeholder.
Greenstone Snowmobile Club	Indicated that they have no issue with the project and that it does not affect their trail systems.	Proponent response is currently not available. Proponent is preparing a response to the stakeholder.
Noront Resources Ltd.	Stated that Noront has an interest in the final routing, including the consideration of alternatives, given their land holdings and commercial interests in the project area. It was noted that Noront has claims and mining leases that may lie on or near	Proponent response is currently not available. Proponent is preparing a response to the stakeholder.

Stakeholder Group	Summary of Comment Received	Proponent Response
	the proposed route. It was noted that Noront studied all-season road alternatives in this area in an environmental assessment context.	
Pickle Lake Outposts	Noted that they are in full support of the Project and inquired about who will be able to access the road. Expressed interest in procurement of aircraft.	Proponent response is currently not available. Proponent is preparing a response to the stakeholder.
Thunder Bay Fire Rescue	Noted they would like to be kept informed on the Project as it moves forward.	Proponent response is currently not available. Proponent is preparing a response to the stakeholder.

Public and stakeholders had an opportunity to provide comments and ask questions at the PIC held in Thunder Bay on October 9, 2019. **Table 8-3** below is a summary of comments received and responses by the WSR Project Team.

Table 8-3: Comments Received at October 9, 2019 Public Information Centre and Proponent Responses

Comment	Summary of Response by Project Team
Noted recommendations previously provided to the Consultant Team upon receipt of the Notice of Commencement of Terms of Reference regarding the cataloguing of broader issues (such as food security) to ensure that they are documented for follow up in the future. Noted the need for community education on the EA process and to engage with communities to ensure they understand the EA process and the need for engagement with Indigenous communities.	Project Team member acknowledged that initial comments regarding cataloguing of issues was received during the ToR Notice of Commencement period and has been documented. Project Team member noted that the consultation process and record keeping of comments and engagement with Indigenous communities and stakeholders is a rigorous process, in that a software system is used to document and record comments to ensure that comments and questions are responded to in a timely manner, in addition to identifying themes of comments and questions received. Project Team member also noted that there are 22 Indigenous communities to be consulted and that when the Project Team visits the Chiefs and Councils and communities a detailed presentation is provided on the Project, including steps of the EA/IA process and the studies to be conducted and

Comment	Summary of Response by Project Team
	communities are encouraged to review the document and provide comments and feedback on the Draft Terms of Reference and Initial Project Description to be incorporated.
Noted that they have lived around the country and have seen lots of development, both good and bad. Noted that they have noticed in recent years there has been new legislation that requires developers to conduct environmental studies before they are allowed to build a road or development. Indicated that the information on the display boards were detailed and informative. Provided positive feedback on conducting an environmental assessment to protect sensitive features and wildlife. Asked how caribou and other species and their habitat will be protected.	Project Team member thanked the attendee for their comments. Project Team member noted that the project is following provincial and federal EA/IA requirements and that input from public is important for incorporation into the draft ToR and IA. Project Team member indicated that the route avoids the most sensitive habitat.
Provided positive feedback regarding the set-up of the open house with display boards. Requested for electronic copy of display boards.	Project Team members thanked the attendee for the feedback. Project Team members noted that they will provide an electronic copy of the display boards.
Commented that they are not very familiar with the Webequie Supply Road Project.	Project Team member walked them through the various display boards to explain the Project and activities conducted to date, emphasizing that it was a Webequie First Nation-led project and that Webequie's Three-Tier Approach to consultation formed the basis for the community's own EA process, which would run in parallel and be integrating with the existing provincial and federal EA/IA processes.
Mining industry representative stated that the Supply Road is not part of their mining plan and does not commit them to having supplies and material flown in via the Webequie Airport.	Project Team member acknowledged the comment and stated that the Supply Road is an economic development initiative of Webequie First Nation, independent of the mining industry and specific plans for mine development in the McFaulds Lake area.

8.2 Proposed Engagement and Consultation During Impact Statement Phase

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

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

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

8.2.1 Planned Public and Stakeholder Consultation Activities

Methods to be used with varying frequency throughout the IA process to consult/engage with non-Indigenous communities, members of the public and other stakeholders are outlined in **Table 8-4**.

Table 8-4: 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/IA milestones.
Public Notices and Newspaper Advertising	Public Notices will be issued by the Agency at various points throughout the Project to inform the public and stakeholders of IA process commencement and document submissions (e.g., Initial Project Description) and to invite the public to provide comments on the Project at key milestones during the federal impact 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/IA, 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	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: • 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. Public and stakeholder groups will be able to provide comments and feedback on the provincial/federal Draft EAR/IS through the website. The Project Team will ensure that feedback and comments received are incorporated into the Final EAR/IS/.
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 provincial/federal EAR/IS 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/IA study milestones. The public and stakeholders will have the opportunity to attend two (2) open house sessions that will be held in City of Thunder Bay, focusing on:

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

It is proposed that the dates for the government/public open house sessions coincide with those for the off-reserve Indigenous community members, with a late afternoon – early evening slots allocated to

government (GRT/municipal/elected representative), the public and stakeholder groups, and later evening slot allocated to off-reserve Indigenous community members.

The open houses will include display materials containing information on the Project background, the IA study process, known existing project location environmental conditions, the results of studies that have been conducted, the development and evaluation of alternatives, the project schedule and the results of the consultation program. The Webequie Project Team will be available to receive and respond to questions and have an open dialogue regarding the IA 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 8-4**. All key documents will be available for review on the project website, and at municipal offices and nearby public libraries in:

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

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

8.3 Consultation with Government Agencies

8.3.1 Government Review Team

At the outset of the study, representatives of the Ministry of Environment Conservation and Parks (MECP), as well as the Impact Assessment Agency of Canada (the Agency; IAAC) identified a number of agencies that should be asked to be involved in the study as reviewers. **Table 8-1** provides the list of agencies suggested by MECP and the Agency, that have been consulted to date.

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 Initial and Detailed Project Descriptions, the draft and final provincial EA ToR, and draft and final EAR/IS documents.

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

8.3.2 Environmental Assessment (EA) Coordination Team

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

- Impact Assessment Agency of Canada;
- Ontario Ministry of Energy, Northern Development and Mines;
- Ontario Ministry of the Environment, Conservation and Parks;
- Ontario Ministry of Natural Resources and Forestry; and
- Ministry of Transportation of Ontario

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 IAEA 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 during the Planning phase, and are anticipated to continue throughout the impact assessment process.

8.3.3 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 IAAC 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 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 IA Initial and Detailed Project Descriptions.

9 Response to Summary of Issues

The Impact Assessment Agency of Canada conducted comment periods from July 23, 2019, to August 12, 2019, and from September 11, 2019, to October 1, 2019, to invite Indigenous groups, federal and provincial authorities, the public and other participants to provide their perspective on any issues that they consider relevant to the Project. Information provided by the Agency (posted on the Canadian Impact Assessment Registry) for this purpose included the Initial Project Description.

Following this engagement on the Initial Project Description, the Agency prepared and provided to Webequie First Nation a Summary of Issues documenting the issues raised during the comment periods. The Summary of Issues document consolidates the issues identified under the following categories:

- Accidents and Malfunctions
- Acoustic Environment
- Atmospheric Environment
- Birds, Migratory Birds and their Habitat
- Climate Change and Greenhouse Gas Emissions
- Country Foods
- Cumulative Effects
- Drinking Water
- Economic Conditions
- Effects of the Environment on the Project
- Fish and Fish Habitat
- General – Assessment Type
- General – Project Description
- Geology, Geochemistry and Geological Hazards
- Human Health and Well-Being
- Indigenous Consultation and Engagement
- Indigenous Knowledge
- Indigenous Peoples Current Use of Lands and Resources for Traditional Purposes
- Indigenous Peoples' Economic Conditions
- Indigenous Peoples' Rights
- Indigenous Peoples' Social Conditions
- Indigenous Peoples' Physical and Cultural Heritage
- Mitigation Measures, Follow-up, and Monitoring Programs
- Navigation
- Project Contribution to Sustainability
- Project Expansion
- Purpose of and Need for the Project
- Residual Effects
- Riparian and Wetland Environments
- Social Conditions
- Species at Risk
- Structure, Site, Things of Historical, Archaeological, Paleontological or Architectural Significance
- Surface Water and Groundwater
- Terrestrial Wildlife and their Habitat

- Topography, Soil and Sediment
- Vegetation
- Vulnerable Population Groups (Gender Based Assessment +)
- Waste and Wastewater

Webequie First Nation has reviewed the Summary of Issues, as well as original submissions posted on the Canadian Impact Assessment Registry (reference # 80183). In accordance with subsection 15(1) of the *Impact Assessment Act*, WFN has provided the Agency with a Detailed Project Description that recognizes the matters identified in the Summary of Issues and includes the information requirements described in the *Information and Management of Time Limits Regulations*. The Agency's Summary of Issues and WFN's responses in recognition of the issues are included in **Appendix D** of this Detailed Project Description.

The Summary of Issues and WFN's responses will be used to inform the Agency's decision on whether to require an impact assessment for the Project, and to develop the *Tailored Impact Statement Guidelines*, should an assessment be required. At this stage in the IA process WFN has acknowledged these issues as legitimate concerns and requirements that must be addressed under the process and will turn its attention to determining potential effects in more detail, including developing mitigation measures and follow-up/monitoring programs during the Impact Statement phase.

Appendix A

Aerial Imagery Map Series of Project Corridor

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Community-Preferred Road Alignment

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Webequie Supply Road

Base Map

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Figure Number: 1	Rev. 0	

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Community-Preferred Road Alignment

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Webequie Supply Road

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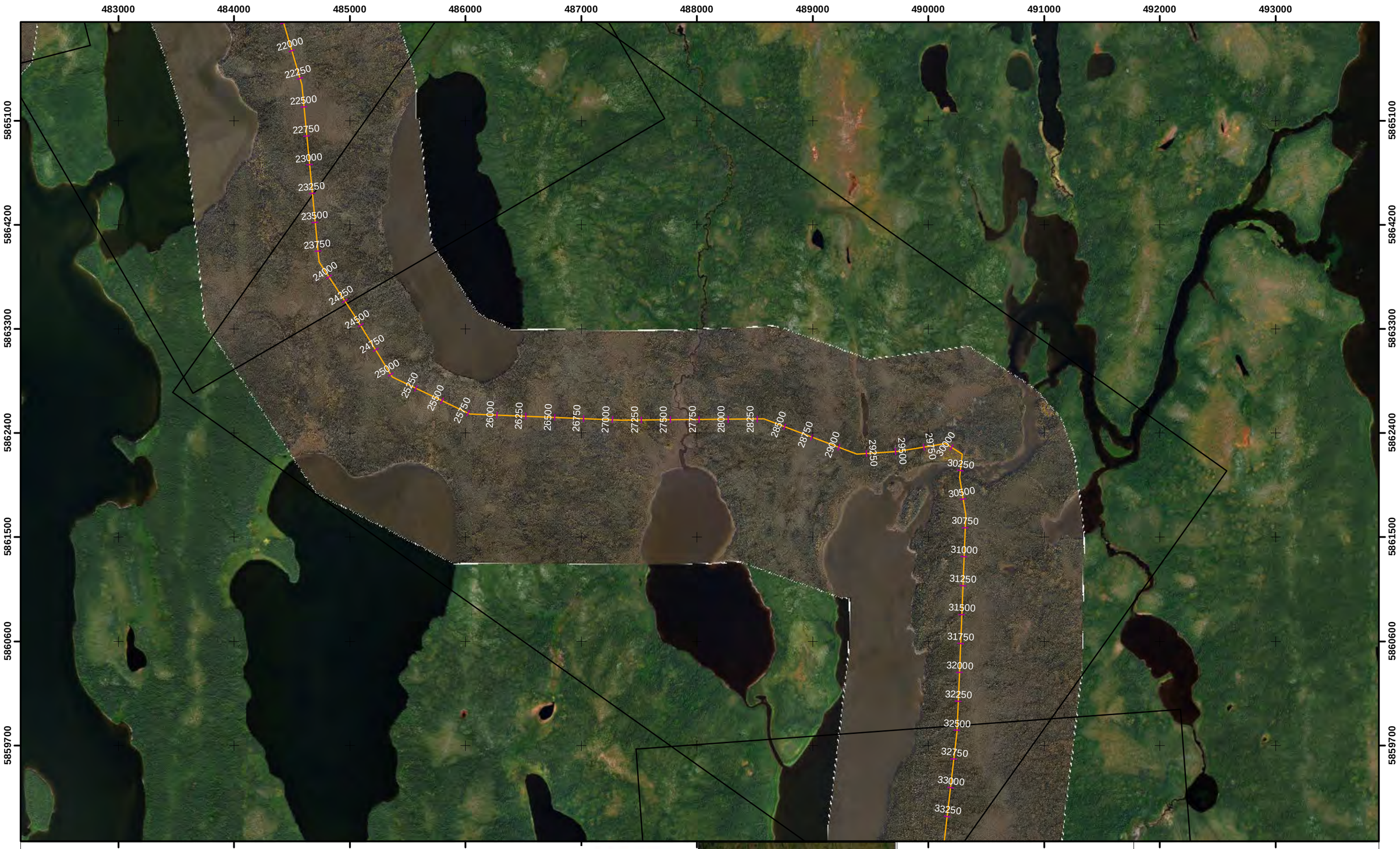

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Community-Preferred Road Alignment

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Webequie Supply Road

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Community-Preferred Road Alignment

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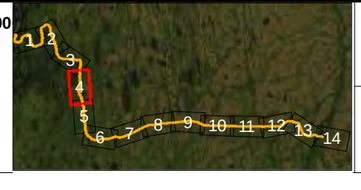

