



Webequie Supply Road

SUMMARY OF DETAILED PROJECT DESCRIPTION

Webequie First Nation



Prepared by:

SNC-Lavalin Inc.
195 The West Mall
Toronto, Ontario, M9C 5K1
www.snclavalin.com

Prepared for:

Webequie First Nation

Submitted to:

Impact Assessment Agency of Canada

November 2019

661910



PREFACE

This Summary of Detailed Project Description (“Summary”), available in English and French as required under the *Impact Assessment Act*, is an abridged version of the Detailed Project Description for the Webequie Supply Road Project (“the Project”) posted on the Canadian Impact Assessment Registry website (<https://ceaa-acee.gc.ca/050/evaluations/proj/80183?culture=en-CA>).

The Summary 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 and its stand-alone Summary included a number of elements required by the new legislation, there were information gaps in the documents relative to the aforementioned IAA Regulations.

The Detailed Project Description and this Summary address 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 Summary 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. It also includes 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 the requirements of the Act during the Impact Statement phase of the impact assessment process.

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 *Impact Assessment Act Information and Management Of Time Limits 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>).



Table of Contents

Acronyms and Abbreviations.....	v
1 General Information and Contacts	6
1.1 Nature of Designated Project and Proposed Location	6
1.2 Proponent Contact Information	6
1.3 Related Studies and Plans	7
2 Project Information.....	9
2.1 Purpose and Need for the Project	9
2.2 General Description of the Project	9
2.3 Relevant Provisions in IAA Physical Activities Regulations	12
2.4 Components and Activities of the Project	13
2.5 Construction, Operation, Decommissioning and Abandonment Phases and Scheduling	16
3 Project Alternatives.....	17
3.1 Range of Alternatives Considered	17
3.1.1 Alternatives to the Project	17
3.1.2 Alternative Means of Carrying Out the Project	19
3.2 Initial Screening of Webequie Supply Road Corridor Alternative Concepts	25
3.3 Rationale for the Preferred Corridor Alternative	31
3.4 Development of Routing Sub-Alternatives within Preferred Supply Road Corridor	31
3.5 Supply Road Alternatives Carried Forward for Impact Assessment	34
3.6 Project Infrastructure Alternatives	36
3.6.1 Construction Camps	36
3.6.2 Aggregate Source Locations and Access Roads	36
4 Project Location Information and Context.....	38
4.1 Description of the Designated Project's Location	38
4.2 Study Area Definitions	40
4.3 Land to be Used for the Project	41
4.3.1 Legal Description of Lands to be Used	41
4.3.2 Project Proximity to Land Used by Indigenous Peoples for Traditional Purposes	41



5	Federal, Provincial, Territorial, Indigenous and Municipal Involvement.....	42
5.1	Proposed or Anticipated Financial Support	42
5.2	Federal Lands That May be Used	42
5.3	Federal Authorities Having Jurisdiction	42
5.4	Provincial Authorities Having Jurisdiction	44
6	Environmental Setting and Potential Effects of the Project	47
6.1	Physical and Biological	47
6.1.1	Geology, Terrain and Soils	47
6.1.2	Vegetation	47
6.1.3	Groundwater	48
6.1.4	Hydrology and Surface Water	49
6.1.5	Wildlife	51
6.1.6	Fish and Fish Habitat	52
6.1.7	Climate and Air Quality	53
6.1.8	Acoustic Environment	54
6.1.9	Species at Risk and Species of Conservation Concern	54
6.1.10	Waste Generation and Emissions	55
6.2	Social, Economic, Health and Cultural	56
6.2.1	Regional Planning/Policy Initiatives	56
6.2.2	Economy, Resource, Commercial and Industrial Activities	57
6.2.3	Population, Demographics and Community Profile	57
6.2.4	Human Health and Community Well-Being	57
6.2.5	Infrastructure and Services	58
6.2.6	Land and Resource Use	59
6.2.7	Cultural Heritage Resources	59
6.3	Effects on Indigenous Peoples – Physical and Cultural	60
6.4	Potential Effects on Indigenous Peoples – Social, Economic and Health	62
6.5	Accidents and Malfunctions	65
6.6	Cumulative Effects	65
7	Proponent Engagement and Consultation with Aboriginal Groups	67
7.1	Results of Engagement and Consultation During Planning Phase	67
7.2	Proposed Engagement and Consultation During Impact Statement Phase	69



7.2.1	Indigenous Groups to be Consulted/Engaged	69
7.2.2	The Webeque Three-Tier Approach to Consultation	70
7.2.3	Planned Methods of Engagement with Indigenous Groups	71
8	Consultation with the Public and Other Stakeholders	72
<hr/>		
8.1	Results of Engagement and Consultation During Planning Phase	73
8.1.1	Consultation Activities for Public and Other Stakeholders to Date	73
8.1.2	Comments and Concerns Expressed to Date by the Public and Stakeholders	74
8.2	Proposed Engagement and Consultation During Impact Statement Phase	74
8.3	Consultation with Government Agencies	74
8.3.1	Government Review Team	74
8.3.2	Environmental Assessment (EA) Coordination Team	75
9	Response to Summary of Issues	76
<hr/>		

Figures

Figure 2.1:	Example of Minor Watercourse Crossing Structure (Culvert)	10
Figure 2.2:	Example of Single-span Major Watercourse Crossing Structure	10
Figure 2.3:	Example of Multi-span Major Watercourse Crossing Structure	11
Figure 3.1:	Initial Corridor Alternative Concepts Considered by Webeque Community Members	24
Figure 3.2:	Preliminary Preferred Corridor Resulting From Additional Webeque Community Engagement	30
Figure 3.3:	Optimal Geotechnical Route	33
Figure 3.4:	Proposed Webeque Supply Road Alternatives Carried Forward to Impact Assessment	35
Figure 3.5:	Project Area Features and Supply Road Alignment Alternatives	37
Figure 4.1:	Webeque Supply Road Project Location	39
Figure 6.1:	Watersheds and Subwatersheds	50
Figure 7.1:	Webeque First Nation Three-Tier Approach to Consultation	70

Tables

Table 1-1:	Proponent Contact Information	7
Table 2-1:	Webeque Supply Road Project Components	13
Table 2-2:	High-Level Project Phasing Schedule	16
Table 3-1:	Chronological Summary of Development of Webeque Supply Road	20
Table 3-2:	Webeque Community Based Considerations for Screening Alternative Concepts	25
Table 5-1:	Federal Authorities with Powers, Duties or Functions	43
Table 5-2:	Provincial Authorities with Powers, Duties or Functions	44
Table 6-1:	Potential Effects of Designated Project on Indigenous Peoples – Physical and Cultural	60



Webequie Supply Road
Summary of Detailed Project Description



Table 6-2: Potential Effects of Designated Project on Indigenous Peoples – Social, Economic and Health 62

Table 7-1: Indigenous Groups to be Consulted/Engaged..... 69

Table 8-1:Stakeholder Groups and Government Agencies Consulted72

Appendix

Appendix A Response to Summary of Issues



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	<i>Endangered Species Act, 2007</i>
FWCA	<i>Fish and Wildlife Conservation Act</i>
GRT	Government Review Team
IA	Impact Assessment (for federal Impact Assessment)
IAA	<i>Impact Assessment Act</i>
IS	Impact Statement (for federal Impact Assessment)
ISC	Indigenous Services Canada
Km	Kilometre
LiDAR	Light detection and ranging (surveying method)
MBCA	<i>Migratory Birds Convention Act</i>
MECP	Ministry of the Environment, Conservation and Parks
MENDM	Ministry of Energy, Northern Development and Mines
MNDM	Ministry of Northern Development and Mines (2017)
MNDMF	Ministry of Northern Development, Mines and Forestry (2011)
MNRF	Ministry of Natural Resources and Forestry
MOI	Ministry of Infrastructure
MTO	Ministry of Transportation of Ontario
PLAA	Permits, Licences, Approvals and Authorizations
PTTW	Permit to Take Water
ROW	Right-of-Way
SARA	<i>Species at Risk Act</i>
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 Summary of 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 Summary). 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:	Webeque Supply Road
Project Proponent:	Webeque First Nation
Proponent Contact Information:	Chief Cornelius Wabasse Webeque First Nation P.O. Box 268 Webeque, ON P0T 3A0 Phone: 807-353-6531 Fax: 807-353-1218 E-mail: info@webeque.ca
Principal contact person for the purposes of the Detailed Project Description:	Michael Fox Regional Consultation Lead Webeque 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 and Plans

There have been two environmental studies undertaken in the region that are pertinent to the Webeque 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. The 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



Webequie Supply Road Summary of Detailed Project Description



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 Summary, 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 Summary, 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 Summary of 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 3.4** of this Summary. 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 Summary. 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



Webequie Supply Road Summary of Detailed Project Description



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



Webequie Supply Road Summary of Detailed Project Description



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
- › Construction monitoring of mitigation measures 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



Webequie Supply Road Summary of Detailed Project Description



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 the 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	<ul style="list-style-type: none"> * LiDAR survey has been conducted along corridor using sensors installed on fixed-wing aircraft. This will provide information on elevations within the corridor and help identify exact alignment of ROW, structures, access roads or trails, turn-around areas and laydown areas * Ground survey will be conducted to stake (physically delineate) the road corridor alignment, supportive infrastructure (camps, access roads, etc.) to support the detailed engineering design 	Site Preparation
Vegetation Clearing and Grubbing	<ul style="list-style-type: none"> * Clearing and grubbing of vegetation (forest), including removal, disposal and/or chipping 	Construction



Webeque Supply Road
Summary of Detailed Project Description



Project Component	Description	Project Phase
Construction of temporary supportive infrastructure (i.e., camps, access roads/trails, watercourse crossings, aggregate pits and laydown areas)	<ul style="list-style-type: none"> * Average workforce accommodation – 100 * Facilitates storage, movement of equipment, supplies and materials to and within the corridor to build road * Grading and placement of earth and aggregate materials * Includes implementation of sediment and erosion control measures 	Site Preparation / Construction
Construction of road and supportive drainage system within a 35 m right-of-way over a distance of 107 km, as well as any permanent access roads to aggregate source areas	<ul style="list-style-type: none"> * Mechanical clearing of vegetation using heavy equipment, chainsaws, brush-saws, etc. * Topsoil stripping and stockpiling * Earth grading * Gravel installation * Will take into consideration: required riparian buffer zones 	Site Preparation / Construction
Significant/major watercourse crossing structures	<ul style="list-style-type: none"> * Single or multi-span bridges - exact type of structure depends on aquatic, navigation and alignment considerations 	Construction
Minor watercourse crossing structures	<ul style="list-style-type: none"> * Corrugated steel pipe, or other type of culvert 	Construction
Unsuitable construction materials (excess fill) re-distributed within ROW	<ul style="list-style-type: none"> * Grading of disturbed areas * Contouring of disturbed slopes to a stable profile * Restoring natural drainage patterns where necessary 	Construction
Aggregate extraction and production (crushing/screening) ¹	<ul style="list-style-type: none"> * Establishment of sources of road construction materials * Primary and/or secondary or tertiary crushing to reduce material to desired product size * Decommissioning of borrow pits not deemed necessary as a source of material for road maintenance 	Site Preparation / Construction / Operations



Webequie Supply Road
Summary of Detailed Project Description



Project Component	Description	Project Phase
Aggregate and earth hauling operations	<ul style="list-style-type: none"> * Hauling along aggregate source access roads to Webequie Supply Road corridor * Earth movement/hauling along the road corridor 	Site Preparation / Construction / Operations
Clean-up and site restoration / reclamation	<ul style="list-style-type: none"> * Removal of temporary supportive infrastructure (camps, laydown areas, temporary access roads), management and disposal of excess materials and stabilization / restoration of exposed areas 	Construction
Environmental monitoring during and after construction activities	<ul style="list-style-type: none"> * Erosion and sediment control monitoring during construction * Post-construction vegetation restoration and rehabilitation 	Construction / Operations
Monitoring to ensure avoidance of direct impacts on traditional activities	<ul style="list-style-type: none"> * Presence of relevant First Nations community member to ensure at local level that no traditional sites are adversely affected prior to / during construction 	Site Preparation / Construction
Corridor operation and maintenance activities	<ul style="list-style-type: none"> * Vegetation management control within corridor * Localized surface repairs and full granular resurfacing of road base and shoulder * Dust control to minimize air quality effects * Winter maintenance – snow clearing and de-icing * Road drainage system – clean-out/repairs to culverts, ditches and outfalls or ditch inlet structures * Visual patrols and inspections of the road and structures (bridges/culverts) at waterbody crossings 	Operations

¹ The Webequie Project Team has not yet assessed either the capacity 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 EA 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 Summary provides a description of how and why project alternatives were developed, and the results of a 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 a detailed assessment of impacts 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 Project 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 Project (consideration of the best available technology options for implementing the preferred planning solution).

3.1.1 Alternatives to the Project

For the purposes of this assessment, the following alternatives to the Project 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

Alternative 1: Do Nothing - The first option, the Do nothing (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. If the null alternative proves to be the preferred alternative, there would be no project and environmental assessment approval would not be required. This would limit transportation options between Webequie First Nation and the McFaulds Lake area to only the existing seasonal ground connections provided by a series of informal winter trails, and air connection between the Webequie Airport and the 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, thereby providing 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.



Alternative 2: - Upgrade the existing trail system to seasonal winter road - 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 lesser ongoing impacts during operations. However, significant environmental effects of either type of road can be avoided through proper routing/alignment selection and/or can be sufficiently managed with mitigation to avoid significant effects.



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

Alternative 3: Alternative modes of transportation (hoverbarge, airship, rail) - 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 and will not be carried forward for further assessment.



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.

Alternative 4: Manage travel demand - 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.

Preferred Planning Alternative

Alternative 5: New all-season road - Having considered the balance of advantages and disadvantages of each alternative, the preferred alternative is the construction of a new all-season road between Webeque and the McFaulds Lake area.

In addition to the foregoing rationale for not carrying forward other project alternatives, developing a new all-season road between Webeque and the McFaulds Lake area is deemed to be the most reasonable alternative for the following reasons:



Webequie Supply Road Summary of Detailed Project Description



- 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, namely:

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

Therefore, 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 Project, which are addressed in Section 3.1.2 of this Summary.

3.1.2 Alternative Means of Carrying Out the Project

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. **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 proposals. All of these studies have contributed to the rationale for and initial identification and assessment of the Webequie Supply Road options.



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

Activity/Date/Status	Summary of Results/Decisions
<p>Cliffs Ferroalloys Black Thor Chromite Mine, McFaulds Lake, Ontario</p> <p>Ontario EA</p> <p>Designation (voluntary agreement): granted</p> <p>Date submitted: June 2, 2011</p> <p>Decision date: August 5, 2011</p> <p>Terms of reference: Submitted</p> <p>Date submitted: July 27, 2012</p> <p>Expiry of public comment period: August 26, 2012 - Terms of reference (amended): Submitted</p> <p>Date submitted: January 25, 2013</p> <hr/> <p>Federal EA - CEAA</p> <p>McFaulds Lake (Ontario)</p> <p>Reference Number: 63927</p> <p>Federal Responsible Authorities: Fisheries and Oceans Canada, Natural Resources Canada and Transport Canada</p> <p>Proponent: Cliffs Natural Resources Inc.</p> <p>Environmental Assessment Commenced: September 22, 2011</p> <p>Environmental Assessment Type: Transitional Comprehensive Study</p> <p>Status: Environmental Assessment terminated prior to completion</p>	<p>Cliff's started its EA in June 2011. During the engagement and consultation process, Cliffs asked Webeque FN if it would consider being a proponent for a "secondary winter road, possibly, a future secondary all-season road" from Webeque 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 Webeque 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 Webeque FN in a helicopter to fly over the conceptual route with Webeque FN land users and councillors and a new conceptual route was identified after the flyover from Webeque FN airport to the proposed mine site. This is one of the reasons why Webeque 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.</p>
<p>Noront Eagle's Nest Nickel-Copper-Platinum Mine, McFaulds Lake, Ontario</p> <p>CEAA/Ontario EA Act</p> <p>Project Description: Submitted April 2011</p> <p>Ontario Terms of Reference (amended): Submitted October 2012</p> <p>CEAA Environmental Impact Statement Guidelines: Issued January 2012</p> <p>Draft EIS/EAR: Submitted December 2013 (response issued by federal agencies; no comprehensive formal response issued by provincial agencies)</p>	<p>Noront Resources engaged Webeque 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. Webeque 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 Webeque Community Supply Road Baseline Environmental and Geotechnical Studies Project (2017-18) to help form the preliminary preferred corridor for subsequent further review</p>



Activity/Date/Status	Summary of Results/Decisions
<p>Amended Terms of Reference: Approved 2015 Status: Comprehensive Study under CEAA, 2012 has been terminated with the coming into force of the <i>Impact Assessment Act</i>. 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.</p>	<p>as part of the Webequie Supply Road Environmental Assessment and Preliminary Engineering Project (2018 - ongoing).</p>
<p>All-Season Community Road Study (ASCRS) 2015-16</p>	<p>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.</p>
<p>Nibinamik-Webequie Community Road Baseline Environmental and Geotechnical Studies (2017-18)</p>	<p>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.</p>
<p>Webequie Community Supply Road Baseline Environmental and Geotechnical Studies (2017-18)</p>	<p>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</p>



Activity/Date/Status	Summary of Results/Decisions
	<p>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.</p>
<p>Webeque Supply Road Environmental Assessment and Preliminary Engineering (2018 - ongoing)</p>	<p>Webeque 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.</p>

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

3.1.2.2 Alternative Road Corridors

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

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

3.1.2.3 Initial Identification of Webeque Supply Road Corridor Alternative Concepts

Community Based Land Use Plan

The initial identification of Webeque Supply Road corridor alternative concepts is based on the results of previous studies, as well as years of community based land use planning work conducted by the Webeque First Nation, which is ongoing. This land use planning process includes documenting and incorporating land utilization patterns, sites of Indigenous cultural significance and historical and current traditional practices to establish a Webeque Community Based Land Use Plan (CBLUP) in the context of the Ontario *Far North Act*, which provides the authority, purpose, and process for Webeque First Nation community-based land use planning. Webeque First Nation started the CBLUP process in 2011 and currently has a Draft CBLUP in place. The Final CBLUP must be prepared by December 2020.

The Draft CBLUP addresses the proposed Webeque planning area, providing recommendations for land use areas, land use designations, and activities that are permitted or not permitted in those areas. A key component of 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.

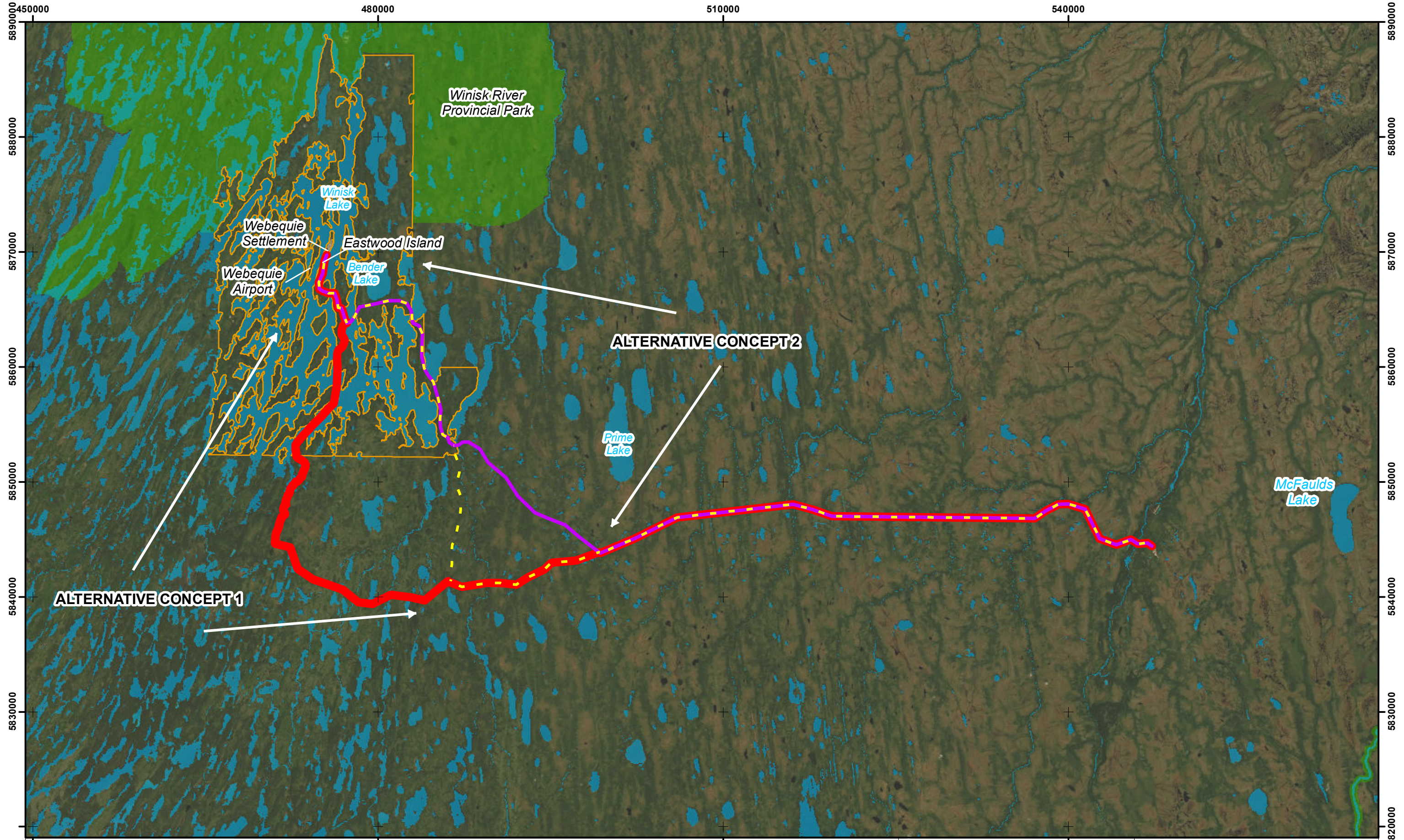
Supply Road Alternative Concepts

From the collective WSR planning processes to date, 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 3.1**):

- 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.

The alternative supply road corridor concepts are both consistent with the recommended land use areas and designations in the Webequie Draft CBLUP.

The community discussions to date have resulted in the identification of two sub-alternatives for Alternative Concept 2 – Alternatives 2A and 2B. The three alternative concepts are also shown in **Figure 3.1**. Each of the corridors under consideration are 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.



- Legend**
- Alternative Concept 2- Alternative 2A
 - Alternative Concept 2- Alternative 2B
 - Alternative Concept 1
 - Webeque First Nation Reserve
 - Winisk River Provincial Park



NAD 83
UTM Zone 16N

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

Date: 2019/11/07	File Number: 649920	Sub Code: 0000
Figure Number:	3.1	Rev. 0



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 the following factors, which were identified based on discussions with community members as to project area features and sensitivities that may be affected by the Project and what constituted valued components for the community.