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Webequie Supply Road

Base Map

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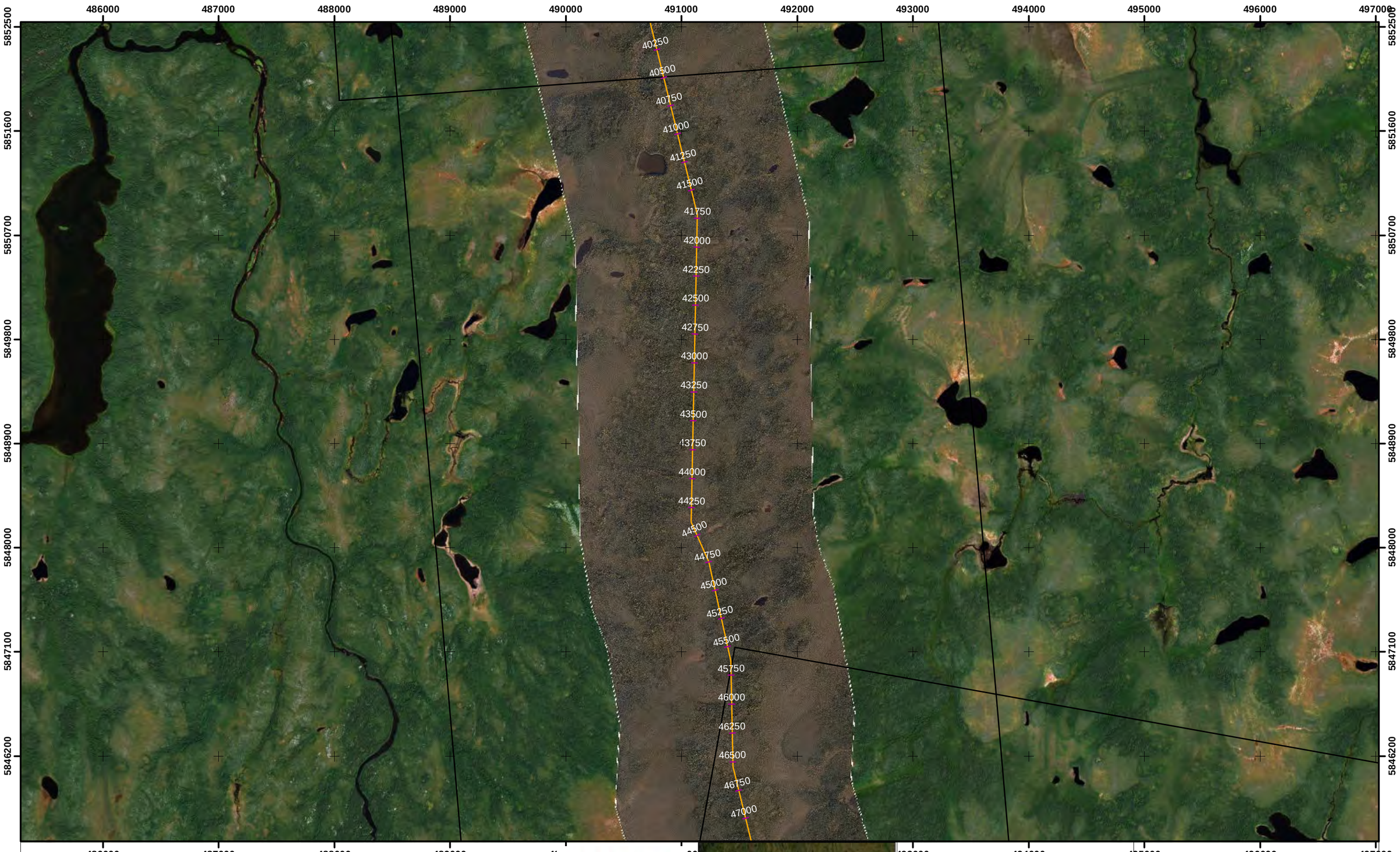

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Community-Preferred Road Alignment

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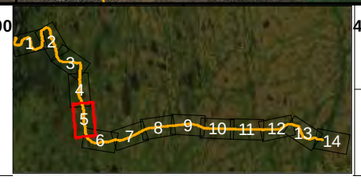

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Webequie Supply Road

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Community-Preferred Road Alignment

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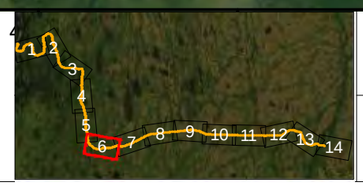

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Webequie Supply Road

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Community-Preferred Road Alignment

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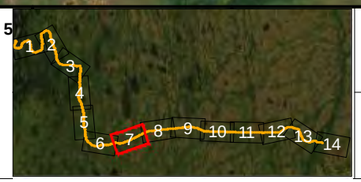

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Webequie Supply Road

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Community-Preferred Road Alignment

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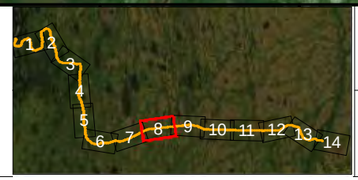

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Webequie Supply Road

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Community-Preferred Road Alignment

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Webequie Supply Road

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Community-Preferred Road Alignment

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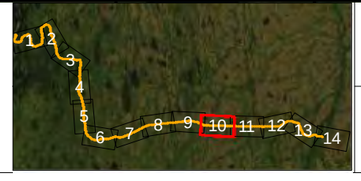

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Webequie Supply Road

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Community-Preferred Road Alignment

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Webequie Supply Road

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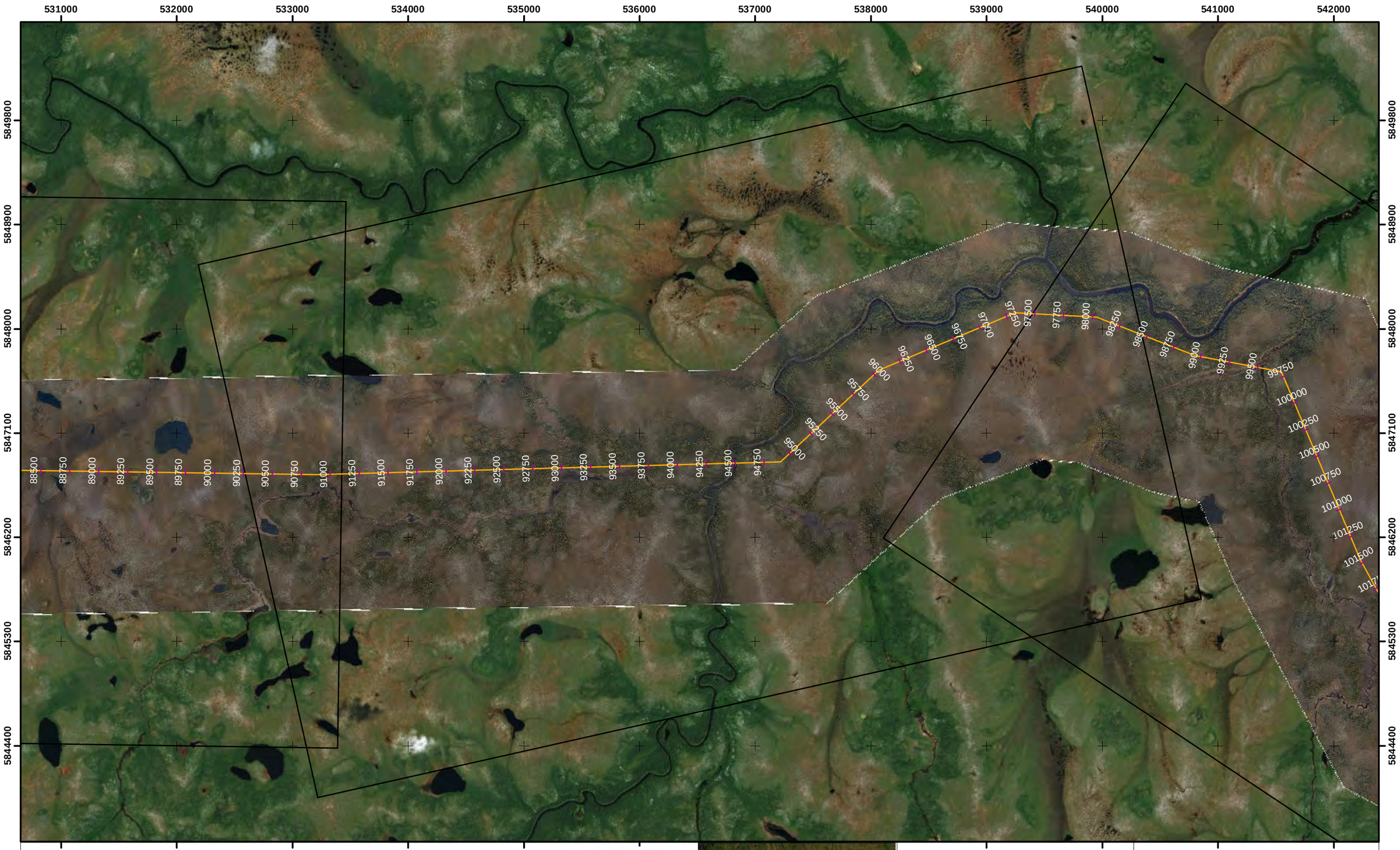

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Community-Preferred Road Alignment

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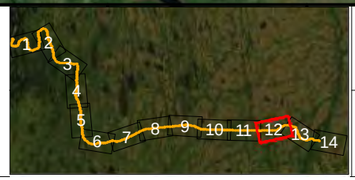

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Community-Preferred Road Alignment

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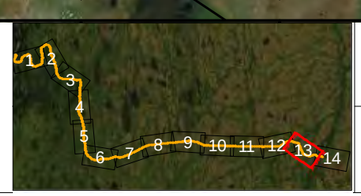

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Webequie Supply Road

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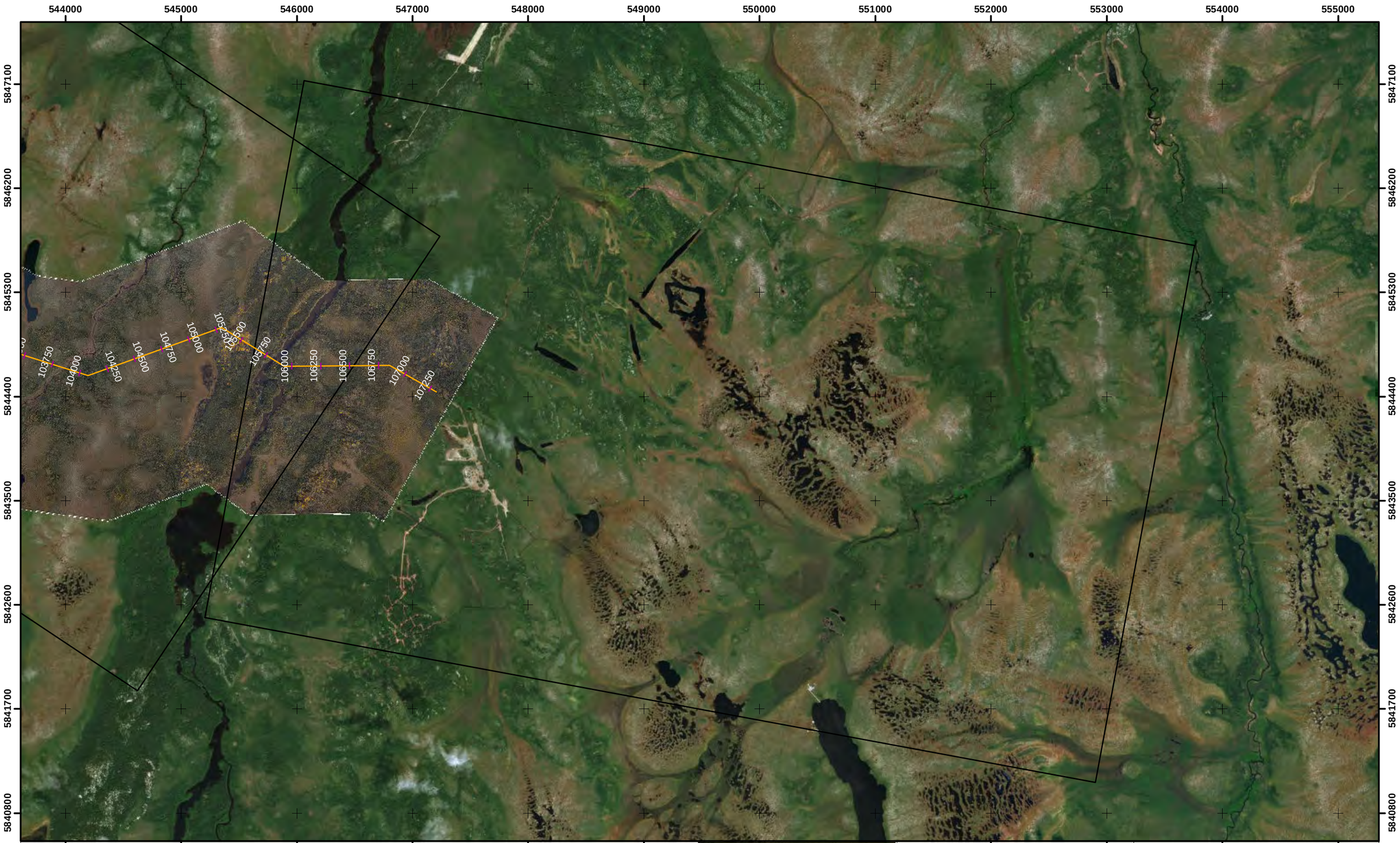

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Community-Preferred Road Alignment

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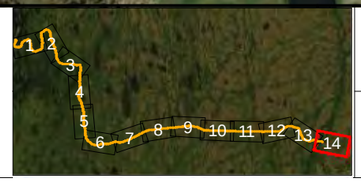