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	
<p>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).</p>	<p>Factor 1: Caribou habitat: Community members want to avoid fragmentation of caribou habitat potentially caused by the road corridor.</p>



Consideration	Factor/Screening Criterion
Natural or Built Features	
<p>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.</p>	<p>Factor 2: Culturally significant features (natural or built):</p> <p>Community members do not wish to have these features disturbed in any way.</p>
Traditional Use Areas	
<p>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.</p>	<p>Factor 3: Areas used intensively for traditional activities:</p> <p>Community members wish to preserve these areas intact.</p>
Fishing	
<p>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.</p>	<p>Factor 4: Fish spawning areas:</p> <p>Community members are well aware of local fish spawning areas and their associated species, and wish these areas to remain undisturbed.</p>
Hunting	
<p>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</p>	<p>Factor 5: Seasonal hunting areas:</p> <p>Community members wish these areas to be remote or buffered from the road corridor.</p>



Consideration	Factor/Screening Criterion
<p>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.</p>	
<p>Moose</p>	
<p>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.</p>	<p>Factor 6: Moose mating areas:</p> <p>In order to sustain the moose population, community members wish to ensure that the road corridor avoids these areas.</p>
<p>Source Water</p>	
<p>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</p>	<p>Factor 7: Community source of spring water:</p> <p>It is important to community members that the corridor be a significant distance from this valuable resource.</p>



Consideration	Factor/Screening Criterion
<p>way from one to another. Groundwater can also be contaminated 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.</p>	

* 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, as required under the EA Act and in accordance with MECP's Code of Practice, 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

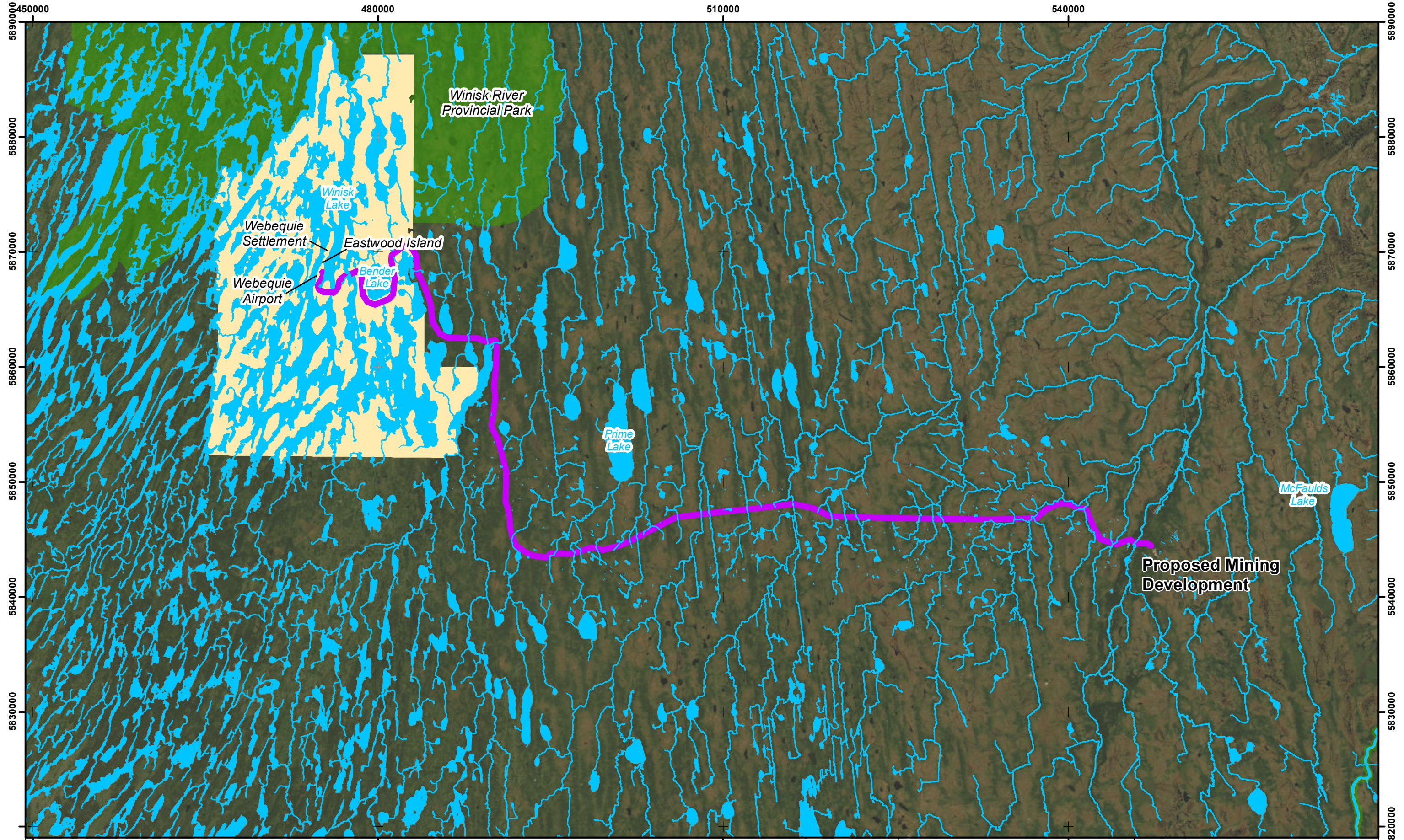


Webequie Supply Road Summary of Detailed Project Description



preliminary basis, but operating and maintenance costs are excluded, since the business model for that phase of the Project has not been established.

The detailed screening of alternative corridor concepts (presented in the Detailed Project Description) 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, the comparative assessment also identified potential impacts to Woodland Caribou habitat of value to the community that was not fully avoided. 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 3.2**.



Legend

- Preliminary Preferred Corridor for Webeque Supply Road
- Webeque First Nation Reserve



NAD 83
UTM Zone 16N

Webeque Supply Road		
<i>Preliminary Preferred Corridor</i>		
<i>Resulting from Additional</i>		
<i>Webeque Community Engagement</i>		
Date: 2019/10/17	File Number: 649920	Sub Code: 0000
Figure Number:	3.2	Rev. 0



3.3 Rationale for the Preferred Corridor Alternative

The rationale for selection of the Webequie community's preliminary preferred corridor to carry forward for more detailed identification and analysis of routing alternatives for the supply road in the EA 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 fully 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 total of six (6) alternative routes were mapped within the proposed preliminary corridor. Routing criteria included the following considerations:

- › 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.

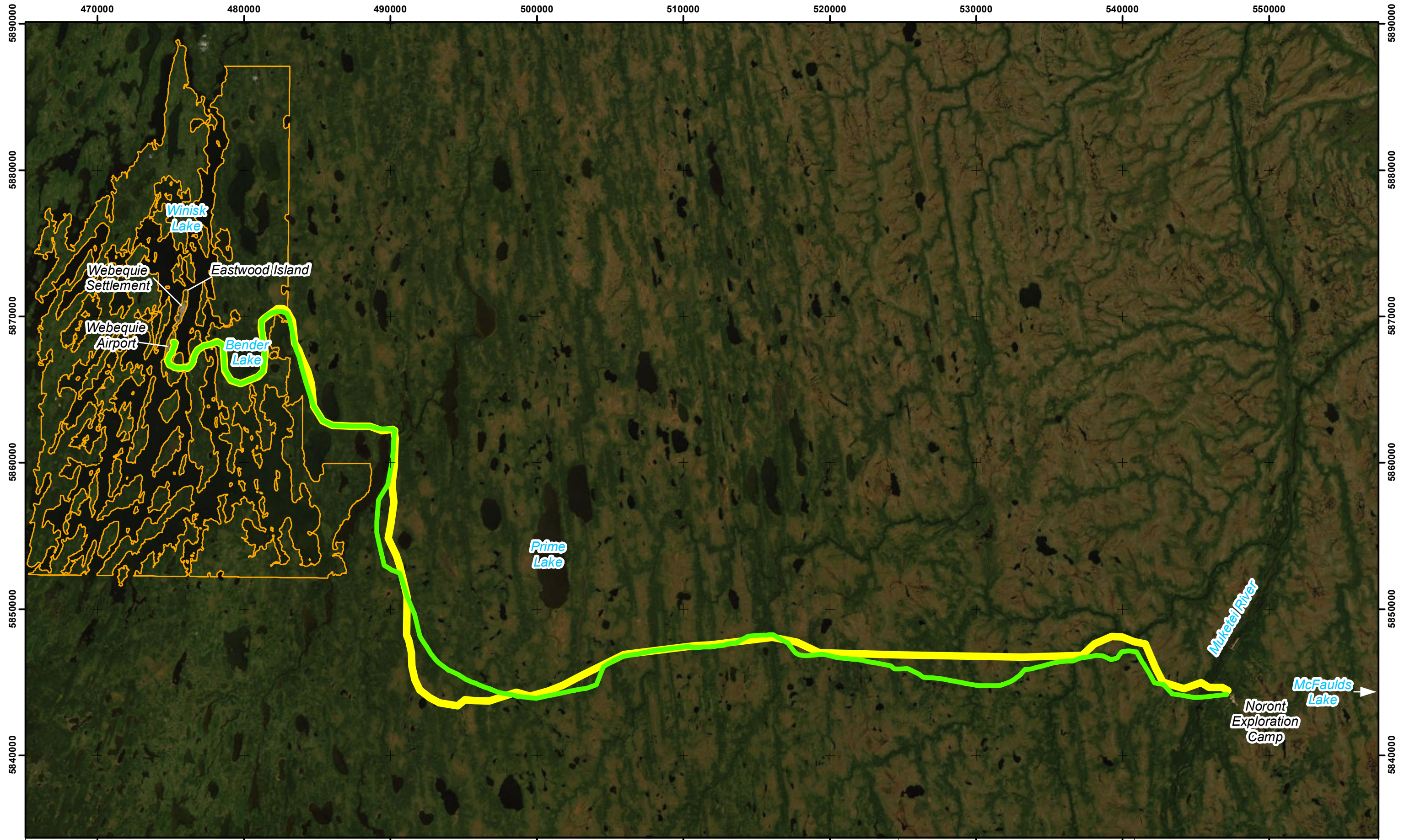
Route alternatives were identified with a view to: minimizing the total route length; following routes that maximize terrain units of favorable constructability (e.g., glacial till); minimizing traversing units of poor constructability (e.g., fens); minimizing the number and widths of stream crossings; 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.



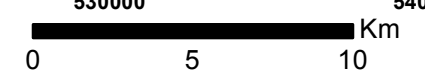
Webequie First Nation Supply Road Summary of Detailed Project Description



The optimal route from a geotechnical perspective (refer to **Figure 3.3**) 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 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 preliminary preferred corridor along the east-west extent and that lies outside of the corridor along a small portion of the route.



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



Webeque Supply Road
Optimal Geotechnical Route

Date: 2019/10/17	File Number: 649920	Sub Code: 0000
Figure Number: 3.3	Rev: 0	



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 3.4**.

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 preliminary 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.

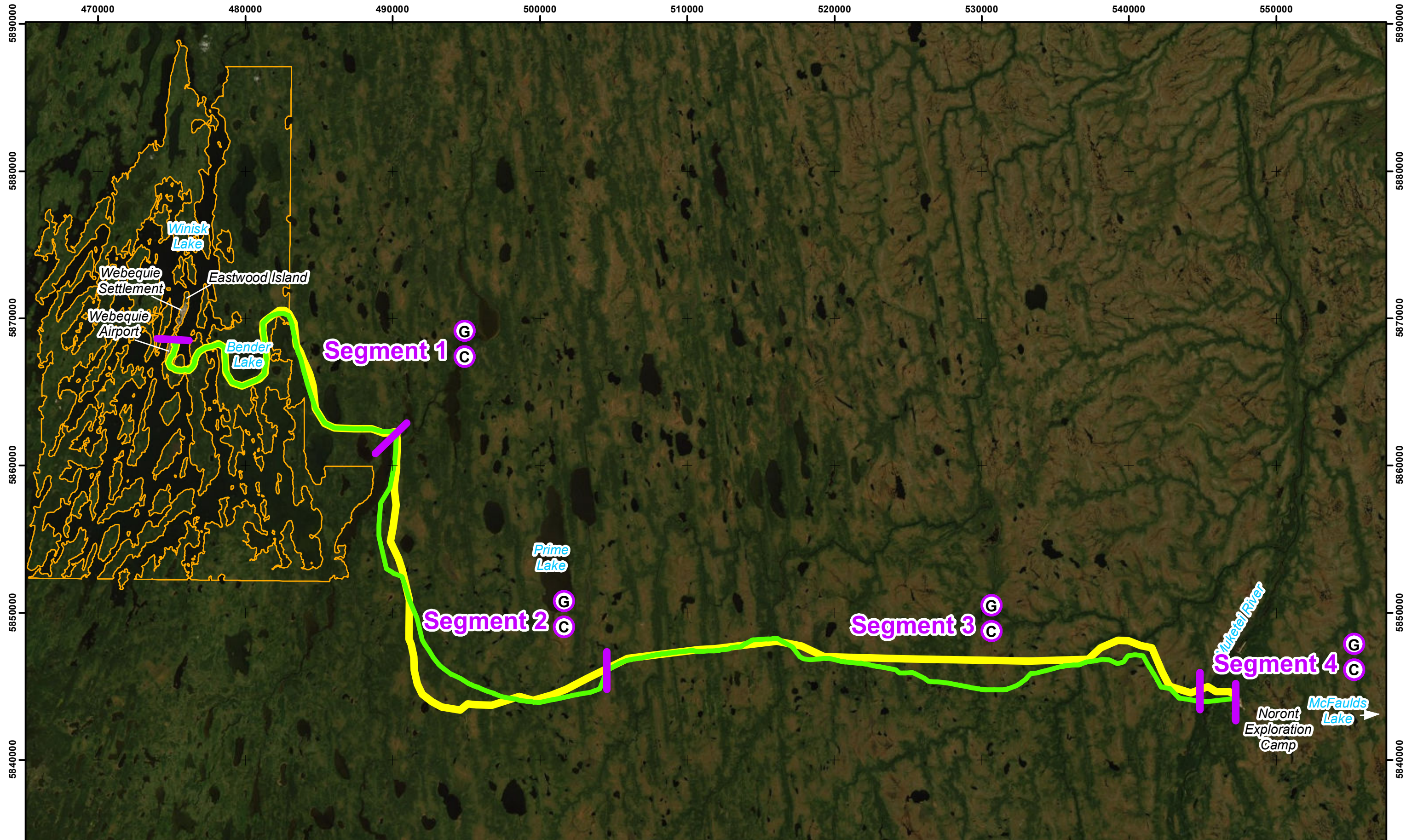
Segment 3 – the east-west section across the James Bay Lowlands area.

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



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

WSR
 WEBEQUIE
 SUPPLY ROAD



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:	3.4	Rev. 0



3.6 Project Infrastructure Alternatives

Figure 3.5 illustrates the location of the alternative routes in relation to project infrastructure and project area features and sensitivities. At this stage of project development, information pertaining to the location of construction infrastructure elements, such as temporary work camps, aggregate source locations and access roads, is not available and will be determined following further engineering and environmental investigations, including determining how construction will be staged.

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). It is anticipated that construction camps will be established in close proximity to the proposed road corridor. Options under consideration to accommodate the required construction camps include:

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

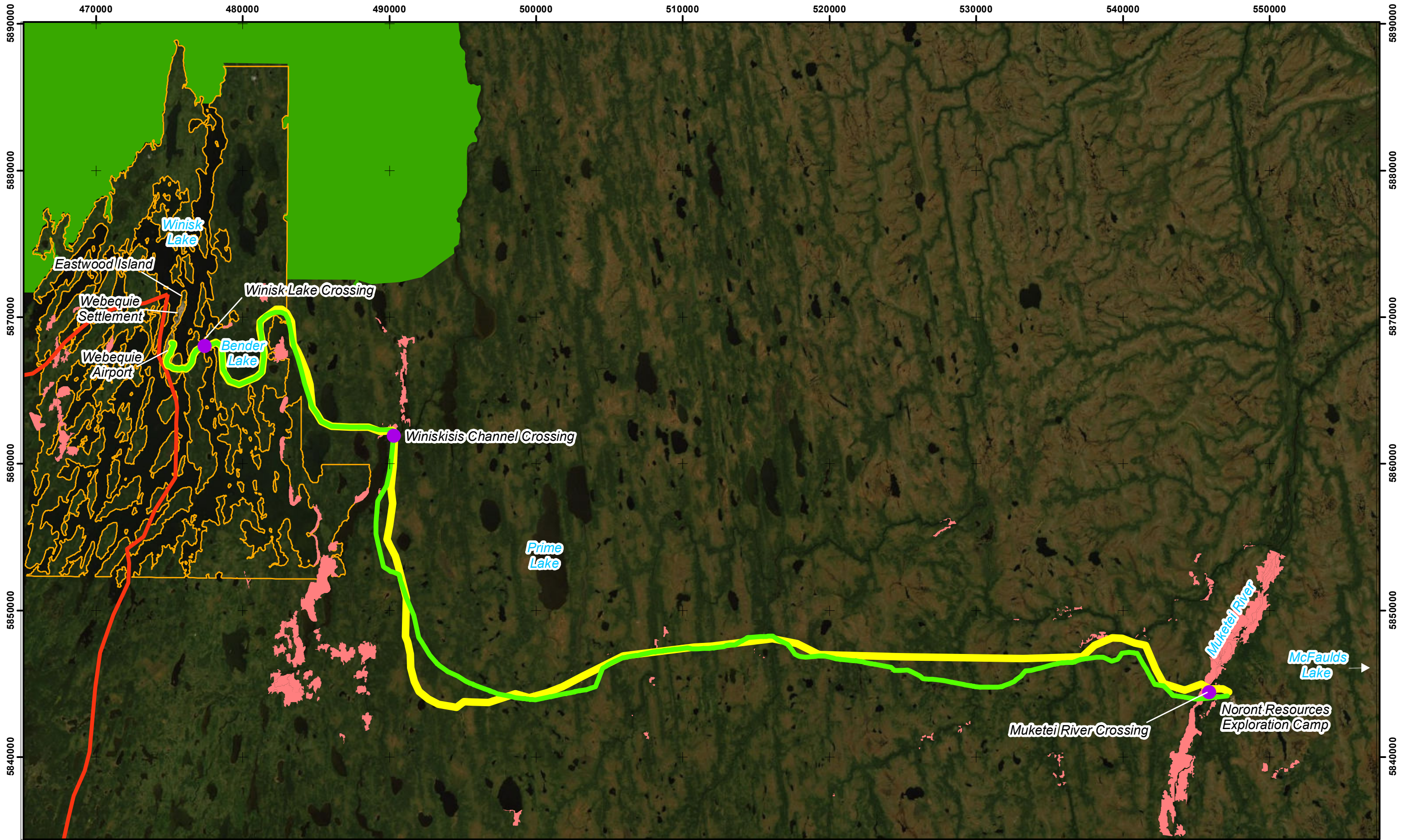
In addition, it is likely that other supportive site facilities (i.e., laydown areas for materials and equipment storage/maintenance) will be established at appropriate/feasible locations along the construction corridor or located within the construction camps to optimize/consolidate the use of space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

3.6.2 Aggregate Source Locations and Access Roads

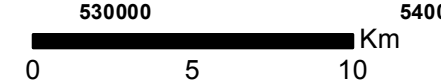
The Webequie Supply Road is proposed to be built as close as possible to the natural terrain contours to limit the amount of earthworks and aggregate material required for the road surface. Construction camps, storage yards and temporary/permanent access roads will also be graded in a manner that minimizes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

There are number of aggregate sources locations that provide options for extracting the material needed for the Project. Coarser till, eskers and bedrock are the available source options for aggregate. The location of these potential sources is presented in **Figure 3.5**.

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



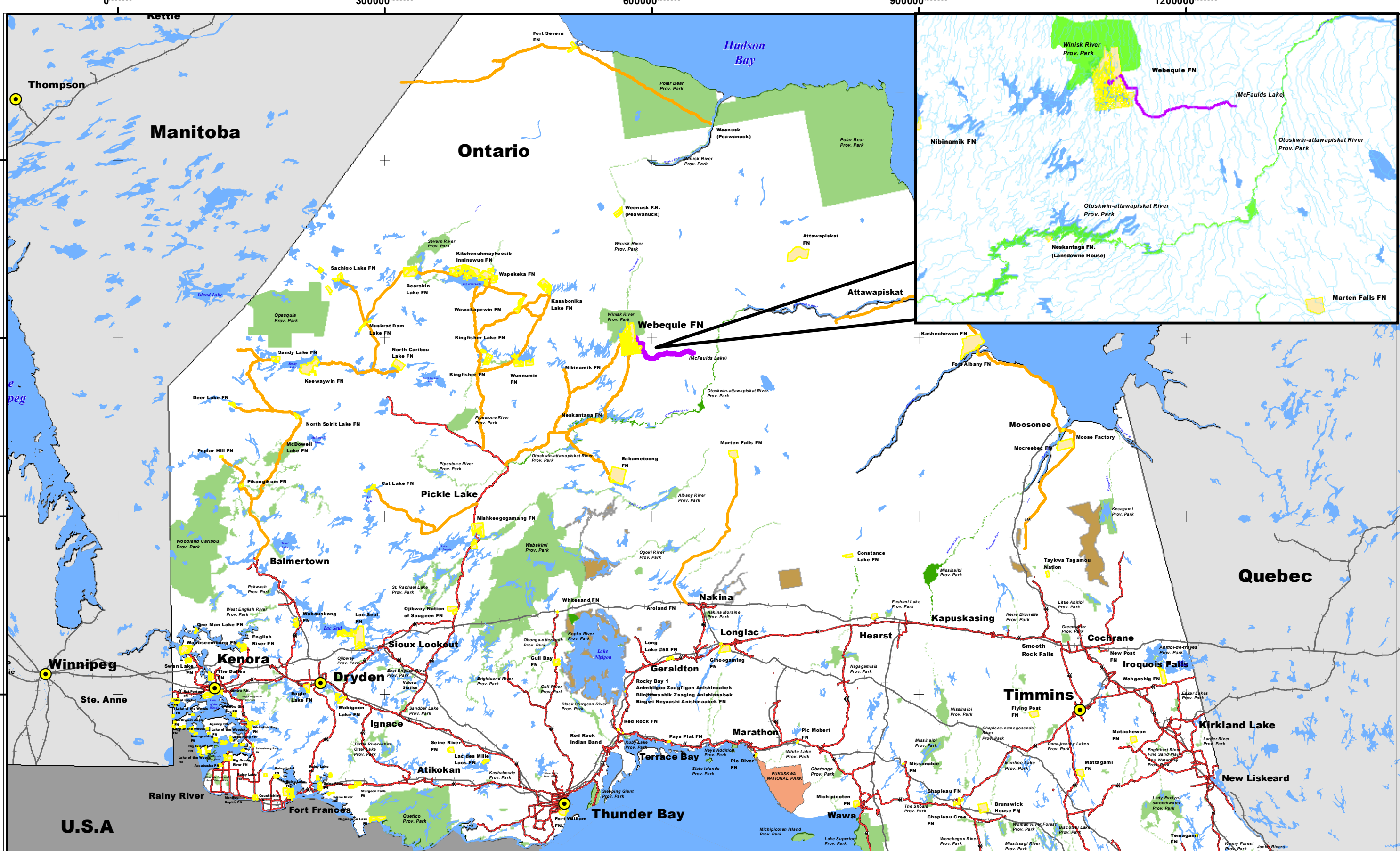
- Legend**
- Proposed Major Water Crossings
 - Alternative Route
 - Route Preferred by Webeque Community
 - Existing Winter Roads
 - Potential Aggregate Sources
 - Webeque First Nation Reserve Limits
 - Winisk River Provincial Park



NAD 83
UTM Zone 16N

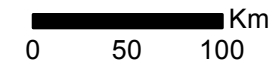
Webeque Supply Road
Alternative Routes and Project Area
Features / Sensitivities

Date: 2019/11/14	File Number: 649920	Sub Code: 0000
Figure Number:	3.5	Rev. 0



Legend

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



Canada Lambert Conformal Conic Projection

**Webeque Supply Road
Project Location**

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



4.2 Study Area Definitions

The EA will describe the spatial and temporal boundaries for each valued component of the environment. 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 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 EA 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 EA 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 First Nation Reserve lands. A total of 17 km of the Project corridor sits on federal land comprising the Webequie First Nation Reserve, as shown in **Figure 3.5** 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. To implement the Project, WFN must obtain consent to the dispositions of the surface rights from mining claim holders.