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Appendix B

Indigenous Communities Contact List

Title	First Name	Last Name	Job Title	Organization / Community	Address_1	Address_2	City	Prov	Postal Code	Phone	Fax	Email
Indigenous Communities and Organizations												
Ms.	Dorothy	Towedo	Chief	Aroland First Nation	P.O. Box 10		Aroland	ON	P0T1B0	1-807-329-5970	1-807-329-5970	towedoalice@gmail.com
Mr.	Rick	Allen	Chief	Constance Lake First Nation	P.O. Box 4000		Constance Lake	ON	P0L1B0	705-463-4511	1-705-463-4511	rick.allen@clfn.on.ca
Mr.	Harvey	Yesno	Chief	Eabametoong First Nation	P.O. Box 298		Eabamet Lake	ON	P0T1L0	1-807-242-7221	1-807-242-1441	harvey.yesno@eabametoongfn.ca
Ms.	Celia	Echum	Chief	Ginoogaming First Nation	P.O. Box 89		Longlac	ON	P0T2A0	1-807-876-2242	1-807-876-2495	celia.echum@ginoogamingfn.ca
Ms.	Veronica	Waboose	Chief	Long Lake #58 First Nation	P.O. Box 609		Longlac	ON	P0T2A0	1-807-876-2292	1-807-876-2757	veronica.waboose@longlake58fn.ca
Mr.	Bruce	Achneepineskum	Chief	Marten Falls First Nation	General Delivery		Ogoki	ON	P0T2L0	1-807-349-2509	1-807-349-2509	bruce.achneepineskum@gmail.com
Mr.	Christopher	Moonias	Chief	Neskantanga First Nation	P.O. Box 105	Neskantaga Reserve #239	Landsdowne House	ON	P0T1Z0	1-807-479-2570	1-807-479-1138	chris.moonias@neskantaga.com
Mr.	Johnny	Yellowhead	Chief	Nibinamik First Nation	General Delivery		Summer Beaver	ON	P0T3B0	1-807-593-2131	1-807-293-2270	johnnyyellowhead52@gmail.com
Mr.	Cornelius	Wabasse	Chief	Webequie First Nation	P.O. Box 268		Webequie	ON	P0T3A0	1-807-353-6531	1-807-353-1218	corneliusw@webequie.ca
Mr.	Ignace	Gull	Chief	Attawapiskat First Nation	P.O. Box 548		Attawapiskat	ON	P0L1A0	1-705-997-2375	1-705-997-2422	ignace.gull@attawapiskat.org
Mr.	Leo	Metatawabin	Chief	Fort Albany First Nation	P.O. Box 1		Fort Albany	ON	P0L1H0	1-705-278-1044	1-705-278-1193	chief@fafnmail.com
Mr.	Leo	Friday	Chief	Kashechewan First Nation	P.O Box 240		Kashechewan	ON	P0L1S0	1-705-275-4440	1-705-275-1023	leo.Friday@kfnation.ca
Mr.	Edmund	Hunter	Chief	Weenusk First Nation	P.O. Box 1		Peawanuck	ON	P0L2H0	1-705-473-2554	1-705-473-2503	edmundh@weenusk.ca
Mr.	Eno H.	Anderson	Chief	Kasabonika Lake First Nation	P.O. Box 124		Kasabonika Lake	ON	P0V1Y0	1-807-535-2547	1-807-535-1152	enoha@kasabonika.ca
Mr.	E. Mitchell	Diabo	Councillor	Kasabonika Lake First Nation	P.O. Box 124		Kasabonika Lake	ON	P0V1Y0	1-807-738-3470	807-535-1152	mkdiabo@gmail.com
Mr.	Eddie	Mamakwa	Chief	Kingfisher Lake First Nation	P.O. Box 57		Kingfisher Lake	ON	P0V1Z0	1-807-532-2067	1-807-532-2063	eddiem@kingfisherlake.ca
Mr.	Brennan	Sainnawap	Chief	Wapekeka First Nation	P.O. Box 2		Angling Lake	ON	P0V1B0	1-807-537-2315	1-807-537-2336	brennans@wapekeka.ca
Ms.	Anne Marie	Beardy	Chief	Wawakapewin First Nation	P.O. Box 477 Wawakapewin First Nation	c/o Shibogama First Nation Council	Sioux Lookout	ON	P8T1A8	1-807-737-2662	1-807-737-4226	annemarieb@wawakapewin.ca
Mr.	Sam	Mamakwa	Chief	Wunnumin Lake First Nation	P.O. Box 105		Wunnumin Lake	ON	P0V2Z0	1-807-442-2559	1-807-442-2627	samm@wunnumin.ca
Ms.	Dinah	Kanate	Chief	North Caribou Lake First Nation	General Delivery		Weagamow Lake	ON	P0T3B0	1-807-469-5191	1-807-469-1315	dinahkanate@northcaribou.ca council@northcaribou.ca
Mr.	Donald	Morris	Chief	Kitchenuhmaykoosib Inninuwug (KI) First Nation	P.O. Box 329		Big Trout Lake	ON	P0V1G0	1-807-537-2263	1-807-537-2574	KIFNmedia@gmail.com
Mr.	David	Masakeyash	Chief	Mishkeegogamang First Nation			New Osnaburgh	ON	P0V2H0	1-807-928-2148	1-807-928-2077	davidmasakeyash@msn.com
Ms.	Jacqueline	Barry		Métis Nation of Ontario - Region 2	226 May Street South	Main Floor	Thunder Bay	ON	P7E1B4	1-807-624-5025		jacquelineb@metisnation.org
Ms.	Margaret	Froh	President	Métis Nation of Ontario	66 Slater Street	Suite 1100	Ottawa	ON	K1P5H1	1-613-798-1488		MagaretF@metisnation.org

Title	First Name	Last Name	Job Title	Organization / Community	Address_1	Address_2	City	Prov	Postal Code	Phone	Fax	Email
Indigenous Councils												
Mr.	William	Gordon	President	MNO Greenstone Métis Council	211-401R 4th Avenue	P.O. Box 825	Geraldton	ON	P0T1M0	1-807-854-1172		torch50@live.ca
Ms.	Linda	Norheim	Manager, Lands, Resources & Consultation	Métis Nation of Ontario	311-75 Sherbourne Street		Toronto	ON	M5A2P6	1-416-977-9881		LindaN@metisnation.org
Mr.	David Paul	Achneepineskum	Chief Executive Officer	Matawa Tribal Council	233 Court Street South	2nd Floor	Thunder Bay	ON	P7B2X9	1-807-344-4575 ext 3560	1-807-344-2977	davidpaul@matawa.on.ca
Ms.	Vivian Ann	Martin	Executive Assistant	Matawa Tribal Council	233 Court Street South	2nd Floor	Thunder Bay	ON	P7B2X9	1-807-344-4575 ext 3654	1-807-344-2977	vmartin@matawa.on.ca
Ms.	Kathy	Brady	Project Manager	Matawa Tribal Council	233 Court Street South	2nd Floor	Thunder Bay	ON	P7B2X9	1-807-344-4575 ext 6522	1-807-344-2977	kbrady@matawa.on.ca
Mr.	Paul	Capon	Policy Analyst	Matawa Tribal Council	233 Court Street South	2nd Floor	Thunder Bay	ON	P7B2X9	1-807-344-4575 ext. 3670	1-807-344-2977	pcapon@matawa.on.ca
Mr.	Jason	Gauthier	Grand Chief	Mushkegowuk Council	14 Centre Road	P.O. Box 370	Moose Factory	ON	P0L1W0	1-705-658-4222	1-705-658-4200	
Ms.	Melanie	Wesley Hardisty	Executive Assistant	Mushkegowuk Council	14 Centre Road	P.O. Box 370	Moose Factory	ON	P0L1W0	1-705-658-4222 ext 104	1-705-658-4200	executiveassistant@mushkegowuk.ca
Mr.	Vern	Cheechoo	Director of Lands & Resources	Mushkegowuk Council	14 Centre Road	P.O. Box 370	Moose Factory	ON	P0L1W0	1-705-268-3594 ext 230		verncheechoo@mushkegowuk.ca
TBA	TBA	TBA	TBA	Mushkegowuk Council	101 Cedar Street South		Timmins	ON	P4N2G7	1-705-268-3594 ext. 307	1-705-268-3282	rmetlin@mushkegowuk.ca
Mr.	Matthew	Angees	Interim Executive Director / Education Liaison Officer	Shibogama Council	81 King St.	P.O. Box 449	Sioux Lookout	ON	P8T1A5	1-807-737-2662 ext 2280	1-807-737-1583	matthewa@shibogama.on.ca
Ms.	Linda	Kitchkeesick	Executive Assistant & Office Manager	Shibogama Council	81 King St.	P.O. Box 449	Sioux Lookout	ON	P8T1A5	1-807-737-2662 ext 2225	1-807-737-1583	lindak@shibogama.on.ca
Ms.	Laura	Sayers	Environmental Advisor	Shibogama Council	82 King St.	P.O. Box 450	Sioux Lookout	ON	P8T1A6	1-807-737-2662 ext 2252	1-807-737-1583	lauras@shibogama.on.ca
Mr.	Frank	McKay	Council Chair/CEO	Windigo First Nations Council	160 Alcona Drive	P.O. Box 299	Sioux Lookout	ON	P8T1A3	1-807-737-1585 ext 7707	1-807-737-3133	fmckay@windigo.on.ca
Ms.	Crystal	Hudson	Office Assistant	Windigo First Nations Council	160 Alcona Drive	P.O. Box 299	Sioux Lookout	ON	P8T1A3	1-807-737-1585 ext 7704	1-807-737-3133	office@windigo.on.ca
Ms.	Breann	Morgan	Project Coordinator	Windigo First Nations Council	160 Alcona Drive	P.O. Box 299	Sioux Lookout	ON	P8T1A3	1-807-737-1585 ext 7704		

Appendix C

Government Agencies, Public and Stakeholder Contact List

Title	First Name	Last Name	Job Title	Organization / Community	Address_1	Address_2	City	Prov	Postal Code	Phone	Fax	Email
Regulatory Agencies / Government Review Team												
Provincial Agencies												
Mr.	Robert	Greene	Director	Ministry of Community Safety and Correctional Services	George Drew Building, 13th Floor	25 Grosvenor Street	Toronto	ON	M7A 1Y6	1-416-314-6683	1-416-327-1740	robert.greene@ontario.ca
Mr.	Iain	Joyce		Ontario Provincial Police Business Management Bureau	777 Memorial Avenue	1st Floor	Orillia	ON	L3V 7V3	1-905-329-7571		iain.joyce@opp.ca
Mr.	Michael	Falconi	Manager (A), Cabinet Office Liaison Unit, Policy Coordination Branchy	Ministry of Economic Development, Job Creation and Trade	56 Wellesley Street W	11th Floor	Toronto	ON	M7A 2E1	1-647-325-9535	1-416-325-6534	michael.falconi@ontario.ca
Ms.	Shireen	Mohammed	Manager, Corporate Policy Unit, Economic Development Policy Division	Ministry of Economic Development, Job Creation and Trade	56 Wellesley Street W	11th Floor	Toronto	ON	M5S 2S3	1-437-770-1241		shireen.mohammed@ontario.ca
Mr.	Andrea	Pastori	Cabinet Liaison and Strategic Policy Branch Coordinator, Strategic Policy and Analytics Branch, Strategic, Network and Agency Policy Division	Ministry of Energy, Northern Development and Mines	77 Grenville Street	6th Floor	Toronto	ON	M7A1B3	1-416-327-7276		andrea.pastori@ontario.ca
Ms.	Jennifer	Paetz	Senior Strategic Initiatives Coordinator, Strategic Support Unit	Ministry of Energy, Northern Development and Mines	933 Ramsey Lake Road	Willet Green Miller Centre, 2nd Floor	Sudbury	ON	P3E 6B5	1-705-690-8205		jennifer.paetz@ontario.ca
Mr.	Spencer	Nuttall	Advisor	Ministry of Indigenous Affairs, Indigenous Relations Branch, Indigenous Relations Unit	160 Bloor Street East	Suite 400	Toronto	ON	M7A 2E6	1-416-326-1849		spencer.nuttall@ontario.ca
Ms.	Ashley	Johnson	Senior Advisor	Ministry of Indigenous Affairs, Indigenous Relations Unit, Indigenous Relations and Programs Division	160 Bloor Street East	Suite 400	Toronto	ON	M7A 2E6	416-212-1637		Ashley.Johnson@ontario.ca
Mr.	Shawn	Parry	Manager Planning Innovation Section Provincial Planning Policy Branch	Ministry of Municipal Affairs and Housing	777 Bay Street	13th Floor	Toronto	ON	M5G 2E5	1-416-585-6285		shawn.parry@ontario.ca
Ms.	Karla	Barboza	Team Lead (A), Heritage, Heritage Program Unit, Programs and Services Branch	Ministry of Tourism, Culture and Sport	401 Bay Street	Suite 1700	Toronto	ON	M7A 0A7	1-416-314-7120		karla.barboza@ontario.ca
Ms.	Katherine	Kirzati	Planner, Heritage Planning Unit, Programs and Services	Ministry of Tourism, Culture and Sport	401 Bay Street	Suite 1700	Toronto	ON	M7A 0A7	1-416-314-7643		katherine.kirzati@ontario.ca
Mr.	James (Jim)	Antler	Policy Advisor, Northern Policy and Planning Unit, Tourism Policy and Research Branch	Ministry of Tourism, Culture and Sport	447 McKeown Avenue	Suite 203	North Bay	ON	P1B 9S9	1-705-494-4159	1-705-494-4086	james.antler@ontario.ca
Ms.	Dawn	Irish	Manager, Environmental Policy Office, Transportation Planning Branch	Ministry of Transportation	301 St. Paul Street	Garden City Tower, 2nd Floor	St. Catharines	ON	L2R 7R4	1-905-704-3176	1-905-704-2007	dawn.irish@ontario.ca
Federal Agencies												
Mr.	Sandro	Leonardelli	Manager, Environmental Assessment Section, Environmental Protection Branch - Ontario Region	Environment and Climate Change Canada	4905 Dufferin Street		Downsview	ON	M3H 5T4	1-416-739-5858		sandro.leonardelli@canada.ca
Ms.	Denise	Fell	A/Senior Enviornmental Assessment Officer Environmental Protection Branch - Ontario Region	Environment and Climate Change Canada	867 Lakeshore Rd.	5th Floor, Office L507	Burlington	ON	L7S1A1	1-905-336-4951		denise.fell@canada.ca
Sir/Madam				Department of Fisheries and Oceans	867 Lakeshore Rd.		Burlington	ON	L7S1 A1			fisheriesprotection@dfo-mpo-gc.ca
Sir/Madam				Crown-Indigenous Relations and Northern Affairs Canada	655 Bay Street	3rd Floor	Toronto	ON	M5G 2K4			EACoordination_ON@aandc-aandc.gc.ca
Sir/Madam				Indigenous Services Canada	655 Bay Street	8th Floor	Toronto	ON	M5G 2K4			
Sir/Madam				Transport Canada	4900 Yonge Street		North York	ON	M2N 6A5	1-416-952-0490	1-416-952-0516	EnviroOnt@tc.gc.ca
EA Coordination Team												
Mr.	Dave	Barker	District Resources Management Supervisor	Ministry of Natural Resources and Forestry	208 Beamish Ave. W.	P.O. Box 640	Geraldton	ON	P0T 1M0	1-807-854-1810		dave.barker@ontario.ca
Mr.	Adam	King	Senior Program Advisor, Peterborough (Acting)	Ministry of Natural Resources and Forestry	300 Water St	5th Floor S	Peterborough	ON	K9J3C7	1-705-755-5484		adam.e.king@ontario.ca
Ms.	Lisa	Eddy	A/ Senior Program Advisor, Far North Branch	Ministry of Natural Resources and Forestry	421 James Street South	Floor 1	Thunder Bay	ON	P7E 2V6	1-807-475-1672		Lisa.eddy@ontario.ca
Mr.	Jason	Frechette	Indigenous Liaison Officer	Ministry of Energy, Northern Development and Mines	435 James Street South		Thunder Bay	ON	P7E 6S7	1-807-475-1285		jason.frechette@ontario.ca
Ms.	Ariane	Heisey	Team Lead, Environmental Assessment and Land Use Planning	Ministry of Energy, Northern Development and Mines	123 Edward Street	Suite 1305	Toronto	ON	M5G 1E2	1-416-212-8206		ariane.heisey@ontario.ca
Ms.	Agni	Papageorgiou	Special Project Officer, Environmental Assessment and Permissions Branch	Ministry of the Environment, Conservation and Parks	135 St. Clair Avenue West	1st Floor	Toronto	ON	M4V 1P5	1-416-314-8214		Agni.Papageorgiou@ontario.ca
Ms.	Sasha	McLeod	Special Project Officer, Environmental Assessment and Permissions Branch	Ministry of the Environment, Conservation and Parks	135 St. Clair Avenue West	1st Floor	Toronto	ON	M4V 1P5	1-416-314-8221		sasha.mcleod@ontario.ca
Ms.	Jennifer	Fisk	Senior Business Consultant, Provincial Highways Management Division, Division Services Office	Ministry of Transportation of Ontario	301 St. Paul St.	Garden City Tower, 4th Flr	St. Catharines	ON	L2R 7R4	1-905-704-2646		jennifer.fisk@ontario.ca
Ms.	Alexandra	Oakes	Project Manager, Ontario Region	Impact Assessment Agency of Canada	55 York Street	Suite 600	Toronto	ON	M5J 1R7	1-647-291-3721		alexandra.oakes@canada.ca
Municipalities												
Mr.	Bill	Mauro	Mayor	City of Thunder Bay	500 Donald St. E.	City Hall	Thunder Bay	ON	P7C 5K4	1-807-625-3600		bmauro@thunderbay.ca
Mr.	Norm	Gale	City Manager	City of Thunder Bay	500 Donald St. E.	City Hall, 2nd Floor	Thunder Bay	ON	P7E 5V3	1-807-625-2224		
Mr.	Renald	Beaulieu	Mayor	Municipality of Greenstone	1800 Main Street	P.O. Box 70	Geraldton	ON	P0T 1M0	1-807-854-1100		renald.beaulieu@greenstone.ca
Mr.	Mark	Wright	CAO	Municipality of Greenstone	1800 Main Street	P.O. Box 70	Geraldton	ON	P0T 1M0	1-807-854-1100		mark.wright@greenstone.ca
Mr.	Dwight	Monck	Mayor	Township of Pickle Lake	2 Anne St. S.	P.O. Box 340	Pickle Lake	ON	P0V 3A0	1-807-928-2034	1-807-928-2708	mayor-dmonck@picklelake.org