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 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).

As noted in Section 3.1.2.3, Webequie First Nation is in the process of preparing a Community Based Land Use Plan (CBLUP). 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, which is consistent with the comments received from these Indigenous communities to date. 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.



5 Federal, Provincial, Territorial, Indigenous and Municipal Involvement

This section of the Summary of 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.

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 That May be Used

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	<i>Navigation Protection Act</i>	* Consult with Transport Canada on any work in or over a waterbody that may interfere substantially with navigation (e.g., construction of a bridge, boom, dam or causeway, dumping of fill in or excavation of materials from the river bed, placement of any power cable, wire, structure or device). 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 Transport Canada for approval.
Fisheries and Oceans Canada	Authorization under <i>Fisheries Act</i>	* 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 <i>Species at Risk Act (2002) Section 73</i>	* Work that causes a specified impact to a terrestrial, avian or aquatic species listed under SARA Schedule 1, or its habitat, and which contravenes the Act's general or critical habitat prohibitions (includes intrusive methods for sampling).
Indigenous Services Canada (ISC)	Authorization under <i>Indian Act Section 28(2)</i>	* 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.



Authority	Enabling Legislation/PLAA	Applicable Powers, Duties or Functions Triggers
Natural Resources Canada	Blasting Explosives Purchase and Possession Permit Transportation of Explosives Permit under the <i>Explosives Act</i>	* Purchase, use, storage or transportation of explosives.

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 <i>Fish and Wildlife Conservation Act</i> (1997)	* To facilitate the capture and transfer of fish during in- water works such as cofferdam construction or dewatering
	Permit to Collect Wildlife for Scientific Purpose under the <i>Fish and Wildlife Conservation Act</i> (1997)	* Facilitates the capture and transfer of wildlife
	Authorization under the <i>Fish and Wildlife Conservation Act</i> (1997)	* Project construction and operation is anticipated to destroy the nests or eggs of birds, a beaver dam, or the den of a black bear or some furbearing mammals, or interfere with a black bear in its den
	Forest Resource Licence (Cutting Permit) under the <i>Crown Forest Sustainability Act</i> (1994)	* Harvesting and/or cutting timber on Crown land
	Burn Permit under <i>Forest Fires Prevention Act</i> (1990)	* Burning of materials from forest clearing, if required
	<i>Public Lands Act</i> (1990)	* Works on crown lands and/or shore lands including geotechnical investigations, construction/ upgrade of access roads and trails, culverts/bridges



Webequie Supply Road
Summary of Detailed Project Description



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



Webequie Supply Road
Summary of Detailed Project Description



Authority	Enabling Legislation/PLAA	Applicable Powers, Duties or Functions Triggers
	<i>Environmental Assessment Act</i>	* 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	<i>Occupational Health and Safety Act (1990)</i>	* Notice of Project under Section 23(2)
Ministry of Heritage, Sport, Tourism and Culture Industries	<i>Ontario Heritage Act (1990)</i>	* 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. 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 in the project area 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 of the James Bay Lowlands.

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 is 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.

Potential Project Effects on Geology, Terrain and Soils

Potential effects of the road construction and operations phases include:

- › Changes in local distribution of topography associated with re-contouring of terrain (cut and fill grading) and extraction of aggregates for road base;
- › Changes in soil quality (alteration of physical, chemical, and biological characteristics) from compaction, rutting, admixing and removal (e.g., in peatlands);
- › Changes in erosion and sedimentation rates from vegetation clearing, excavation, grading and stockpiling;
- › Spills from chemical or hazardous material (e.g., petroleum products,) could contaminate soils and cause adverse effects on soil organisms.

6.1.2 Vegetation

Existing Conditions

Forest dominates the Big Trout Lake 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. 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 direct and indirect effects on vegetation communities resulting from the construction and operations phases of the Project are associated with vegetation removals (clearing); earthworks; flooding and uncontrolled erosion and sedimentation in cleared/exposed areas; and accidental release of contaminants, and include following (refer also to Section 6.1.5 for related interactions on wildlife and wildlife habitat):

- › Reduced soil quantity during earth moving activities may affect revegetation/restoration;
- › Changes in the physical, chemical, or biological properties of soil, as well as increased erosion potential can affect regeneration;
- › Changes to hydrology may 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 (from external equipment/vehicles brought to site) could affect upland, wetland and riparian ecosystems.

6.1.3 Groundwater

Existing Conditions

Groundwater is present in the saturated organic material and in unstratified and stratified glacial till (composed of sand, silt and clay), which generally have relatively low permeability rates, isolating the shallow overburden aquifer from groundwater in the deeper bedrock. There is also groundwater present in the near surface and deep bedrock. 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, and 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.

Potential Project Effects on Groundwater

Potential effects of the road construction and operations phases (from clearing, dewatering, excavation and pumping of water for construction camps) on the groundwater regime may include:

- › Temporary lowering of groundwater levels, thereby reducing groundwater availability to nearby groundwater features (i.e., wetlands, streams, water wells/springs);



- › Groundwater recharge and availability to nearby groundwater features may also be increased by vegetation clearing;
- › 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 groundwater levels; and
- › Accidental spillage/discharge of contaminated materials to groundwater recharge vectors.

6.1.4 Hydrology and Surface Water

Existing Conditions

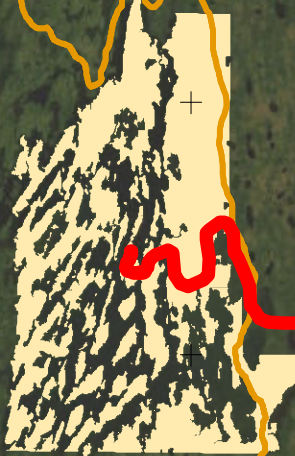
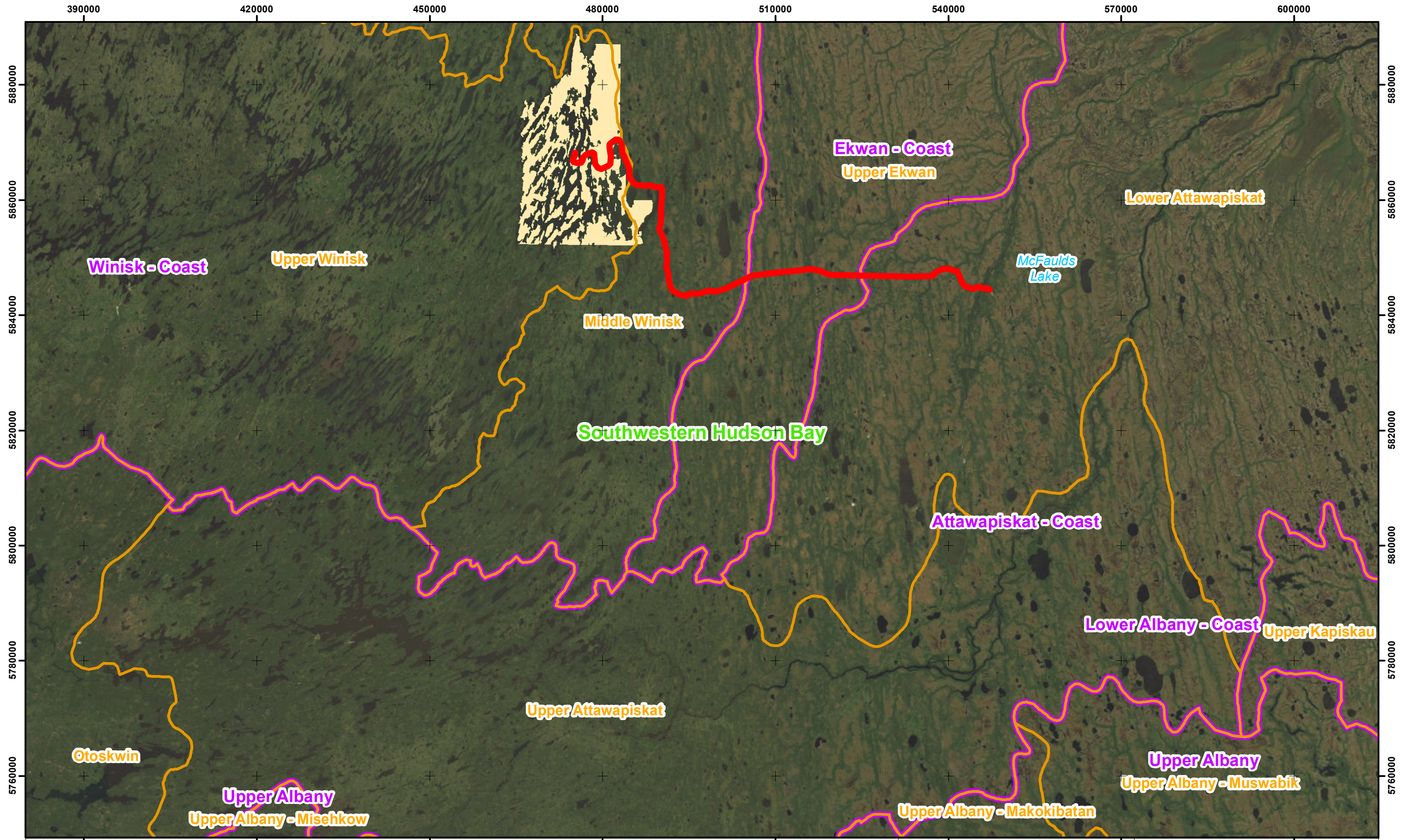
Hydrologically, the project area is situated within the primary Southwestern Hudson Bay watershed (refer to **Figure 6.1** information extracted from the 2017 All-Season Community Road Study). The area includes the Winisk-Coast, Ekwan-Coast and Attawapiskat-Coast secondary watersheds. Tertiary watersheds 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.

There are several larger river systems in the area, including the Winisk, Ekwan, Attawapiskat, Fishbasket and the Pineimuta Rivers. Additionally, there are some very large lakes, such as Winisk Lake in the northeast part of the project 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. Surface waters in the region generally flow in a west-to-east direction, towards James Bay, and also in a northerly direction to Hudson Bay; are low gradient; and have low velocity flow throughout most of the year.

Potential Project Effects on Hydrology and Surface Water

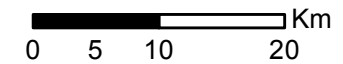
From the review of background information sources and field surveys conducted to date, the preliminary preferred corridor for the Webequie Supply Road crosses approximately 31 waterbodies, which may require bridge or culvert structures to convey existing flows. The construction, operation and maintenance 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) could result in the following temporary and permanent changes to surface water quantity and quality (refer also to Section 6.1.6 for related interactions on fish and fish habitat):

- › Temporary increases in stream flows, (flood) water levels, and erosion-sedimentation processes at nearby waterbodies (i.e., downstream receivers of overland flow);
- › Changes to land cover type and permeability, and related potential effects on surface water quantity as a result of local increases in runoff rates and runoff volumes;
- › Permanent changes to channel hydraulics, form and function in waterbodies upstream and downstream of road crossings (bridges, culverts), with corresponding changes in surface water (flood) levels; and
- › Changes in surface water quality resulting from increased sediment delivery and contaminants (petroleum or chemical products) to surface water from dewatering activities, from road maintenance activities such as salt and sand application and accidental spills from vehicles and equipment.



Legend

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



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	



6.1.5 Wildlife

Existing Conditions

Wildlife within the region of the project area includes Black Bear, Gray Wolf, Canada Lynx, Snowshoe Hare, Moose, Beaver, American Marten, Wolverine and Woodland Caribou. With respect to Missisa Woodland Caribou, the 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.

Birds include Bald Eagle, Peregrine Falcon, Osprey, Common Raven, Canada Jay, Canada Warbler, Common Nighthawk, Rusty Blackbird, and a number of waterfowl species, including Bufflehead, Canada Goose, Lesser Scaup, Common Goldeneye, Common Merganser and Hooded Merganser. 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)*.

Published information and data gathered during the EA study for the Eagle's Nest mine (Noront, 2013) indicates that five amphibians and two reptiles may occur within the project area and that it is unlikely that turtles and turtle Significant Wildlife Habitat occur within the project area.

Of the above listed wildlife 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 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 wildlife habitat availability and distribution associated with the aforementioned changes to vegetation (fragmentation; introduction of noxious/invasive species) and hydrology/surface water (surface water quantity/quality);
- › 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;
- › 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 MBCA. The greatest potential impact on migratory birds would occur if vegetation clearing activities were conducted during the Primary Nesting Period for birds. This is the period when the percent of total nesting species is greater than 10% and occurs between April 21 and August 14 for the project area. 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.

6.1.6 Fish and Fish Habitat

Existing Conditions

The project area waterbodies are classified as a mix of coldwater and warmwater habitats that support various fish communities and also provide habitat for one aquatic Species at Risk (refer to Section 6.1.9).

Fish species, including sport fish, inhabiting project area rivers and lakes include Brook Trout, Cisco, Northern Pike, Walleye (known colloquially as Pickerel), Smallmouth Bass, Lake Whitefish, Yellow Perch, Lake Sturgeon and Common White Sucker, as well as many smaller forage fish species. There are 39 fish species that have been identified as potentially being present within the project area. Fish generally spawn in spring and fall; Burbot is the only winter spawning species.

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

With respect to the type and nature of fish habitat, 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. 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.

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*, may occur due to potential changes to the quantity and quality of habitat. Project construction and operations phase 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, streambed; stability and bank composition at waterbody crossings, including temporary access roads;
- › Changes in fish accessibility to habitat, where the crossing structure forms a barrier to fish passage (e.g., migration or access to spawning area), which can cause habitat fragmentation;
- › 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.

6.1.7 Climate and Air Quality

Existing Conditions

The project area is subject to cold, extended winters and cool summers of short duration. Fog is common due to the temperate influence of and proximity to James Bay. 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. 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 region of Ontario that is remote from any significant sources of human induced air emissions. 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).



Potential Project Effects on Air Quality

Construction activities have the potential to temporarily affect local air quality in the immediate vicinity of the Project. Emission sources associated with construction of the Project include the following:

- › Land clearing and material handling;
- › Vehicular and equipment emissions;
- › Fugitive dust from vehicles travelling on gravel road and other (exposed) earth surfaces; and
- › Diesel generators at the construction camps.

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.

Operation of the WSR is expected to contribute to minor 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 operations 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) emissions (refer to Section 6.1.10 – Waste Generation and Emissions for preliminary GHG emission estimates).

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 (Noront, 2013) confirmed ambient noise levels of 25 to 37 dBA.

Potential Project Effects on Acoustic Environment

Activities during the road construction and operations phases, such as the operation of equipment and machinery used for clearing, grading and earth moving during construction, increased air traffic, and daily traffic movements during operations, have the potential to cause temporary and permanent noise and vibration effects at sensitive receptors, including:

- › Nuisance effects at Webequie community and Noront Esker Camp living areas; and
- › Wildlife sensory disturbance, which can impact habitat availability, use and connectivity (movement and behaviour), leading to changes in abundance and distribution of terrestrial and avian.

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, 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 include:



- › Bald Eagle (Special Concern under ESA);
- › Barn Swallow (Threatened under both ESA and SARA);
- › Canada Warbler (Special Concern under ESA, Threatened under SARA);
- › Common Nighthawk (Special Concern under ESA, Threatened under SARA);
- › Rusty Blackbird (Special Concern under both ESA and SARA);
- › Olive-sided Flycatcher (Special Concern under ESA, Threatened under SARA);
- › Wolverine (Threatened under ESA, Special Concern under SARA);
- › Woodland Caribou (Threatened under both ESA and SARA);
- › Little Brown Bat (Endangered under both ESA and SARA); and
- › Lake Sturgeon (Special Concern under both ESA and SARA).

Status Notes:

- › **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.

Potential Project Effects on Species at Risk

Potential effects to Species at Risk at the current early planning stage of the Project are broadly defined to include: increased mortality; harm and/or disturbance; displacement, alteration, fragmentation or removal of habitat; population stress; and increased predation and poaching opportunities.

6.1.10 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.

- › **Waste oil from heavy equipment** (Site Preparation/Construction).
- › **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.).
- › **Equipment and vehicle noise emissions** (Site Preparation/Construction/Operations).
- › **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).
- › **Air emissions from exhaust of vehicles and equipment** (Site Preparation/Construction/Operations).
- › **Greenhouse gas (GHG) emissions** will occur as result of the construction and operation of the Project. The primary sources of GHG emissions during the construction stage of the Project are land clearing and associated biomass burning, loss of peatland/wetland capacity to serve as carbon sinks, emissions from construction camp areas, as well as exhaust emissions from construction vehicles and equipment. Potential effects associated with construction are anticipated to be minimal due to their short duration and intermittent frequency. It is anticipated that sources of GHG during the operations phase of the Project will include exhaust emissions from equipment used to maintain the road, and from light and heavy vehicles using the road to transport people, goods and



materials. From a high-level perspective, based on the project schedule presented in **Table 2.2**, the preliminary estimate of greenhouse gas emissions attributable to the Project during construction is 73.2 kilotons of CO₂eq, and during the operations phase the annual contribution would be 11.8 kilotons of CO₂eq. These contributions in relation to Ontario and Canada-wide totals and future targets are below 0.05%.

- › **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).
- › **Erosion and sedimentation on cleared areas, earth stockpiles and other exposed earth surfaces** (Site Preparation/Construction/Operations).
- › **Slash and root waste from clearing and grubbing operations** (Site Preparation).
- › **Unsuitable construction materials generated during roadbed construction**, such as poor soils (Construction).
- › **Aggregate or quarry materials exhibiting acid rock drainage/metal leaching** (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 principal provincial planning and policy documents related to the rationale for the Project include:

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

The *Far North Act* will also influence considerations during the EA. 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 protected¹. Webequie First Nation is currently in the process of preparing its community based land use plan with the context of the *Far North Act* (refer to Section 6.2.6 for details on this process).

Within the context of the *Planning Act*, The Growth Plan for Northern Ontario establishes how Northern Ontario will be developed over the next 25 years. The plan's goals include 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.

¹ 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.



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 EA 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 EA will also address 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

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.

Webequie First Nation has experienced increases in both their employment rates and their population rates since 2006. The 2011 Census shows that the employment rate of Webequie First Nation was 39.6%, with an average income of \$20,680. However, 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 Project may have effects on vulnerable population groups; the impact assessment will gauge such effects, including, but not limited to:

- › Effects on women, elders, youth, 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 (refer to Section 6.2.4 and Table 6-4 of the Detailed Project Description for additional details).

The principle values, priorities, concerns and issues arising from the study survey included:

Community Health

- › Value of physical health and exercise
- › Concern over household diet and food security (relative to increasing 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
- › 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

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

Economic Development

- › Value of education in fostering economic development and accruing community benefits
- › Challenges of obtaining secondary/post-secondary education (travel/residency outside community)

Housing and Infrastructure

- › Issues associated with maintaining an adequate supply of habitable housing stock; dwelling space capacity

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

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. Formal land access to the community is via the winter road from the west, connecting Webequie with Pickle Lake. There is regular air access to the community via a licensed carrier.



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.). Infrastructure services within 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 Project may influence the following infrastructure and service elements:

- › Provision of social and infrastructure services (resulting from changes in road connectivity);
- › Current and historic use of waterbodies; and
- › Recreational activities (cottaging, events, fishing, etc.) as a result of changes to waterbodies.

6.2.6 Land and Resource Use

Webequie First Nation is working in concert with MNRF, and in consultation with neighbouring First Nation communities, to prepare a Community Based Land Use Plan (CBLUP) in accordance with the Ontario *Far North Act* and expects to complete the process by December 2020. The Draft CBLUP generally aims to protect cultural values/sites, historical travel routes, cultural waterways and harvesting areas and respect traditional use, while enabling resource, infrastructure and other development that promotes sustainability for communities and future generations. In this context, the CBLUP recognizes that there are areas within the project area where the land and resources are shared with neighbouring First Nations, including Marten Falls, Neskantaga and Nibinamik. The location of the proposed Webequie Supply Road corridor is consistent with the recommended land use areas and designations in the Webequie Draft CBLUP, but may affect shared traditional use areas and activities.

Other related WFN plans and processes that may influence project implementation or the impact assessment include the Comprehensive Community Plan (Draft; August 2019), the On-Reserve Land Use Plan (2019), the Resilience Plan (2019), and the Community Wellbeing Pilot Project (2019).

Also, according to the ENDM, there are 56 active, unpatented mining claims and one mining lease nearby or overlapping the proposed WSR corridor, which may be affected by the Project.

6.2.7 Cultural Heritage Resources

Archaeological research to date for the region suggests that the area was occupied by humans as early as 7,000 years before present. 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). More recently, there has been a history of exploration and fur trading by Europeans in the region (17th to 19th centuries), followed by mining (in the 20th century).

Documented cultural heritage landscapes of interest are located primarily in Winisk River Provincial Park, situated north of the project area.

To identify and confirm areas of archeological potential, a Stage 1 Archaeological Assessment will be conducted in accordance with Ontario Ministry of Tourism, Culture and Sport requirements. The impact assessment will also account for cultural landscapes within the project area.



6.3 Effects on Indigenous Peoples – Physical and Cultural

The initial assessment of potential effects of the Project on Indigenous peoples has, in part, been informed by the input received through consultation activities conducted to date. In addition to Marten Falls First Nation and Neskantaga First Nation, both of which have indicated that there will be direct impacts to their traditional territories by the Project, Weenusk (Peawanuck) First Nation, Kasabonika Lake First Nation and Attawapiskat First Nation have asserted that they have shared traditional territory with Webequie First Nation, but have not specified as to whether these shared areas coincide with the project area. Traditional activities of these First Nations include hunting, gathering and fishing, as well as cultural and spiritual activities.