Ms.	Tanis	Jonasson	Reception	Township of Pickle Lake	2 Anne St. S.	P.O. Box 340	Pickle Lake	ON	P0V 3A0	1-807-928-2034 ext 200	1-807-928-2708	reception@picklelake.org
Mr.	Dave	Landers	CAO	Corporation of the City of Timmins	200 Algonquin Blvd. East		Timmins	ON	P4N 1B3	1-705-264-1331		servicetimmins@timmins.ca
Mr.	George	Pirie	Mayor	Corporation of the City of Timmins	200 Algonquin Blvd. East		Timmins	ON	P4N 1B3	1-705-360-2611		mayor@timmins.ca
Mr.	Doug	Lawrence	Mayor	The Corporation of the Municipality of Sioux Lookout	25 Fifth Avenue	P.O. Box 158	Sioux Lookout	ON	P8T 1A4	1-807-737-2700	1-807-737-3436	
Provincial and Federal Elected Representatives												
Ms.	Patty	Hajdu	Member of Parliament for Thunder Bay - Superior North	MP Thunder Bay - Superior North	Confederation Building 278 House of Commons		Ottawa	ON	K1A 0A6	1-613-996-4792		patty.hajdu@parl.gc.ca
					705 Red River Road	Unit 3	Thunder Bay	ON	P7B 1J3	1-807-766-2090		
Mr.	Michael	Gravelle	Member of Provincial Parliament for Thunder Bay - Superior North	MPP Thunder Bay - Superior North	179 Algoma Street South		Thunder Bay	ON	P7B 3C1	1-807-345-3647	1-807-345-2922	mgravelle.mpp.co@liberal.ola.org
					Queen's Park	Room 421, Main Legislative Building	Toronto	ON	M7A 1A4	1-416-325-4757	1-807-345-2922	
Mr.	Don	Rusnak	Member of Parliament for Thunder Bay - Rainy River	MP Thunder Bay - Rainy River	The Valour Building, Suite 950	House of Commons	Ottawa	ON	K1A 0A6	1-800-667-6186		don.rusnak@parl.gc.ca
					905 Victoria Avenue East	Suite 1	Thunder Bay	ON	P7C 1B3	1-807-625-1160		
Ms.	Judith	Monteith-Farrel	Member of Provincial Parliament for Thunder Bay - Atikokan	MPP Thunder Bay - Atikokan	Queen's Park	Room 207, North Wing, Main Legislative Building	Toronto	ON	M7A 1A8	1-416-325-9820	1-416-325-9800	jmonteith-farrel-QP@ndp.on.ca
					105 Main Street	Suite 105	Atikokan	ON	P0T 1C0	1-807-597-2629	1-807-597-2402	jmonteith-farrel-CO@ndp.on.ca
Mr.	Greg	Rickford	Member of Provincial Parliament for Kenora - Rainy River	MPP Kenora - Rainy River	160 Bloor Street East	Suite 400	Toronto	ON	M7A 2E6	1-416-327-4464		greg.rickford@pc.ola.org
					99 Wellesley Street West	5th Floor	Toronto	ON	M7A 1W1	1-416-327-0633	1-416-327-0665	
					279 Scott Street	Unit 1	Fort Frances	ON	P9A 1G8	1-807-274-7619	1-807-274-3721	
					300 McClellan Avenue	East Room	Kenora	ON	P9N 1A8	1-807-467-2415	1-807-467-2641	
					439 Government Street	Unit 2	Dryden	ON	P8N 2P4	1-807-223-6456	1-807-223-6593	
Mr.	Gilles	Bisson	Member of Provincial Parliament for Timmins	MPP Timmins	Queen's Park	Room 114, Main Legislative Building	Toronto	ON	M7A 1A5	1-416-325-7122	1-416-325-7181	gbisson@ndp.on.ca
					60 Wilson Avenue	Suite 202	Timmins	ON	P4N 2S7	1-705-268-6400	1-705-266-9215	
Emergency and Medical Services												
Mr.	John	Hay	Fire Chief	Thunder Bay Fire Rescue	Station 1, Vickers Street North		Thunder Bay	ON	P7C 4B2	1-807-625-2101		jhay@thunderbay.ca
Sir/Madam				Thunder Bay Police Service	1200 Balmoral Street		Thunder Bay	ON	P7B5Z5			tbps@tbaytel.net
Mr.	Jim	Runciman	Director of Fire Services/Fire Chief	Municipality of Greenstone - Fire Services	1800 Main Street	P.O. Box 70	Geraldton	ON	P0T 1M0	1-807-854-1100 ext 2007		jim.runciman@greenstone.ca
Sir/Madam				Pickle Lake Fire Department	Dickenson Street		Pickle Lake	ON	P0V 3A0	1-807-928-2316	1-807-928-2708	
Mr.	Wayne	Gates	Chief of EMS	Superior North EMS	105 S. Junot Ave		Thunder Bay	ON	P7B4X6			wgates@thunderbay.ca
Air Services												
Catholic and Public District School Boards												
Ms.	Deborah	Massaro	Board Chair	Lakehead District School Board	2135 Sills Street		Thunder Bay	ON	P7E 5T2	1-807-625-5213		dmassaro@lakeheadschools.ca
Ms.	Pauline	Mcrae	Board Chair	Superior-Greenstone District School Board	12 Hemlo Drive	P.O. Box 1797	Marathon	ON	P0T 2E0	1-807-229-7787		pmcrae@sgdsb.on.ca
Ms.	Kathy	O'Brien	Board Chair	Thunder Bay Catholic District School Board	459 Victoria Avenue West		Thunder Bay	ON	P7C 0A4	1-807-625-1547	1-807-623-2167	kobrien@tbcschools.ca
Ms.	Maria	Vasanelli	Director of Education	Superior North Catholic District School Board	21 Simcoe Plaza		Terrace Bay	ON	P0T 2W0			mvasanelli@sncdsb.on.ca
Crown Land Tenure and Claim Holders												
Mr.	Mark	Baker	Vice President, Projects	Noront Resources Ltd.	212 King Street West	Suite 502	Toronto	ON	M5H 1K5	1-416-367-1444 ext 111	1-416-367-5444	mark.baker@norontresources.com
Sir/Madam				Macdonald Mines Exploration Ltd.	145 Wellington Street West	Suite 1001	Toronto	ON	M5J 1H8	1-416-364-4986	1-416-364-2753	info@macdonaldmines.com
Mr.	Alan	Coutts	Director	Noront Muketei Minerals Ltd.	110 Yonge Street	Suite 400	Toronto	ON	M5C 1T4			
Mr.	Gregory	Rieveley	Director	Noront Muketei Minerals Ltd.	110 Yonge Street	Suite 400	Toronto	ON	M5C 1T4			
Sir/Madam				Canada Chrome Corporation	141 Adelaide Street West		Toronto	ON	M5H 3L5	1-416-642-3575		
Sir/Madam				Abitibi Royalties Inc.	2864 Chemin Sullivan		Val-d'Or	QC	J9P 0B9	1-888-392-3857		info@abitibiroyalties.com
Sir/Madam				Metalex Ventures Ltd.	203-1364 Harvey Avenue		Kelowna	BC	V1Y 6G2	1-250-860-8599	1-250-860-1362	investorinfo@metalexventures.ca
Mr.	Chris	Angeconeb	President & CEO	Aurcrest Gold Inc.	22 Adelaide Street West	Suite 3600	Toronto	ON	M5H 4E3	1-807-737-5353	1-416 865-6636	christopherangeconeb@gmail.com
Sir/Madam				De Beers Canada Inc.	1601 Airport Road NE	Suite 300	Calgary	AB	T2E 6Z8	1-403-930-0991		
Sir/Madam				De Beers Canada Inc.	5120 49th Street	Suite 300	Yellowknife	NT	X1A 1P8	1-867-766-7300		
Mr.	Peter H.	Smith	President & CEO	Fancamp Exploration Ltd.	340 Victoria Avenue		Westmount	QC	H3Z 2M8	1-514-481-3172		
Ms.	Debra	Chapman	CFO	Fancamp Exploration Ltd.	7290 Gray Avenue		Burnaby	BC	V5J 3Z2	1-604-434-8829	1-604-434-8823	
Mr.	Steven	Siemienuiuk	Director	Superior Exploration Ltd.	310 Talbot Street		Thunder Bay	ON	P7A 1J7	1-807-633-3000		info@superiorexploration.com
Ms.	Kimberly	Siemienuiuk	Director	Superior Exploration Ltd.	310 Talbot Street		Thunder Bay	ON	P7A 1J7	1-807-633-3000		info@superiorexploration.com
Sir/Madam				Debut Diamonds Inc.	1382 Queen Street East		Toronto	ON	M4L 1C7	1-416-698-6331		info@DebutDiamonds.com
Sir/Madam				Platinex Inc.	20 William Roe Boulevard	Suite 807	Newmarket	ON	L3Y 5V6	1-905-470-6400	1-888-470-6450	info@platinex.ca
Mr.	Brent	Clark	Geologist	Clark Exploration and Consulting Inc.	941 Cobalt Crescent		Thunder Bay	ON	P7B 5Z4	1-807-622-3284	1-807-622-4156	info@clarkexploration.com
Interest Groups												
Mr.	Paul	Pepe	Tourism Manager	Tourism Thunder Bay	701-34 Cumberland St. N		Thunder Bay	ON	P7A 4L3	1-807-625-3880		ppepe@thunderbay.ca
Sir/Madam				Thunder Bay International Airport	640-100 Princess Street		Thunder Bay	ON	P7E 6S2	1-807-473-2600		
Sir/Madam				Leuenberger Air Service	7 Beach Road		Nakina	ON	P0T 2H0	1-807-329-5940	1-807-329-5267	
Sir/Madam				Nakina Air Service Ltd.	450 Cordlingley Lake Road		Nakina	ON	P0T 2H0	1-807-329-5919		
Mr.	Merle	Cameron		Camp Lake St Joseph (Summer Contact)	Box 301		Pickle Lake	ON	P0V 3A0	1-705-461-5456		camp@lakestioseph.com
Mr. & Ms.	Doug & Shelly	Earl		Camp Lake St Joseph (Winter Contact)	4 Crawford Street		Brockville	ON	K6V 1S1	1-705-848-0194		
Mr.	Pete	Johnson	President	Osnaburgh Airways Ltd./Pickle Lake Outposts	P.O. Box 220		Pickle Lake	ON	P0V 3A0	1-807-928-2547	1-807-928-2908	johnsonpl@yahoo.com
Mr.	Richard	Moskotaywenene		Makoop Lake Lodge	P.O. Box 45		Bearskin Lake	ON	P0V 1E0	1-807-363-9914	1-807-363-9911	richardmosk@yahoo.com
Mr. & Ms.	Wendy & John	Grace		Old Post Lodge (Summer)	P.O. Box 380		Pickle Lake	ON	P0V 3A0	1-807-928-2802		
				Old Post Lodge (Winter)	P.O. Box 336		Goderich	ON	N7A 4C6	1-519-524-1173		
Ms.	Colette	Cameron		Oz Lake Lodge & Motel (Summer)	Box 301		Pickle Lake	ON	P0V 3A0	1-807-928-2688		colettecameron9@yahoo.com
				Oz Lake Lodge & Motel (Winter)	11 Axmith Avenue		Elliot Lake	ON	P5A 1B5	1-540-928-2688		
Mr.	Don	Dalzell		Pickle Lake Hotel	1 Koval Street		Pickle Lake	ON	P0V 3A0	1-807-356-0213		plh511@outlook.com
Mr. & Ms.	Gary & Judy	Turner		White Sands Camp	General Delivery		Savant Lake	ON	P0V 2S0	1-807-808-0220		fish@whitesandscamp.ca
Mr.	Eric	Corbin	President	Greenstone Snowmobile Club	Box 748		Longlac	ON	P0T 2A0			corbine@hotmail.ca
Sir/Madam				Thunder Bay Adventure Trails Snowmobile Club	P.O. Box 29190		Thunder Bay	ON	P7B 6P9			tbat_den@hotmail.com
Sir/Madam				North Western Ontario Snowmobile Trails Association	District 17 Site 220 Box 10	RR2	Dryden	ON	P8N 2Y5	1-807-938-7513	1-807-937-2137	
Sir/Madam				Canadian Council of Snowmobile Organizations	P.O. Box 21059		Thunder Bay	ON	P7A 8A7	1-807-345-5299		

Ms.	David	King	Executive Director	Federation of Northern Ontario	42 Stacey Crescent		Garson	ON	P3L 1C5	1-249-878-0303		fonom.info@gmail.com
Mr.	Danny	Whalen	President	Federation of Northern Ontario	42 Stacey Crescent		Garson	ON	P3L 1C6			dwhalen@temiskamingshores.ca
Mr.	Mac	Bain		Federation of Northern Ontario	42 Stacey Crescent		Garson	ON	P3L 1C7			macbain2014@gmail.com
Mr.	Paul	Schoppmann		Federation of Northern Ontario	42 Stacey Crescent		Garson	ON	P3L 1C8			mayor@greatersudbury.ca
Sir/Madam				Federation of Ontario Cottage Association	159 King Street, Suite 201		Peterborough	ON	K9J 2R8	1-705-749-3622		info@foca.on.ca
Mr.	Tanner	Bell	Vice President	Geraldton Chamber of Commerce	Box 128		Geraldton	ON	P0T 1M0			chamber@geraldtonchamber.com
Sir/Madam				Longlac Chamber of Commerce	P.O. Box 877		Longlac	ON	P0T 2A0			
Mr.	Richard	Shwedack	General Manager	Green Forest Management	1120 Suite 200	Premier Way	Thunder Bay	ON	P7B 0A3	1-807-343-6581		richard@gfmiontario.ca
				Greenmantle Forest Inc	179 25th Side Road		Rosslyn	ON	P7K 0B9	1-807-939-1911		info@greenmantle.ca
Mr.	Jeff	MacDonald	President	North of Superior Trapping Association						1-807-823-0417		jeffandvikkimac@sympatico.ca
Mr.	Rick	Dumas	Vice President Thunder Bay District Municipal League	Northwestern Ontario Municipal Association	Box 10308		Thunder Bay	ON	P7B 6T8	1-807-683-6662		mayor@marathon.ca
Sir/Madam				Ontario Parks Association	60 Water Street North		Cambridge	ON	N1R 3B1	1-905-864-6182		opa@ontarioparksassociation.ca
Mr.	Gary	Clark		Ontario Prospectors Association	1000 Alloy Drive		Thunder Bay	ON	P7B 6A5	1-807-622-3284		gjclark@ontarioprospectors.com
				Ontario Recreational Canoeing and Kayaking Association	93A Industrial Parkway South		Aurora	ON	L4G 3V5	1-416-426-7016		info@orcka.ca

Appendix D

Response to Summary of Issues

Appendix D

Response to Summary of Issues

Item No.	Summary of Issues (Impact Assessment Agency of Canada, 2019/10/11)	Webequie Project Team Responses	Cross-Reference to DPD Section
Accidents and Malfunctions			
1.	Effects of accidents and malfunctions, including to air quality and water quality during all phases of the Project.	WFN recognizes that the failure of certain elements or activities of a project caused by human error or exceptional natural events (e.g., flooding, forest fire, earthquake) can cause major effects. The Impact Assessment (IA) for the Project will include an analysis of the risk of accidents or malfunctions that will involve determining their potential environmental, health, social and economic effects, and identifying contingency and emergency response measures to be implemented if such events occur.	6.5 - Accidents and Malfunctions
Acoustic Environment			
2.	Effects of noise disturbance to wildlife, including from blasting activity, machinery use, increased vehicle traffic, helicopter and airplane traffic.	The Detailed Project Description addresses the potential for noise created by the Project (e.g., road traffic; increased air traffic; machinery and equipment used during construction and operations) to result in sensory disturbance to wildlife, resulting in impacts to habitat availability, use and connectivity (movement and behaviour), leading to changes in abundance and distribution of terrestrial animals, caribou in particular.	6.1.5 – Wildlife 6.1.8 – Acoustic Environment
Atmospheric Environment			
3.	Effects on air quality from exhaust emissions, fugitive dust, fuel combustion by-products, blasting by-products, mobile off-road machines, vehicles and diesel generator emissions.	The Detailed Project Description recognizes the potential for the Project (construction activities, in particular) to temporarily affect local air quality in the immediate vicinity of the Project. Specific reference is made to fugitive dust and vehicle exhaust emissions associated with: land clearing and material handling; vehicular and equipment use; vehicles travelling on gravel road and other	6.1.7 – Climate and Air Quality 6.1.10 – Waste Generation and Emissions

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		(exposed) earth surfaces; and diesel generators at the construction camps.	
4.	Effects on air quality from dust that is generated by vehicular traffic as well as from exposed soils that are cleared and stockpiled for construction.	Refer to Response 3.	6.1.7 – Climate and Air Quality 6.1.10 – Waste Generation and Emissions
Birds, Migratory Birds and their Habitat			
5.	Effects on birds, including migratory birds, from air emissions, dust and sensory disturbance from noise.	The Detailed Project Description recognizes potential effects to wildlife and more specifically effects on birds, including migratory birds, from air emissions, dust and sensory disturbance during construction and operation of the Project.	6.1.5 – Wildlife
6.	Effects on bird habitat, including migratory birds, like upland and wetland habitats, during breeding season and migration.	The Detailed Project Description recognizes potential effects to wildlife and more specifically effects on birds, including migratory bird habitats (e.g., wetland, upland) during the breeding season and migration period.	6.1.5 – Wildlife
7.	Effects on birds, including migratory birds, from increased predation and poaching opportunities.	The Detailed Project Description recognizes potential effects to wildlife and more specifically effects on birds, including migratory birds, from increased predation and poaching opportunities during construction and operation of the Project.	6.1.5 – Wildlife
8.	Effects on birds, including migratory birds, from disruption of movement corridors and collisions with vehicles.	The Detailed Project Description recognizes potential effects to wildlife and more specifically effects on birds, including migratory birds, from disruption of fly-by corridors and collisions with vehicles during construction and operation of the Project.	6.1.5 – Wildlife
9.	Effects on birds, including migratory birds, from depositing potentially harmful substances in waters or areas frequented by birds.	The Detailed Project Description recognizes potential effects to wildlife and more specifically effects on birds, including migratory birds, from depositing potentially harmful substances in waters or areas frequented by birds during construction and operation of the Project.	6.1.5 – Wildlife

Item No.	Summary of Issues (Impact Assessment Agency of Canada, 2019/10/11)	Webequie Project Team Responses	Cross-Reference to DPD Section
Climate Change and Greenhouse Gas Emissions			
10.	Effects on the Government of Canada's ability to meet its environmental obligations and its commitments with respect to climate change.	A preliminary level estimate of Greenhouse Gases (GHG) emissions from the construction and operation of the Project is provided in the Detailed Project Description. Project GHG emissions will be examined in the IA in relation to Ontario and Canada-wide totals and future targets, including ability of Canada to meet its obligations and commitments to addressing climate change.	6.1.10 - Waste Generation and Emissions
11.	Effects on peatlands and resulting greenhouse gas emissions from changes to peatlands' ability to store and sequester carbon.	The Detailed Project Description identifies the primary sources of GHG emissions during the construction and operation of the Project, such as land clearing and associated biomass burning, and exhaust emissions from vehicles and equipment. The impact assessment will include examining the potential effect on peatlands and resulting greenhouse gas emissions from changes to peatlands' ability to store and sequester carbon.	6.1.10 - Waste Generation and Emissions
Country Foods			
12.	Effects on country foods from contaminants being released into the environment (air, water, soil, or plants).	The Detailed Project Description has identified a preliminary list of country foods that may be potentially affected by the release of contaminants into the environment.	6.1.2 – Vegetation 6.1.5 – Wildlife 6.1.6 – Fish and Fish habitat 6.1.7 – Climate and Air Quality
13.	Effects on country foods as a result of modifications to surrounding peatland and wetland areas, and increase of mercury methylation processes.	Potential effects on country foods as result modifications to peatland and wetland areas will be further examined in the IA should the Agency make a determination that an IA is required.	NA

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Cumulative Effects			
14.	Cumulative effects due to further development in the Ring of Fire, including potential resource development and additional infrastructure.	The IA will evaluate and assess the significance of net effects from the Project that overlap temporally and spatially with effects from all other past, present and reasonably foreseeable developments and activities, including on the physical, biological, cultural, socio-economic and health valued components of the environment. The assessment will be conducted in accordance with IAAC guidance documents, including the *Tailored Impact Statement Guidelines* for the Project; *Operational Policy Statement: Assessing Cumulative Environmental Effects under the Canadian Environmental Assessment Act, 2012* (CEA Agency, 2015b); and *Interim Technical Guidance for Assessing Cumulative Environmental Effects under the Canadian Environmental Assessment Act, 2012* (CEA Agency, 2018b).	6.6 – Cumulative Effects 6.2.2 - Economy, Resource, Commercial and Industrial Activities
15.	Cumulative effects on fish, wildlife, the ecosystem, Indigenous peoples and their rights.	Refer to Response 14. The scope of assessment will include cumulative effects on fish, wildlife, the ecosystem, Indigenous peoples and their rights.	6.6 – Cumulative Effects
16.	Cumulative effects on peatlands and their ability to store and sequester carbon.	Refer to Response 14. The scope of assessment will include cumulative effects on peatlands and their ability to store and sequester carbon.	6.6 – Cumulative Effects
Drinking Water			
17.	Effects on potable water sources, including from local alterations to groundwater and surface water flow patterns.	The Detailed Project Description addresses the potential for temporary (construction) and permanent changes to groundwater availability to nearby groundwater features (including water wells and, springs). Similarly, construction, operation and maintenance of the WSR right-of-way, as well as the construction of the structure foundations, access roads, and other supportive infrastructure (e.g., construction camps) may result in changes to surface water quantity and quality, which may indirectly affect groundwater resources.	6.1.3 – Groundwater 6.1.4 – Hydrology and Surface Water 3.2 – Initial Screening of Webequie Supply Road Corridor

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		In particular, the sensitivity of the natural spring in proximity to Webequie has been cited as an important community source of water for potable and ceremonial uses. Information on similar resources for other communities will be collected as part of the assembly of Indigenous Knowledge during the IA.	Alternative Concepts
Economic Conditions			
18.	Effects on the labour force in Indigenous and non-Indigenous communities, including request for detail on the anticipated number of jobs created and potential employment opportunities.	The Detailed Project Description indicates that the IA document will detail the existing state of communities and potential effects of the Project on the population and demographic attributes such as employment. The IA will include information on anticipated number of jobs, including types of jobs for construction and operation/maintenance of the supply road.	6.2.3 – Population, Demographics and Community Profile.
19.	Effects on economic conditions due to changes in economic activities associated with the Project and future developments in the Ring of Fire area.	The IA will include a cumulative effects assessment that will examine impacts to the environment caused by an action in combination with other past, present, and future actions. The cumulative effects assessment will address effects on economic conditions due to changes in economic activities associated with the Project and future developments in the area. The Detailed Project Description identifies that the IA will describe and assess existing commercial, recreational, and industrial activities in the region and address potential effects on these sectors.	6.2.2 -Economy, Resource, Commercial and Industrial Activities 6.4 – Potential Effects on Indigenous Peoples – Social, Economic and Health 6.6 – Cumulative Effects
20.	Effects on land prices from the influx of workers to communities.	The Detailed Project Description notes that effects on housing prices will be assessed in the IA, which is deemed to be a more direct result to the influx of workers	6.4 – Potential Effects on Indigenous Peoples –

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		than land prices, but may also reflect changes in land prices.	Social, Economic and Health
21.	Effects on active or unpatented mining claims and mining leases nearby or overlapping the Project and communication between the proponent and mineral exploration and development companies.	The Detailed Project Description states that, according to ENDM, there are 56 active, unpatented mining claims and one mining lease nearby or overlapping the proposed WSR corridor. Therefore, the WSR has the potential to effect active or unpatented mining claims and mining leases in the project area. As part of the IA, Webequie First Nation will consult and engage with mineral exploration and development companies regarding any conflicts between the road corridor and existing claims/leases.	4.3 – Land to be Used for Project 6.2.6 – Land and Resource Use
22.	Dialogue and cooperation with current and future industrial stakeholders whose interests and holdings may be impacted by the Project.	The Detailed Project Description recognizes that, as part of the IA, consultation will be undertaken with mineral exploration and development companies whose interests and holdings may be affected by the Project.	6.2.6 – Land and Resource Use
Effects of the Environment on the Project			
23.	Effects of the environment on the Project, such as extreme weather events and increased precipitation due to climate change.	The Detailed Project Description recognizes that climate change has the potential to affect the Project due to more frequent or severe weather events, and that such occurrences may damage or compromise components of the road facility or operational level of service.	6.1.10 – Waste Generation and Emission 6.5 - Accidents and Malfunctions
24.	Destabilization of project infrastructure in Northern regions from sporadic, discontinuous and warming permafrost.	In the sporadic permafrost band where the project area is located, permafrost occurs in islands, and ground ice content in the upper 10-20 m of the ground is categorized as Low (less than 10%). Therefore, any permafrost that exists in the project area is not anticipated to have a measurable destabilizing effect on the road infrastructure.	6.1.1 – Geology, Terrain and Soils

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Fish and Fish Habitat			
25.	Effects on fish community dynamics due to increased angling pressure and related activities, including selective removal of some species.	The Detailed Project Description recognizes the potential effects on fish community dynamics due to increased angling pressure and related activities, including selective removal of some species.	6.1.6 – Fish and Fish Habitat
26.	Effects on fish from invasive aquatic life introduced through recreational activities.	The Detailed Project Description recognizes the potential effects on fish from invasive aquatic life introduced through angling activities of those outside the community of Webequie.	6.1.6 – Fish and Fish Habitat
27.	Effects on fish and fish habitat, including water quality, stream morphology, disruption or destruction of fish habitat or death of fish.	The Detailed Project Description recognizes the potential effects on fish and fish habitat, including water quality, stream morphology, disruption or destruction of fish habitat or death of fish.	6.1.6 – Fish and Fish Habitat
28.	Effects on the movement of fish populations, migratory patterns, spawning and reproductive behaviours from road crossings, poorly designed or perched culverts, and changes in genetics of fish populations due to habitat fragmentation.	The Detailed Project Description recognizes the potential effect on the movement of fish populations, migratory patterns, spawning and reproductive behaviours from road crossings, poorly designed or perched culverts, and changes in genetics of fish populations due to habitat fragmentation.	6.1.6 – Fish and Fish Habitat
General – Assessment Type			
29.	Value of a federal assessment, including the assessment of cumulative effects of existing and future development in the Ring of Fire area.	This issue has been raised in relation to conducting a regional assessment for development in the Ring of Fire. Please refer to Response 30 below. Refer also to Responses 14-16 under Cumulative Effects.	6.6 – Cumulative Effects
30.	Value of a Regional Assessment to assess the effects of future mineral development and supportive infrastructure in the Ring of Fire area, James Bay and Hudson's Bay Basin.	This issue is outside the care and control of Webequie First Nation; it lies within the purview of the Minister of Environment and Climate Change Canada and the Impact Assessment Agency of Canada. Sections 92 and 93 of the *Impact Assessment Act* allow the Minister to establish a committee, or to authorize the Agency to conduct a regional assessment of the effects of existing or future physical activities carried out in a region. The	1.3 – Related Studies and Plans

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		Agency advises the Minister in deciding whether to conduct a regional assessment. It is WFN's understanding that Aroland First Nation has submitted a formal request (in an email dated October 1, 2019) for a regional assessment of the impacts of potential mineral development activity and its supporting infrastructure in the Ring of Fire, and that the Minister must post a response to the request within 90 days of having received it.	
31.	Involvement and participation of Indigenous groups to determine positive and negative effects in the region.	WFN intends to undertake early engagement with Indigenous groups to seek their involvement and participation in the IA process in order to identify potential positive and negative effects of the Project. The Webequie Project Team follows the "inherent right principle" of the three-tier governance structure or framework to guide the consultation/engagement process to be executed in accordance with the Traditional cultural values, customs and beliefs of the Webequie First Nation people. Engagement methods that will be used to seek involvement and participation of Indigenous groups include: notification letters, public notices and newspaper advertising, community visits, radio information sessions, project website and project newsletters.	7.2.2 – Webequie Three-Tier Approach to Consultation 7.2.3 - Planned Methods of Engagement with Indigenous Groups
32.	Value of integrated approach to assessment (versus road-by-road approach to assessment).	The value of an integrated approach, or regional assessment, that captures other proposed road infrastructure projects is outside the care and control of WFN. As part of the IA, a cumulative effects assessment will be undertaken to examine the incremental net impacts of the Project with those present and reasonably foreseeable developments and activities that overlap temporally or spatially with the Project.	6.6 – Cumulative Effects