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. The general location of known/established First Nation reserve lands in proximity to the Webequie Supply Road corridor are shown in **Figure 3.5** and **Figure 4.1**. A preliminary assessment of the potential physical and cultural effects of the Project on these communities and other Indigenous peoples is outlined in **Table 6-1**.

Table 6-1: 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	<ul style="list-style-type: none"> * Increased accessibility to hunting areas. * Some fragmentation of habitat. * Vegetation removal (will occur on an ongoing basis during corridor operations). 	<ul style="list-style-type: none"> * Controlled access to road through gates, permitting. * Mitigated through routing and providing wildlife crossing opportunities. * Vegetation restoration / regeneration, where possible.
Gathering	Webequie First Nation, Marten Falls First Nation, Neskantaga First Nation, Nibinamik First Nation, Attawapiskat First Nation, Kasabonika Lake First Nation, Weenusk (Peawanuck) First Nation	<ul style="list-style-type: none"> * Increased accessibility to gathering areas. * Some fragmentation of habitat. * Vegetation removal (will occur on an ongoing basis during corridor operations). 	<ul style="list-style-type: none"> * Controlled access to road through gates, permitting. * Mitigated through routing and providing wildlife crossing opportunities. * Vegetation restoration / regeneration where possible.



Webequie Supply Road
Summary of Detailed Project Description



Indigenous Community Activity	Indigenous Community	Potential Effects to Identified Activities	Proposed Protection/Mitigation Measures
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 culturally important, 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.

During the impact assessment, 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).



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 6-2** below outlines the potential effects of the Project on Indigenous Peoples.

Table 6-2: 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	<ul style="list-style-type: none"> * Increased dust and noise associated with road operations. Only localized, minor and temporary impacts on water quality. * Potential temporary disruption to navigation associated with culvert crossings. Navigation to be maintained on larger waterways, with only temporary minor delays possible during construction of large crossing structures. 	<ul style="list-style-type: none"> * Application of appropriate protection and mitigation measures (i.e., noise, dust control, erosion and sediment control).
Socio-economic environment	Webequie First Nation	<p>Positive Effects/Benefits:</p> <ul style="list-style-type: none"> * Employment and economic benefits by facilitating the movement of materials, supplies and people from 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. 	



Webequie Supply Road
Summary of Detailed Project Description



Indigenous Community Activity	Indigenous Community	Potential Effects to Identified Activities	Proposed Protection/Mitigation Measures
		<ul style="list-style-type: none"> * 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. 	
		<ul style="list-style-type: none"> * Opportunities for capacity building and business training (based on community ownership of road). 	
		<ul style="list-style-type: none"> * Opportunity for youth employment and easier access to training and opportunities, including affordability. 	
		<ul style="list-style-type: none"> * Possible higher overall educational levels and capacity. 	
		<ul style="list-style-type: none"> * Higher household incomes from increased economic activity; improved standard of living. 	
		<ul style="list-style-type: none"> * Better (year-round) connection to neighboring communities/ familial/clan relations. 	
		<ul style="list-style-type: none"> * The Project corridor allows for a future power transmission line and telecommunication line. 	



Webequie Supply Road
Summary of Detailed Project Description



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

If deemed required by the Agency, the impact assessment 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.

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) can cause major effects. Based on a preliminary assessment, potential accidents or malfunctions associated with this Project include, but are not limited to:

- › Soil, groundwater or surface water contamination due to spill of chemicals, petroleum or hazardous material from handling, storage or transport activities during construction or operation of the WSR, including at temporary or permanent supportive infrastructure (e.g., aggregate sites, access roads, construction camps, maintenance yard/facility, etc.);
- › Fires or explosions that may occur 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 spills;
- › Sediment releases into watercourses during construction or operations activities as result of severe rain or snowmelt events leading to significant erosion; and
- › Naturally occurring severe or hazardous events, 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 Project effects described above in this section of the Summary may overlap temporally and spatially with effects from other past, present and reasonably foreseeable projects and activities, resulting in cumulative effects, which must be assessed under the *Impact Assessment Act*. The assessment of such interactions has not been completed during the Planning phase, but will include the following approach and aspects during the IA:

- › **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” or “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.



Webequie Supply Road
Summary of Detailed Project Description



- › **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 with a higher magnitude or intensity of change compared to baseline conditions may be carried forward for assessment.



7 Proponent Engagement and Consultation with Aboriginal Groups

7.1 Results of Engagement and Consultation During Planning Phase

Engagement and consultation efforts to date have included development of a list of Indigenous groups to be engaged and consulted (refer to Section 7.2.1), and have focussed on providing initial information on both the provincial and federal assessment processes.

Indigenous groups engaged by the WSR Project Team during the Planning phase include:

- › Webequie First Nation
- › Aroland First Nation
- › Attawapiskat First Nation
- › Constance Lake First Nation
- › Eabametoong First Nation
- › Fort Albany First Nation
- › Ginoogaming First Nation
- › Kasabonika Lake First Nation
- › Kashechewan First Nation
- › Kingfisher Lake First Nation
- › Kitchenuhmaykoosib Inninuwug
- › Long Lake #58 First Nation
- › Marten Falls First Nation
- › Métis Nation of Ontario – Region 2
- › Mishkeegogamang First Nation
- › Neskantaga First Nation
- › Nibinamik First Nation
- › North Caribou Lake First Nation
- › Weenusk (Peawanuck) First Nation
- › Wapekeka First Nation
- › Wawakapewin First Nation
- › Wunnumin Lake First Nation
- › Matawa Tribal Council
- › Mushkegowuk Council
- › Shibogama Council
- › Windigo First Nations Council

Project information provided has included the purpose of the Webequie Supply Road, the history of the supply road, design of the supply road, an explanation of the coordinated Webequie-federal-provincial assessment processes (including the federal Initial Project Description and the provincial Draft Terms of Reference), an outline of studies that have been conducted and will be conducted at a later stage, and general supply road 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.



Webequie Supply Road Summary of Detailed Project Description



The Detailed Project Description provides a description of consultation and engagement activities conducted with potentially affected communities to date (refer to Section 7.1.1 and Table 7-1), including material that noted the intent to engage in a coordinated federal-provincial assessment process. Section 7.1.2 and Table 7-2 of the Detailed Project Description also present comments received and Project Team responses. 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.

In summary, the principal themes of the comments and concerns expressed by Indigenous groups are related to:

- › General concern over loss of existing way of life;
- › Community access to, and use of land for traditional purposes, such as gathering, hunting, trapping and fishing;
- › Ability of non-indigenous parties to access Indigenous territories and exert pressure on traditional resources and/or create safety/security concerns;
- › Traffic impacts and safety related concerns, including what is being transported on the supply road;
- › Direct and indirect impacts to traditional resources, particularly as related to food security, including country foods (e.g., additional accumulation of toxic substances in food sources, such as mercury in fish; impacts to fish spawning and wildlife mating/nesting/breeding areas; impacts to wetlands);
- › Impacts to historic, sacred and cultural areas/sites;
- › The scope of the environmental assessment process in the context of regional land development initiatives, particularly mining activities, and the need for cumulative effects assessment;
- › Need to conduct appropriate studies during the impact assessment to examine changes in wildlife population and distribution, particularly for moose and caribou;
- › Implications of a road managed by First Nation(s) versus a road managed by the Province;
- › Need for comprehensive engagement of communities to seek input, with some desire to see collective discussions amongst community leaders to address the proposed road and seek comments, rather than approaching community leaders individually;
- › Need to address potential social impacts, including safety, security and fiscal responsibility, if community members are employed during construction;
- › Webequie should form its own company to conduct environmental monitoring during construction; and
- › Recognition that the Webequie consultation process, and the fact that the Project is a First Nation-led initiative, are positive signs for other Indigenous communities, elevating the use of Indigenous Knowledge in the impact assessment.

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.

7.2 Proposed Engagement and Consultation During Impact Statement Phase

7.2.1 Indigenous Groups to be Consulted/Engaged

Based on assessments of potentially affected Indigenous groups by Webequie First Nation, IAAC and MECP, the list of Indigenous groups to be engaged/consulted throughout the Project was identified and is presented in **Table 7-1**, below. The list provided reflects the current understanding of IAAC and 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 7-1** with bold typeface), whereas, the other six (6) Indigenous communities may have potential interest in the Project.

Table 7-1: Indigenous Groups to be Consulted/Engaged

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



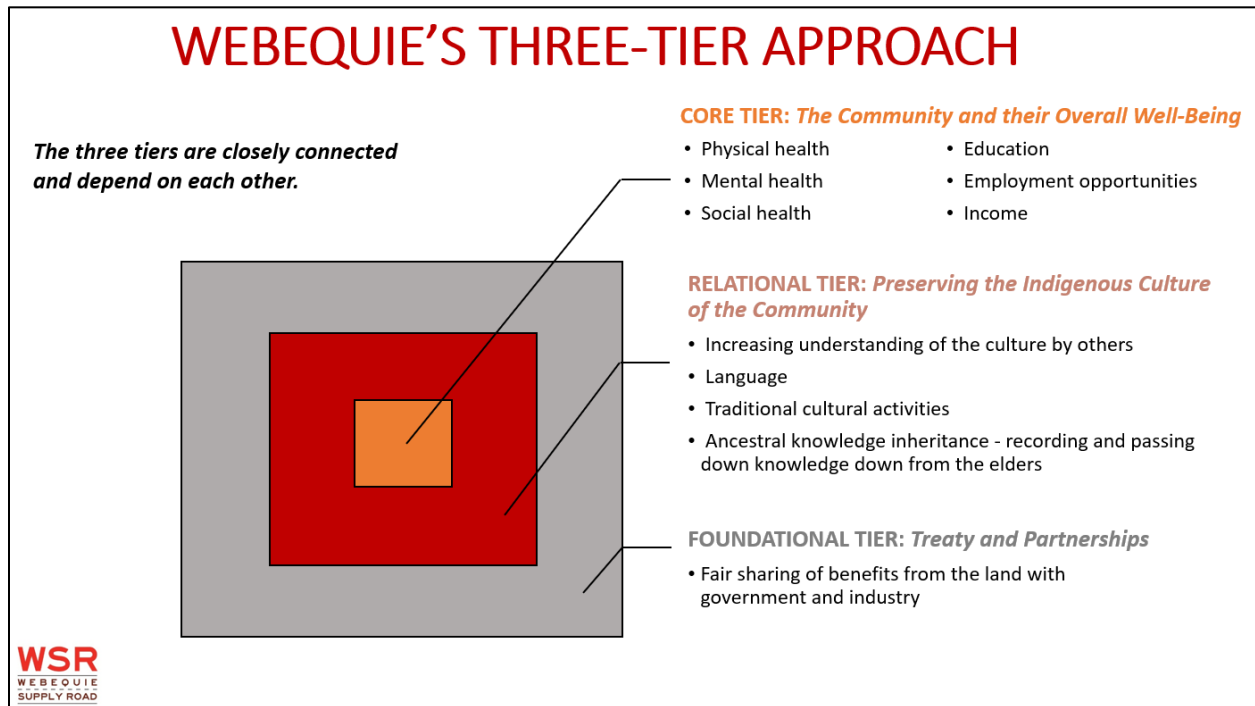
Tribal Council or Affiliation	Community or Organization
Windigo First Nations Council	North Caribou Lake First Nation
Independent First Nation	Kitchenuhmaykoosib Inninuwug (KI)
	Mishkeegogamang First Nation
Métis Nation of Ontario	Métis Nation of Ontario – Region 2

* Communities identified by, and to be engaged/consulted by IAAC.