Item No.	Summary of Issues (Impact Assessment Agency of Canada, 2019/10/11)	Webequie Project Team Responses	Cross-Reference to DPD Section
General – Project Description			
33.	Clarity of the locations of permanent and temporary residences and known sensitive receptors, and location of drinking water sources.	The Detailed Project Description identifies that there are permanent and temporary residences (i.e., known sensitive receptors) located within the community of Webequie in proximity to the western terminus of the proposed WSR, which may constitute sensitive receptors. Individual residences have not been identified at this stage. The locations of other sensitive receptors, such as occasional/seasonal residences adjacent to the road corridor (e.g., cabins), are not known at this stage, but will be identified as part of gathering Indigenous Knowledge. Temporary accommodations for workers associated with the mineral exploration camp operated by Noront are located near the eastern terminus of the WSR. The drinking water source for the community of Webequie is Winisk Lake. The drinking water source for the Noront exploration camp is not known at this time.	6.1.8 Acoustic Environment 6.2.5 – Infrastructure and Services
34.	Relationship between Noront's current development plans in the area, the Project and proponent.	The Detailed Project Description identifies that in 2013, Noront Resources prepared a draft Environmental Assessment/Environmental Impact Statement for their proposed Eagle's Nest Mine in the McFaulds Lake area. The Noront draft EIS/EAR was not completed and is currently paused. In 2012, Noront Resources engaged Webequie First Nation to help identify a preferred alignment for an east-west transportation corridor running from the Eagle's Nest Mine to the Pickle Lake area. Webequie assumed the responsibility for identifying a preferred alignment through their territory from Noront and, in doing so, conducted their own internal process of consulting with their community members. A preferred corridor alignment was identified and was subsequently used in the Webequie Community Supply Road Baseline Environmental and Geotechnical Studies Project (2017-18) to help form the preliminary preferred corridor for	1.3 – Related Studies 3.1.2 – Alternative Means of Carrying Out the Undertaking

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		subsequent further review as part of the Webequie Supply Road IA. Noront's current development plans exclude consideration of an all-season road connection to the provincial highway network, as it has been assumed that this will be developed by others based on the Province of Ontario's pledges of funding for infrastructure (mainly roads) in the Ring of Fire area. The current status of the Eagle's Nest Mine project can be found on Noront's website (http://norontresources.com). Based on comments received by the Agency from Noront's review of the Initial Project Description, Noront supports a supply road between Webequie First Nation and the Ring of Fire area, since this will allow for Webequie community members to participate in the delivery of services and materials and offer employment opportunities.	
35.	Power source for the Project.	The Detailed Project Description indicates that the power source to be used for construction camps, construction activities and equipment (e.g., use of submersible pumps, etc.) and maintenance yards during operations of the Project will be diesel generators.	6.1.7 – Climate and Air Quality 6.1.10 Waste Generation and Emissions
36.	Access controls and road use by Indigenous groups, the public and by mineral exploration and development companies.	The Detailed Project Description states that the operator of the Webequie Supply Road is not known at this time and is part of future discussions and agreement on the ownership of the facility with the Province of Ontario, including consideration of road uses and/or access controls.	2.2 – General Description of the Project
37.	Clarity on two kilometre wide corridor.	The Detailed Project Description identifies the three Alternative Concepts considered by WFN in the screening and evaluation of alternative road corridors. Each of the alternative corridor concepts (1, 2A and 2B) are assumed to be 2 km in width, in which the routing of	3.1.2.3 - Initial Identification of Webequie Supply Road Corridor

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		the road (35 m right-of way, 11 m wide driving width) is located along the centreline of the corridor. The screening of alternative corridor concepts concluded that an easterly corridor (Alternative Concept 2B) is preferred over Alternative 2A and the more westerly old winter road corridor (Alternative Concept 1). This alternative was refined through further consultation with Webequie community members to establish the "community preferred route". A routing of sub-alternatives within the preferred supply road corridor was then developed and identified an optimal route based solely on geotechnical (soil and terrain) considerations. As such, the proposed set of supply road alternative routes within the proposed preliminary corridor that will be subject to the impact assessment is presented in Figure 3.11 and includes the optimal geotechnical route and community preferred route along the centreline of the corridor.	Alternative Concepts 3.2 - Initial Screening of Webequie Supply Road Corridor Alternative Concepts 3.4 - Development of Routing Sub-Alternatives within Preferred Supply Road Corridor Figures – 3.7 through 3.11
38.	Sufficiency of proposed 35-metre corridor, including for construction activities.	The 35-metre wide corridor is considered adequate for construction activities related to the supply road; however additional supportive infrastructure, such as laydown, storage and staging areas, may need to be located outside of the 35-metre corridor or right-of-way. It is expected that construction camps will have to be situated outside the 35-metre corridor or right-of-way. The location of all supportive infrastructure will be determined in the IA.	NA
39.	Clarity on the spatial details for the assessment.	The Detailed Project Description defines and describes the spatial and temporal boundaries for the assessment. The geographic boundaries will indicate the areas within which potential effects are reasonably anticipated, including cumulative effects. The temporal boundaries for the Project will be generally based on the planned	4.2 – Study Area Definition

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		phases that include the construction phase: the period from the start of construction to the start of operation; and the operations phase: the operation and maintenance activities throughout the life of the Project.	
40.	Clarity on the direct and incidental effects of the Project.	The Detailed Project Description defines the geographic extent within which the impact assessment will capture the potential direct and indirect effects of the Project. These study areas include: Project Footprint; Local Study Area; and Regional Study Area. Incidental effects will be determined once the Project Team gains additional clarity on the nature and scope of direct effects during the Impact Statement phase.	4.2 – Study Area Definition
41.	Clarity on proposed construction camp locations.	The Project is in the early planning and engineering stages of development; therefore, the exact location of construction camps is not known at this time. Construction camps are anticipated to be established in close proximity to the proposed road corridor. Options under consideration to accommodate the required construction camps are as follows: 1. As the project hub, the community of Webequie could also serve as the construction base camp. The full work force would be accommodated in temporary quarters there and deployed along the corridor on a daily basis. 2. The work forces may be accommodated at each end of the 107 km construction corridor (Webequie and Noront base camp area). 3. Work camps may be established at appropriate intervals/feasible locations (estimate two) along the construction corridor. 4. A combination of accommodation options 1 to 3 above.	3.6.1 – Construction Camps

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42.	Clarity on what the proponent considers an agreement or approval for the Project by communities, Indigenous groups, industrial interests, or Noront.	Assuming the agreement or approval is based on the provincial and federal IA/EA process, WFN is adopting a three-tier governance structure or framework to guide the consultation/engagement to be executed in accordance with the Traditional cultural values, customs and beliefs of the Webequie First Nation people. A consensus building approach that is consultative in nature will be undertaken with interested parties and Indigenous communities to identify and resolve issues and concerns, with the ultimate goal of reaching common understanding of the Webequie Supply Road Project.	7 – Proponent Engagement and Consultation with Indigenous Groups 8 – Consultation with the Public, Stakeholders and Government Agencies
43.	The Indigenous groups listed in the Anthropogenic Uses and Indigenous Community Activities sections in the Project Description may not encompass all Indigenous groups with traditional connections to the area or that may be impacted by the Project.	Section 5.1.6 - Anthropogenic Uses in the Initial Project Description is not included in the Detailed Project Description. A description of traditional use of lands by Indigenous communities is contained in Section 4.3.2 - Project Proximity to Land Used by Indigenous Peoples for Traditional Purposes; this includes a preliminary indication of assertions by neighbouring communities as to shared territory in the project area. The listing of such communities may change based on additional engagement and consultation during the Impact Statement phase of the IA process.	4.3.2 - Project Proximity to Land Used by Indigenous Peoples for Traditional Purposes 6.3 - Effects on Indigenous Peoples – Physical and Cultural
44.	Details on the project team, including confirmation of SNC Lavalin's role in authoring the Project Description and Webequie First Nation representation on the project team.	The Detailed Project Description has recognized SNC-Lavalin's role in authoring the document. SNC-Lavalin received support and guidance from Webequie Project Team members in preparing the document. The Webequie Project Team is responsible for the overall administration and direction of the Project. The Webequie Project Team is chaired by the Director of Lands and Resources, who reports to Chief and Council. The Webequie Project Team is comprised of community members and appointed Councillors. A local Community	Cover page

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		Infrastructure Planning Coordinator works directly within the Webequie Project Team by assisting with local project coordination and field activities. The Community Infrastructure Planning Coordinator is supported by a Project Facilitator (Indigenous Community Engagement, ICE).	
45.	Nature of the proponent's consultation activities and participants in these activities.	Representative(s) from the community of Webequie have participated in the consultation and engagement activities conducted to date to explain the project objectives and to listen and respond to issues or concerns. This has included, but not been limited to: meetings with Chief and Council and community meetings with Indigenous people; and open-houses (Public Information Centres) held for the public and Webequie off-reserve members in the City of Thunder Bay.	7.1.1 - Consultation Activities and Events Conducted to Date
46.	Clarity on whether the winter road would have to be upgraded to be used safely to move construction equipment and materials.	The Detailed Project Description identifies that the winter road could be used for seasonal transportation of goods, materials, equipment, waste and personnel during construction, operation and maintenance of the proposed Webequie Supply Road. At this stage, it is not expected that the winter road would need physical improvements or upgrades to serve such functions. This preliminary assumption will be further examined in the IA.	1.1 - Nature of Designated Project and Proposed Location
47.	Traffic volumes anticipated once the construction of the road is completed, including the base case for anticipated truckloads during operation of the Project.	The Detailed Project Description identifies that the volume of vehicles using the road is expected to be low, with an Annual Average Daily Traffic volume of less than 500 vehicles. The road will facilitate use by a range of traffic types, including light vehicles and heavier industrial/commercial vehicles. The specific traffic mix (%) of heavy vehicles (e.g., trucks) versus light vehicles will be further examined in the IA.	2.2 - General Description of the Project

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48.	Role of the province as a proponent in the development of the Project, including operation and maintenance of the road.	The province of Ontario is not the proponent. Webequie First Nation is the sole proponent of the Webequie Supply Road Project for the purpose of the IA. At this point in time, it has not been determined who will construct, maintain and operate the Webequie Supply Road and is subject to further discussion between Webequie First Nation and Ontario.	2.2 - General Description of the Project
49.	Funding (federal or provincial) throughout the Project's complete lifecycle (including planning, construction, and operations).	The province of Ontario is providing support and resources for Webequie First Nation to plan their Webequie Supply Road, including conducting the coordinated federal IA and provincial EA processes. Provincial funding for construction and operation of the Webequie Supply Road is yet to be determined. The Province is also providing capacity funding for eligible Indigenous communities to participate in the provincial EA process. The federal government is providing participant funding grants for Indigenous communities to support their participation during the IA process for the Webequie Supply Road Project.	NA
50.	Identification and communication with owners of mining patents and leases impacted by the Project.	Owners of mining patents and leases potentially impacted are identified in the project Contact List and have received notices and correspondence letters from WFN with an invitation to provide any comments or concerns regarding the Project. Meetings have also been held with owners of large holdings of mining patents and leases, such as Noront Resources Ltd.	4.3 - Land to be Used for Project 8 - Consultation with the Public, Other Stakeholders and Government Agencies
Geology, Geochemistry and Geological Hazards			
51.	Effects of using locally sourced gravel as construction material for road building, specifically eskers or other glacial deposits, including effects due to naturally abundant metals, such as chromium, in materials and potential release in northern rivers and lakes.	The Detailed Project Description acknowledges the potential effects of using locally sourced gravel (e.g., eskers) as construction material for road building, including release naturally abundant metals to waterbodies.	6.1.1 – Geology, Terrain and Soils

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Human Health and Well-Being			
52.	Complex positive and adverse effects on human health from future development, including mineral exploration activity enabled by the Project.	Refer to Response 14. The scope of assessment will include cumulative effects on human health from future development and the designated Project.	6.6 – Cumulative Effects
53.	Effects due to gender-based violence, spread of sexually transmitted infections and human trafficking, due to the influx of male workers to the communities.	The Detailed Project Description notes that gender-based effects will be assessed in the IA.	6.4 – Potential Effects on Indigenous Peoples – Social, Economic and Health
54.	Effects to human receptors from changes to air quality, noise, water quality and country food quality.	The Detailed Project Description notes that effects to human receptors from changes to air quality, noise, water quality and country food quality will be assessed in the IA.	6.4 – Potential Effects on Indigenous Peoples – Social, Economic and Health
55.	Temporal effects to human health, including noise based on construction timing and duration.	The Detailed Project Description notes that effects to human health will be assessed in the IA.	6.4 – Potential Effects on Indigenous Peoples – Social, Economic and Health
Indigenous Consultation and Engagement			
56.	Individual Indigenous groups' preferences for engagement and consultation throughout the assessment process, including language preferences.	The Detailed Project Description provides an outline of various methods of engagement with Indigenous groups throughout the assessment process. It is also noted that communication materials are being translated into the native language of Indigenous communities.	7.2.3 – Planned Methods of Engagement with Indigenous Groups

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57.	Involvement and support of the potentially impacted Indigenous groups for development to proceed.	Webequie First Nation is committed to engaging with Indigenous groups throughout the Project to provide input and feedback on the Project and to share existing Indigenous knowledge to support the IA.	7.2.3 – Planned Methods of Engagement with Indigenous Groups
58.	Capacity funding to support participation by Indigenous groups in consultation.	The provision of capacity funding is outside the care and control of Webequie First Nation and is matter for consideration by the Province of Ontario in accordance with the Memorandum of Understanding between Ontario and WFN that identifies the roles and responsibilities with respect to the consultation process on the Project. The province is providing capacity funding for eligible Indigenous communities to participate in the provincial EA process. The Impact Assessment Agency of Canada has made funding available through its Participant Funding Program to assist in the participation of the public and Indigenous groups in the federal impact assessment for the Webequie Supply Road Project.	N/A
59.	Meaningful, early and ongoing engagement of Indigenous groups by proponent throughout project design, construction, and operation.	The Detailed Project Description indicates that consultation activities with Indigenous groups have been conducted over the past several years through various studies undertaken around the remote Matawa First Nations. The Detailed Project Description also provides an outline of planned engagement activities that WFN will undertake with Indigenous groups throughout the project. The IA will determine how meaningful and ongoing engagement of Indigenous groups should occur throughout construction and operation.	7 – Proponent Engagement and Consultation with Indigenous Groups
60.	Involvement of Indigenous groups in the assessment process, including in discussion, selection of mitigation and decision-making.	The Detailed Project Description identifies the Indigenous groups to be consulted/engaged and outlines the various methods of engagement with Indigenous groups to seek input while preparing the IA to inform assessment of effects and develop appropriate mitigation measures.	7.2.3 – Planned Methods of Engagement with Indigenous Groups

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61.	Transparent information sharing with Indigenous groups.	The Webequie Project Team is transparent when sharing information with Indigenous groups regarding Webequie Supply Road Project. Communication materials will be provided to Indigenous Groups periodically throughout the impact assessment to provide project updates. Communication materials include: newsletters, project fact sheets, presentation slide decks, handouts, display boards. Communication materials are provided in English, Ojibway, Oji-Cree, Cree and French and are also posted on the Project website. The results of the consultation and engagement activities will be included in a Record of Consultation in order to demonstrate the transparent nature of the information gathering and sharing process.	7.2.3 – Planned Methods of Engagement with Indigenous Groups
62.	Engagement with off-reserve members of Indigenous groups.	The Detailed Project Description discusses engagement activities with off-reserve members. It is noted that meetings with off-reserve members of Indigenous communities will take place periodically throughout the IA process and will occur in the City of Thunder Bay, as this is the most central location closest to the project area. To date, meetings have occurred with Webequie off-reserve members in Thunder Bay to discuss elements of the Provincial Draft Terms of Reference and the Initial Project Description.	7.2.3 – Planned Methods of Engagement with Indigenous Groups 7.1.1 – Consultation Activities and Events Conducted to Date
63.	Indigenous rights, claims, and interests inform project design and decision-making.	As part of the IA process, Indigenous group consultation efforts will involve the assembly of existing and available information regarding Indigenous groups' rights, claims and interests. This information will serve to inform the development and evaluation of route and road design options, as well as decision-making on the preferred option, mitigation commitments and monitoring/follow-up	7.2.1 - Indigenous Groups to be Engaged/ Consulted

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		programs, including those that could involve participation by Indigenous communities.	
64.	Indigenous groups' land and resource development policies inform the assessment process.	As part of the IA process, Indigenous group consultation efforts will involve the assembly of Indigenous groups' existing and available information on land and resource development policies, including existing and draft community based land use plans (CBLUP). The Detailed Project Description currently includes an assessment of how the Webequie Draft CBLUP aligns with the WSR proposals.	6.2.6 - Land and Resource Use
65.	Impacts on relationships and agreements between Webequie First Nation and Indigenous groups in the region, including shared resources within overlapping territories.	Webequie First Nation will, through its consultation with Indigenous groups as part of the IA process, assemble existing and available information regarding shared resources within overlapping territories. The Detailed Project Description describes current knowledge of shared territories and identifies communities with known or asserted rights in this regard.	4.3.2 - Project Proximity to Land Used by Indigenous Peoples for Traditional Purposes 6.2.3 - Effects on Indigenous Peoples – Physical and Cultural
66.	Presence of Webequie First Nation Chief and Council in engagement activities with other potentially impacted Indigenous groups.	The Webequie Project Team acknowledges that Webequie First Nation Chief and Council should be present at engagement activities with other potentially impact Indigenous Groups. Typically, a member of the Webequie Project Management Team is present at meetings with Indigenous communities. However, due to other initiatives and matters that the Webequie Project Management Team is involved with, there have been cases where a Webequie representative has not been available to attend meetings.	N/A

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Indigenous Knowledge			
67.	Collection and integration of Indigenous Knowledge to enable a comprehensive and collaborative regional planning approach.	The Detailed Project Description indicates that the Webequie Project Team will collect existing Indigenous Knowledge that is specific to the Supply Road project area.	7.2.4 – Indigenous Knowledge
Indigenous Peoples Current Use of Lands and Resources for Traditional Purposes			
68.	Effects on Indigenous groups' traditional practices such as trapping, traplines, hunting, harvesting (e.g., fur), gathering (e.g., traditional plants, medicines), including locations (e.g., changes in harvesting of caribou due to changes in migration patterns, etc.).	The Detailed Project Description provides information on effects on Indigenous groups' traditional practices. It is noted that, during the IA, as additional information is collected relative to environmental effects associated with the Project, the Project will assess effects on traditional practices.	6.3 - Effects on Indigenous Peoples – Physical and Cultural
69.	Effects on fish populations and changes to Indigenous groups' ability to fish, pursue commercial or substance fishing, and changes to locations of fish populations for cultural and nutritional subsistence practices.	The Detailed Project Description indicates that effects on fish populations and changes to Indigenous groups' ability to fish, pursue commercial or subsistence fishing and changes to locations of fish populations for cultural and nutritional subsistence practices will be assessed during the IA.	6.3 - Effects on Indigenous Peoples – Physical and Cultural
70.	Effects on Indigenous groups due to increased vehicle traffic along the proposed project route through Indigenous traditional territory for industrial purposes.	The Detailed Project Description notes that the IA will assess effects on Indigenous groups due to increased vehicle traffic through traditional territory.	6.3 - Effects on Indigenous Peoples – Physical and Cultural
71.	Effects on Indigenous groups from the foreseeable connection of the Project to the provincial highway network in Nakina.	Refer to Response 14. The scope of assessment will include cumulative effects on fish, wildlife, the ecosystem, Indigenous peoples and their rights.	6.6 – Cumulative Effects
72.	Effects on Indigenous teaching and spiritual practices, including loss of sites of importance.	The Detailed Project Description indicates that effects on Indigenous teaching and spiritual practice will be assessed in the IA.	6.3 - Effects on Indigenous Peoples – Physical and Cultural

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73.	Effects on current and historic use of waterbodies by Indigenous groups.	The Detailed Project Description indicates that effects on current and historic use of waterbodies by Indigenous peoples will be assessed during the IA.	6.1.4 - Hydrology and Surface Water 6.2.6 - Land and Resource Use 6.2.7 - Cultural Heritage Resources 6.3 - Effects on Indigenous Peoples – Physical and Cultural
74.	Effects on species (flora and fauna) and components of the environment of importance to Indigenous peoples.	The Detailed Project Description notes that effects on species (wildlife and vegetation) and components of the environment of importance of Indigenous peoples will be assessed in the IA.	6.3 - Effects on Indigenous Peoples – Physical and Cultural
75.	Effects on traditional use of the territory by future generations.	The Detailed Project Description notes that effects on traditional use of the territory by future generations will be assessed in the IA.	6.3 - Effects on Indigenous Peoples – Physical and Cultural
76.	Effects on species that are of cultural and economic importance to Indigenous groups (e.g., caribou, waterfowl, etc.). Request that information on the species be gathered from Indigenous groups.	The Detailed Project Description indicates that effects on species (fish, wildlife and vegetation) that are of cultural and economic importance to Indigenous peoples will be assessed. Best efforts will be made to obtain existing Indigenous knowledge of fish, wildlife and vegetation specific to the project area from Indigenous communities and groups.	6.3 - Effects on Indigenous Peoples – Physical and Cultural 7.2.4 – Indigenous Knowledge

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77.	Information on controlled access to, and use of, the project area and how any access controls would affect Indigenous peoples' current use of lands and resources.	The Detailed Project Description notes that effects on access, and use of, the project study area used by Indigenous groups will be assessed in the IA.	6.3 - Effects on Indigenous Peoples – Physical and Cultural
Indigenous Peoples' Economic Conditions			
78.	Effects on Indigenous people's economic conditions and economic well-being, including economic development, employment and business opportunities for Indigenous groups.	The Detailed Project Description notes that effects on Indigenous peoples' economic conditions and well-being will be assessed in the IA.	6.4 – Potential Effects on Indigenous Peoples – Social, Economic and Health
79.	Foster bilateral relationships between the proponent and Indigenous groups', including resource sharing.	Consultation with Indigenous groups as part of the IA process will help foster bilateral relationships. Such relationships will initially be established for the WSR Project through the proposed consultation and engagement program described in the Detailed Project Description.	7 – Proponent Engagement and Consultation with Indigenous Groups
Indigenous Peoples' Health Conditions			
80.	Effects on Indigenous peoples' health, including effects from other reasonably foreseeable future projects in the area.	Refer to Response 14. The Detailed Project Description has recognized potential effects (both positive and negative) on Indigenous peoples in terms of their social, economic and health conditions, as a result of the WSR. The scope of the impact assessment will also include cumulative effects on fish, wildlife, the ecosystem, Indigenous peoples and their health and well-being.	6.4 - Potential Effects on Indigenous Peoples – Social, Economic and Health 6.6 – Cumulative Effects
81.	Effects on Indigenous peoples' health from chromium, arsenic, and mercury levels in fish, a subsistence food	Refer to Response 14. The Detailed Project Description has recognized potential effects (both positive and negative) on Indigenous peoples in terms of human	6.4 - Potential Effects on Indigenous

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	source during all phases of the Project and cumulative effects due to reasonably foreseeable development.	health and community well-being, as a result of the WSR. This includes, but not limited to, potential effects to human receptors from changes to air quality, noise, water quality and country food quality. The scope of impact assessment will also include cumulative effects on fish, wildlife and the ecosystem.	Peoples – Social, Economic and Health 6.6 – Cumulative Effects
82.	Effects on health conditions of Indigenous people from changes to air quality (including air emissions and dust).	The Detailed Project Description notes that effects on health conditions of Indigenous people from changes to air quality will be assessed in the IA.	6.4 – Potential Effects on Indigenous Peoples – Social, Economic and Health
Indigenous Peoples' Rights			
83.	Effects of development, including downstream effects, on Indigenous rights.	Table 6-3 of the Detailed Project Description outlines the potential effects of the designated project on Indigenous peoples. Communities have been identified whose activities and rights may be impacted by the designated project.	6.3 – Effects on Indigenous Peoples – Physical and Cultural Resources
84.	Land in the area is the traditional territory of Indigenous groups and is used for traditional practices.	The Detailed Project Description describes the land in the area of the territory of Indigenous groups that is used for traditional activities (including known or asserted shared territory). Table 6-3 outlines the potential effects on traditional territory and land used by Indigenous groups, which will be further assessed in the IA.	6.2.6 – Land and Resource Use 6.3 – Indigenous Peoples – Physical and Cultural Resources
85.	Impacts on the exercise of rights as protected under section 35 of the *Constitution Act*, 1982, including	The Detailed Project Description notes that cumulative effects will be assessed in the IA (refer also to Response	6.3 – Indigenous Peoples –

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	impacts from cumulative effects, and how they will be mutually addressed and mitigated.	14). This will include the impacts on the exercise of rights as protected under Section 35 of the *Constitution Act,* 1982. In addition, the IA will assess impacts on rights and traditional activities of Indigenous groups. Webequie First Nation is following their three-tier governance structure that follows their "inherent right principle", where they will be engaging with their neighbours by following this framework. Through consultation activities, Webequie will determine impacts to Indigenous groups and will establish appropriate mitigation measures to address those impacts.	Physical and Cultural Resources
86.	Impacts on the Treaty rights and the right to subsist off the land.	The Detailed Project Description describes the land in the area of the territory of Indigenous groups that is used for traditional activities. It is anticipated that there will be potential impacts on Treaty rights and the right to subsist off the land. The IA will assess potential impacts on Treaty rights and the rights to subsist on the land, including the potential impacts on human health as a result of land and wildlife impacts and food security.	6.3 – Indigenous Peoples – Physical and Cultural Resources
Indigenous Peoples' Social Conditions			
87.	Effects on social conditions and social wellbeing of Indigenous peoples, including effects on familial relationships.	The Detailed Project Description notes that effects on social conditions and social well-being of Indigenous peoples will be assessed in the IA.	6.4 – Effects on Indigenous Peoples – Social, Economic, and Health
Indigenous Peoples' Physical and Cultural Heritage			
88.	Effects on Indigenous cultural heritage, resources, archeology and way of life from the Project, including aggregate extraction.	The Detailed Project Description notes that effects on Indigenous cultural heritage and archaeological resources will be assessed in the IA.	6.3 – Effects on Indigenous Peoples – Physical and Cultural

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89.	Effects on Indigenous groups' cultural heritage and archeological resources from increased traffic traveling through the traditional territory of Indigenous groups for industrial and community access purposes.	The Detailed Project Description notes that effects on Indigenous groups' cultural heritage and archaeological resources from increased traffic will be assessed in the IA.	6.3 – Effects on Indigenous Peoples – Physical and Cultural
90.	Effects on Indigenous groups' cultural heritage and archeological resources from increased vehicle traffic associated with a foreseeable connection to the provincial highway network in Nakina.	Refer to Response 14. The scope of assessment will include cumulative effects on cultural heritage and archaeological resources.	6.6 – Cumulative Effects
91.	Effects on cultural, spiritual and sacred sites from non-community members accessing the area.	The Detailed Project Description notes that effects on cultural, spiritual and sacred sites will be assessed in the IA.	6.3 – Effects on Indigenous Peoples – Physical and Cultural
Mitigation Measures, Follow-up, and Monitoring Programs			
92.	Follow-up and monitoring programs, including a regional environmental monitoring program that is built and led by Indigenous groups, to assist in identifying effects and addressing issues, including vegetation restoration and rehabilitation to avoid direct impacts on traditional activities.	The Agency has yet to make a determination as to whether an IA is required for the WSR. If an impact assessment is required, follow-up and monitoring programs will be identified in the IA, including those that may be led and/or managed by WFN or other Indigenous groups.	7.2.1 - Indigenous Groups to be Engaged/ Consulted
93.	Mitigation measures that are appropriate and include the consideration of cumulative effects.	Mitigation measures will be identified in the IA if the Agency determines that an impact assessment for the WSR is required.	6.6 – Cumulative Effects
94.	Mitigation measures in relation to impacts on Indigenous people, their rights, their social, health, and economic conditions.	The Agency has yet to make a determination as to whether an IA is required for the WSR. If an impact assessment is required, mitigation measures in relation to impacts on Indigenous people, their rights, their social, health, and economic conditions will be identified. Initial protection and mitigation measures pertaining to potential adverse social, health and economic effects are identified in Table 6-6 of the Detailed Project Description.	6.4 - Potential Effects on Indigenous Peoples – Social, Economic and Health

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95.	Mitigation measures in relation to impacts on Indigenous people from changes to environmental conditions, including loss or changes to flora and fauna, water quality, and atmospheric changes.	As the project and consultation with Indigenous communities and groups occur, additional potential effects will be identified. Additionally, efforts will be made to seek existing Indigenous Knowledge specific to the project area to assess potential effects on Indigenous people from changes to environmental conditions, including loss or changes to flora and fauna, water quality, and atmospheric changes. This information will serve to inform the development and evaluation of route and road design options, as well as decision-making on the preferred option, mitigation commitments and monitoring/follow-up programs, including those that could involve participation by Indigenous communities.	7.2.1 - Indigenous Groups to be Engaged/ Consulted 6.3 - Effects on Indigenous Peoples – Physical and Cultural
Navigation			
96.	Effects on navigation by the public and Indigenous groups, including activities that obstruct or restrict access to navigable waterways (e.g. portage routes and access roads).	The Detailed Project Description acknowledges potential effects to the navigation of waterways as result of the Project.	6.3 - Effects on Indigenous Peoples – Physical and Cultural
97.	Effects on safety of navigation routes.	The Detailed Project Description acknowledges potential effects on the safety of navigation routes.	6.3 - Effects on Indigenous Peoples – Physical and Cultural
Project Contribution to Sustainability			
98.	The Project's contribution to sustainability.	As part of the IA, potential effects of the Project will be examined through the application of sustainability principles that are informed by best practices, past environmental assessments and sustainability literature. In the IS, WFN will characterize, in their own words and perspective, the Project contribution to sustainability.	NA

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Project Expansion			
99.	Potential impacts on Indigenous groups if there is a Project expansion.	There is no foreseeable expansion of the traffic carrying capacity of the WSR beyond the proposed one lane in each direction. The Detailed Project Description acknowledges that ultimately in the future there is a potential for an all-season road connection between the McFaulds Lake area and the provincial highway system. The cumulative effects component of the IA will evaluate and assess the significance of net effects from the Project with effects from all present and reasonably foreseeable developments and activities.	2.2 – General Description of the Project 6.3 - Effects on Indigenous Peoples – Physical and Cultural 6.6 – Cumulative Effects
Purpose of and Need for the Project			
100.	Purpose of the Project and its role as part of a future connection to provincial highway network.	The Detailed Project Description states the purpose of the Project is to realize opportunities identified by Webequie First Nation to improve the community's economic and social well-being. The stated purpose of the Project does not include connection to the provincial highway network. The cumulative effects component of the IA will evaluate and assess the significance of net effects from the Project with effects from all present and reasonably foreseeable developments and activities.	2.1 – Purpose and Need for the Project 6.6 – Cumulative Effects
101.	Lifespan of the Project in relation to development in the region and the Project's viability without mineral development.	The Detailed Project Description states that the Webequie Supply Road will be operated for an indeterminate time period (i.e., as a permanent facility, beyond the life span of mining operations in the McFaulds Lake area); therefore, decommissioning of the Project is not anticipated. It is stated that the Webequie Supply Road could be constructed and operated as a facility that only provides a connection between Webequie First Nation and the McFaulds Lake area to serve mineral exploration and future mining development, with no connection to the provincial highway system. It is	1.1 - Nature of Designated Project and Proposed Location 2.2 – General Description of the Project 2.5 - Construction,

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		not possible to determine whether the Project is fully viable without mineral development at this early planning stage based on uncertainties related to capital cost, the administrative framework, operating revenue, and economic development opportunities, including additional mineral exploration activities that are planned or may result from the Project implementation. The viability of the Project will be further explored in the subsequent stages of the project development.	Operation, Decommission-ing and Abandonment Phases and Scheduling
Residual Effects			
102.	Effects, including long-term and residual following mitigation, on multiple Indigenous and non-Indigenous communities within major watersheds, and on Indigenous groups' living on/using the land.	The Detailed Project Description indicates that potential effects, including long-term and residual effects following mitigation, on Indigenous and non-Indigenous communities will be examined further, should an IA be deemed required by the Agency.	6.3 - Effects on Indigenous Peoples – Physical and Cultural
Riparian and Wetland Environments			
103.	Effects on wetlands and overall wetland health including wetland function.	The Detailed Project Description acknowledges potential effects or changes to the characteristics and functions of vegetation communities, such as wetland and riparian environments.	6.1.2 - Vegetation
104.	Effects on globally significant bogs and peatlands, and the capacity to store carbon.	The Detailed Project Description acknowledges potential effects from removal of wetland (e.g., bogs, peatland) that could reduce the capacity of these areas to store carbon and thereby regulate climate.	6.1.2 - Vegetation
105.	Effects on wetlands from invasive species, such as European Common Reed.	The Detailed Project Description acknowledges potential effects on wetlands from invasive species, such as European Common Reed.	6.1.2 - Vegetation
106.	Effects on wetlands from roadside herbicides.	The Detailed Project Description acknowledges that the impacts of herbicides to control vegetation along the road corridor, if maintenance contractors elect to use them during operation, could adversely affect vegetation.	6.1.2 - Vegetation

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107.	Effects on wetlands including water quantity and hydrology.	The Detailed Project Description acknowledges potential effects on wetland, riparian and upland environments, including water quantity and hydrology.	6.1.2 - Vegetation
Social Conditions			
108.	Effects on social services from road connectivity.	The Detailed Project Description indicates that effects on social services from road connectivity will be assessed in the IA.	6.2.5 – Infrastructure and Services
109.	Effects on current and historic use of the waterbodies by members of the public.	The Detailed Project Description notes that effects on current historic uses of waterbodies will be assessed in the IA.	6.2.5 – Infrastructure and Services
110.	Effects on cottagers, special events, fishing and other recreation activities including from changes to waterbodies.	The Detailed Project Description indicates that effects on cottagers, special events, fishing and other recreation activities will be assessed in the IA.	6.2.5 – Infrastructure and Services
Species at Risk			
111.	Effects on caribou from construction pits and quarries near esker deposits.	The Detailed Project Description acknowledges potential effects to species at risk based on the interaction between the project components and activities. At the current early planning stage of the Project, these are broadly identified to include: increased mortality; harm and/or disturbance; displacement, alteration, fragmentation or removal of habitat; population stress; and increased predation and poaching opportunities.	6.1.9 – Species at Risk and Species of Conservation Concern
112.	Effects on caribou populations, including population stress and habitat fragmentation from the Project and cumulative effects of future development.	Refer to response under Item No. 111.	6.1.9 – Species at Risk and Species of Conservation Concern
113.	Effects on caribou migration patterns, including from future development.	Refer to response under Item No. 111.	6.1.9 – Species at Risk and Species of Conservation Concern

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114.	Effects on caribou from linear infrastructure including habitat fragmentation and increased predation.	Refer to response under Item No. 111.	6.1.9 – Species at Risk and Species of Conservation Concern
115.	Effects on species at risk due to effects on upland habitats, including roosting habitat for bats.	Refer to response under Item No. 111.	6.1.9 – Species at Risk and Species of Conservation Concern
116.	Effects on species at risk including noise effects from blasting and disturbance and mortality effects resulting from habitat alteration (including wetland and upland habitats).	Refer to response under Item No. 111.	6.1.9 – Species at Risk and Species of Conservation Concern
117.	Effects on species at risk, including mortality, resulting from habitat alteration.	Refer to response under Item No. 111.	6.1.9 – Species at Risk and Species of Conservation Concern
118.	Effects on species at risk from disruption of wildlife movement corridors, increased predation and poaching opportunities.	Refer to response under Item No. 111.	6.1.9 – Species at Risk and Species of Conservation Concern
Structure, Site, Things of Historical, Archaeological, Paleontological or Architectural Significance			
119.	Determination of the location of any structure, site or things of historical, archaeological, paleontological, or architectural significance in consultation with Indigenous groups.	The Detailed Project Description acknowledges the potential for the Project to affect cultural heritage resources, generally defined to include archaeological resources, built heritage resources and cultural heritage landscapes. This includes effects on sacred and spiritual sites identified by Webequie First Nation (or other Indigenous communities) that are considered culturally	6.2.7 – Cultural Heritage Resources

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		significant features, such as the location of any structure/monument, site or things of historical, archaeological, paleontological, or architectural significance.	
Surface Water and Groundwater			
120.	Effects on the water table at a regional level, including consideration of future development.	The Detailed Project Description acknowledges potential effects on groundwater availability or quality from the Project, such as temporary construction dewatering of excavations for structure foundations that can cause the groundwater levels to be temporarily lowered.	6.1.3 - Groundwater
121.	Effects on surface water quality by dust deposition, run-off, spills of petroleum products, chemicals, erosion and sedimentation.	The Detailed Project Description acknowledges potential effects on surface water quantity and quality from such activities as the installation of waterbody crossing structures or release of contaminants (petroleum or chemical products) from an accidental spill during construction and operation of the WSR.	6.1.4 - Hydrology and Surface Water
122.	Effects on surface water quality from construction camps and along the corridor.	The Detailed Project Description acknowledges potential effects on surface water quality related to construction and operation activities.	6.1.4 - Hydrology and Surface Water
123.	Effects on waterbodies, including physical characteristics, bank/bottom features, biological components flow/tides, etc.	The Detailed Project Description acknowledges potential effects on physical and biological characteristics of waterbodies, such as increase in stream flows, water levels, and erosion-sedimentation processes.	6.1.4 - Hydrology and Surface Water 6.1.6 – Fish and Fish Habitat
124.	Effects on surface water and hydrology from aggregate extraction.	The Detailed Project Description acknowledges potential effects on surface water quality and quantity as a result of the construction, operation and maintenance of the WSR, as well as the construction of the structure foundations, access roads, and other supportive infrastructure (e.g., construction camps, aggregate pits).	6.1.4 - Hydrology and Surface Water

Item No.	Summary of Issues (Impact Assessment Agency of Canada, 2019/10/11)	Webequie Project Team Responses	Cross-Reference to DPD Section
125.	Effects on surface water hydrology from water crossing construction, including velocity changes.	The Detailed Project Description acknowledges potential effects on surface water quantity from changes in land cover, which may include a local increase in runoff rates and runoff volumes, and, in turn, increases in stream flows/velocities or water levels.	6.1.4 - Hydrology and Surface Water
126.	Effects on groundwater quality, including temporary and localized effects during construction.	The Detailed Project Description acknowledges potential effects on groundwater quality, including temporary and localized effects during construction, such as temporary construction dewatering that can cause groundwater levels to be temporarily lowered, thereby reducing groundwater availability to nearby groundwater features (i.e., wetlands, streams, water wells, springs).	6.1.3 - Groundwater
Terrestrial Wildlife and their Habitat			
127.	Effects on wildlife from habitat loss, habitat alteration (including wetland and upland habitats), barriers to dispersal and migration and disruption of wildlife movement corridors.	The Detailed Project Description addresses a comprehensive set of potential effects on wildlife, including habitat loss, habitat alteration, barriers to dispersal and migration and disruption of wildlife movement corridors.	6.1.5 - Wildlife
128.	Effects on wildlife from increased predation and poaching opportunities.	The Detailed Project Description recognizes that clearing, grading and stockpiling of materials during construction of the Project and operation of the WSR could result in loss or alteration of vegetation that may change habitat availability, use, and connectivity, and influence wildlife abundance and distribution, as well as predation and poaching opportunities.	6.1.5 - Wildlife
129.	Long term effects on wildlife, including cumulative effects and residual effects following mitigation.	The Detailed Project Description identifies potential long-term project effects on wildlife based on the interaction between the project components and activities. Residual and cumulative and effects in this regard have not yet been assessed, since the IA has not commenced. However, commitments have made to conduct such an assessment. Refer also to Response 14.	6.1.5 - Wildlife 6.6 – Cumulative Effects

Item No.	Summary of Issues (Impact Assessment Agency of Canada, 2019/10/11)	Webequie Project Team Responses	Cross-Reference to DPD Section
130.	Effects on wildlife from sensory disturbance, noise effects from blasting and mortality during site preparation.	The Detailed Project Description addresses the potential for noise created by the Project to result in sensory disturbance to wildlife, resulting in impacts to habitat availability, use and connectivity (movement and behaviour), leading to changes in abundance and distribution of terrestrial animals, caribou in particular.	6.1.5 – Wildlife
Topography, Soil and Sediment			
131.	Effects of the Project on permafrost, including exacerbating warming of permafrost due to the insulating effect of snow collection along the roadside.	Piled snow along the roadside can affect ground temperature and thawing of permafrost, where it is located close to ground surface. However, in the sporadic permafrost band where the project area is located, permafrost occurs in islands, and ground ice content in the upper 10-20 m of the ground is categorized as Low (less than 10%). Therefore, given the general lack of permafrost in the area and the limited width of road surface to be cleared of snow (~11 m), the insulating effects of accumulated snow on warming of permafrost are not expected to be problematic. Refer also to Response 24.	6.1.1 – Geology, Terrain and Soils
Vegetation			
132.	Effects on aquatic plants, including from changes to hydrology and water quality.	The Detailed Project Description identifies potential effects to riparian vegetation/plants from changes to water quality, hydrology and physical changes to channel morphology.	6.1.2 – Vegetation 6.1.6 - Fish and Fish Habitat
Vulnerable Population Groups (GBA+)			
133.	Effects on vulnerable population groups (GBA+) such as women, disable persons, elders and youth.	The Detailed Project Description notes that effects on vulnerable groups will be assessed in the IA. The IA will collect baseline information that will be disaggregated by subgroups and vulnerable population groups.	6.2.3 – Population, Demographics, and Community Profile
134.	Effects on Indigenous women's safety as a result of new roads and potential mining activity.	The Detailed Project Description indicates that effects on Indigenous women's safety will be assessed in the IA.	6.2.3 – Population,

Item No.	Summary of Issues (Impact Assessment Agency of Canada, 2019/10/11)	Webequie Project Team Responses	Cross-Reference to DPD Section
			Demographics, and Community Profile
135.	Clarity on the segments of the population that will either benefit or be negatively impacted (directly or indirectly) by the Project, such as information on indigeneity (quality of being Indigenous), religion, education levels, disability or accessibility, etc.	The Detailed Project Description notes that effects on diverse subgroups of the population will be assessed in the IA. This will include assessing positive and negative effects (either directly or indirectly) on these groups.	6.2.3 – Population, Demographics, and Community Profile
136.	Effects from road infrastructure on social change, and impacts on diverse subgroups of people differently during all phases of the Project.	The Detailed Project Description notes that effects on social change and on diverse subgroups will be assessed in the IA.	6.2.3 – Population, Demographics, and Community Profile
137.	Approach to consultation, including that consultation activities consider barriers to participation for local under-represented groups.	The Detailed Project Description notes that one method of collecting information on the population, subgroups and vulnerable groups is through consultation activities. These are described in the Detailed Project Description, and include the collection of Indigenous Knowledge through community surveys. Through engagement, the Project Team will seek baseline information on the different population groups and will also seek information on their perceptions of project impacts.	6.2.3 – Population, Demographics, and Community Profile. 7.2.3 - Planned Methods of Engagement with Indigenous Groups 7.2.4 – Indigenous Knowledge
Waste and Wastewater			
138.	Effects of portable treatment facilities for domestic wastewater and sewage.	The Detailed Project Description includes the potential for the generation of domestic wastewater and sewage, both hazardous and non-hazardous, in the form of liquid effluent generated by the temporary workforce /construction camps, including from portable treatment facilities. An option to on-site portable treatment facilities	6.1.10 – Waste Generation and Emissions

Item No.	Summary of Issues (Impact Assessment Agency of Canada, 2019/10/11)	Webequie Project Team Responses	Cross-Reference to DPD Section
		is also presented (waste transported offsite by tanker truck for treatment at approved disposal facilities). Decisions on waste treatment options will be based on site conditions, system capacity, and site access provisions.	

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