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



As part of its engagement and consultation strategy, the Webequie Project Team will collect existing Indigenous Knowledge that is specific to the Supply Road project area to assist with several key elements of the EA process:

- › Assessing existing Indigenous Knowledge information in relation to the road project and to understand additional work that may be required;



Webequie Supply Road Summary of Detailed Project Description



- › 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.

7.2.3 Planned Methods of Engagement with Indigenous Groups

Various methods will be used to conduct consultation/engagement throughout the Impact Statement phase. Methods to be used with varying frequency throughout the EA process to consult/engage with Indigenous communities and organizations include:

- › Notification letters;
- › Public notices and newspaper advertising;
- › Community visits;
- › Meeting with off-reserve community members;
- › Radio information sessions;
- › Engagement with Métis Nation of Ontario;
- › Engagement with Tribal Councils and Nishnawbe Aski Nation;
- › Communication materials (presentation slide decks, project fact sheets, handouts, display boards, translated into the native language of the communities);
- › Audio and visual products (live streaming and archived recordings of community presentations);
- › Project website; and
- › Project newsletters

Details on these methods are presented in Section 7.2.3 and Table 7-4 of the Detailed Project Description.



8 Consultation with the Public and Other Stakeholders

Table 8-1 below is a list of non-Indigenous jurisdictions and other parties that were consulted with during the preparation of the Detailed Project Description.

Table 8-1: Stakeholder Groups and Government Agencies Consulted

Stakeholder Group	Organization
Provincial Agencies	Ministry of 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. Canada Chrome Corporation Abitibi Royalties Inc. Metalex Ventures Ltd. Aucrest Gold Inc.



Stakeholder Group	Organization
	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 Other Stakeholders to Date

Engagement to date has included the following:

- › Notice of Commencement of a provincial Environmental Assessment Terms of Reference;
- › Notice of Draft Terms of Reference for Review (for provincial Environmental Assessment Terms of Reference); and
- › Notice of Public Information Centre (in Thunder Bay, October 9, 2019).



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

The Detailed Project Description provides a synopsis of comments received from the public and stakeholders to date, as well as related Project Team responses. In summary, the principal themes of the comments and concerns are related to:

- › Opportunities for local businesses to provide goods and services to infrastructure and mining development ventures;
- › Potential impacts to and impediments associated with existing claims and mining leases in the project area;
- › Interest by local emergency response organizations in being kept informed of project progress;
- › The need to catalogue and follow up on broader community issues, such as food security;
- › The need to engage communities further and ensure they understand the coordinated assessment process;
- › Use of the WSR and Webequie Airport by the mining industry; and
- › Positive feedback on the content and presentation of information.

Section 8.1.2 and Tables 8-2 and 8-3 in the Detailed Project Description present additional details on comments received, as well as responses by the Project Team, where such responses have been provided to date.

8.2 Proposed Engagement and Consultation During Impact Statement Phase

Engagement and consultation activities with the groups listed in Table 8.1 continues; the list will be modified, as appropriate, during the Impact Statement phase.

Various methods will be used to conduct consultation/engagement throughout the Impact Statement phase, including:

- › Notification letters;
- › Public notices and newspaper advertising;
- › Public Information Centres (open houses);
- › Communication materials (presentation slide decks, project fact sheets, handouts, display boards);
- › Project website; and
- › Project newsletters.

Details on these methods are presented in Section 8.2.1 and Table 8-4 of the Detailed Project Description.

8.3 Consultation with Government Agencies

8.3.1 Government Review Team

Through a process of engagement and consultation with federal and provincial government agencies at the outset of the Planning phase to assess interest of authorities having jurisdiction in participating in the EA, a Government Review Team (GRT) was established. During the Planning phase, engagement and



Webequie Supply Road Summary of Detailed Project Description



consultation with government agencies has been at the same milestones as for the public and stakeholders (refer to Section 8.2).

GRT member agencies include those listed in Table 8-1.

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

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.



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



Webequie Supply Road Summary of Detailed Project Description



- › 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. 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 satisfies 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 A** of this Summary of the 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, and developing mitigation measures and follow-up/monitoring programs during the Impact Statement phase.



Webequie Supply Road
Summary of Detailed Project Description



Appendix A

Response to Summary of Issues



Webeque Supply Road
Summary of Detailed Project Description



Appendix A

Response to Summary of Issues

Item No.	Summary of Issues (Impact Assessment Agency of Canada, 2019/10/11)	Webeque 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



Webeque Supply Road
Summary of Detailed Project Description



Item No.	Summary of Issues (Impact Assessment Agency of Canada, 2019/10/11)	Webeque Project Team Responses	Cross-Reference to DPD Section
		(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



Webequie Supply Road
Summary of Detailed Project Description



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



Webeque Supply Road
Summary of Detailed Project Description



Item No.	Summary of Issues (Impact Assessment Agency of Canada, 2019/10/11)	Webeque Project Team Responses	Cross-Reference to DPD Section
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 <i>Tailored Impact Statement Guidelines</i> for the Project; <i>Operational Policy Statement: Assessing Cumulative Environmental Effects under the Canadian Environmental Assessment Act, 2012</i> (CEA Agency, 2015b); and <i>Interim Technical Guidance for Assessing Cumulative Environmental Effects under the Canadian Environmental Assessment Act, 2012</i> (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 Webeque Supply Road Corridor



Webequie Supply Road
Summary of Detailed Project Description



Item No.	Summary of Issues (Impact Assessment Agency of Canada, 2019/10/11)	Webequie Project Team Responses	Cross-Reference to DPD Section
		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 –



Webequie Supply Road
Summary of Detailed Project Description



Item No.	Summary of Issues (Impact Assessment Agency of Canada, 2019/10/11)	Webequie Project Team Responses	Cross-Reference to DPD Section
		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



Webequie Supply Road
Summary of Detailed Project Description



Item No.	Summary of Issues (Impact Assessment Agency of Canada, 2019/10/11)	Webequie Project Team Responses	Cross-Reference to DPD Section
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 <i>Impact Assessment Act</i> 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



Webequie Supply Road
Summary of Detailed Project Description



Item No.	Summary of Issues (Impact Assessment Agency of Canada, 2019/10/11)	Webequie Project Team Responses	Cross-Reference to DPD Section
		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



Webeque Supply Road
Summary of Detailed Project Description



Item No.	Summary of Issues (Impact Assessment Agency of Canada, 2019/10/11)	Webeque 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 Webeque 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 Webeque 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 Webeque 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. Webeque 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 Webeque 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



Webeque Supply Road
Summary of Detailed Project Description



Item No.	Summary of Issues (Impact Assessment Agency of Canada, 2019/10/11)	Webeque Project Team Responses	Cross-Reference to DPD Section
		<p>subsequent further review as part of the Webeque Supply Road IA.</p> <p>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).</p> <p>Based on comments received by the Agency from Noront's review of the Initial Project Description, Noront supports a supply road between Webeque First Nation and the Ring of Fire area, since this will allow for Webeque community members to participate in the delivery of services and materials and offer employment opportunities.</p>	
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 Webeque 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 Webeque Supply Road Corridor



Webequie Supply Road
Summary of Detailed Project Description



Item No.	Summary of Issues (Impact Assessment Agency of Canada, 2019/10/11)	Webequie Project Team Responses	Cross-Reference to DPD Section
		<p>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.</p>	<p>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</p>
38.	Sufficiency of proposed 35-metre corridor, including for construction activities.	<p>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.</p>	NA
39.	Clarity on the spatial details for the assessment.	<p>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</p>	4.2 – Study Area Definition



Webeque Supply Road
Summary of Detailed Project Description



Item No.	Summary of Issues (Impact Assessment Agency of Canada, 2019/10/11)	Webeque Project Team Responses	Cross-Reference to DPD Section
		<p>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.</p>	
40.	Clarity on the direct and incidental effects of the Project.	<p>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.</p>	4.2 – Study Area Definition
41.	Clarity on proposed construction camp locations.	<p>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:</p> <ol style="list-style-type: none"> 1. As the project hub, the community of Webeque could also serve as the construction base camp. The full work force would be accommodated in temporary quarters there and deployed along the corridor on a daily basis. 2. The work forces may be accommodated at each end of the 107 km construction corridor (Webeque and Noront base camp area). 3. Work camps may be established at appropriate intervals/feasible locations (estimate two) along the construction corridor. 4. A combination of accommodation options 1 to 3 above. 	3.6.1 – Construction Camps



Webeque Supply Road
Summary of Detailed Project Description



Item No.	Summary of Issues (Impact Assessment Agency of Canada, 2019/10/11)	Webeque Project Team Responses	Cross-Reference to DPD Section
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 Webeque 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 Webeque 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 Webeque 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 Webeque Project Team members in preparing the document. The Webeque Project Team is responsible for the overall administration and direction of the Project. The Webeque Project Team is chaired by the Director of Lands and Resources, who reports to Chief and Council. The Webeque Project Team is comprised of community members and appointed Councillors. A local Community	Cover page



Webequie Supply Road
Summary of Detailed Project Description



Item No.	Summary of Issues (Impact Assessment Agency of Canada, 2019/10/11)	Webequie Project Team Responses	Cross-Reference to DPD Section
		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



Webeque Supply Road
Summary of Detailed Project Description



Item No.	Summary of Issues (Impact Assessment Agency of Canada, 2019/10/11)	Webeque Project Team Responses	Cross-Reference to DPD Section
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. Webeque First Nation is the sole proponent of the Webeque 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 Webeque Supply Road and is subject to further discussion between Webeque 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 Webeque First Nation to plan their Webeque Supply Road, including conducting the coordinated federal IA and provincial EA processes. Provincial funding for construction and operation of the Webeque 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 Webeque 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



Webequie Supply Road
Summary of Detailed Project Description



Item No.	Summary of Issues (Impact Assessment Agency of Canada, 2019/10/11)	Webequie Project Team Responses	Cross-Reference to DPD Section
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



Webequie Supply Road
Summary of Detailed Project Description



Item No.	Summary of Issues (Impact Assessment Agency of Canada, 2019/10/11)	Webequie Project Team Responses	Cross-Reference to DPD Section
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



Webequie Supply Road
Summary of Detailed Project Description



Item No.	Summary of Issues (Impact Assessment Agency of Canada, 2019/10/11)	Webequie Project Team Responses	Cross-Reference to DPD Section
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



Webeque Supply Road
Summary of Detailed Project Description



Item No.	Summary of Issues (Impact Assessment Agency of Canada, 2019/10/11)	Webeque Project Team Responses	Cross-Reference to DPD Section
		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 Webeque Draft CBLUP aligns with the WSR proposals.	6.2.6 - Land and Resource Use
65.	Impacts on relationships and agreements between Webeque First Nation and Indigenous groups in the region, including shared resources within overlapping territories.	Webeque 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 Webeque First Nation Chief and Council in engagement activities with other potentially impacted Indigenous groups.	The Webeque Project Team acknowledges that Webeque First Nation Chief and Council should be present at engagement activities with other potentially impact Indigenous Groups. Typically, a member of the Webeque Project Management Team is present at meetings with Indigenous communities. However, due to other initiatives and matters that the Webeque Project Management Team is involved with, there have been cases where a Webeque representative has not been available to attend meetings.	N/A



Webeque Supply Road
Summary of Detailed Project Description



Item No.	Summary of Issues (Impact Assessment Agency of Canada, 2019/10/11)	Webeque Project Team Responses	Cross-Reference to DPD Section
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 Webeque 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 subsistence 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



Webequie Supply Road
Summary of Detailed Project Description



Item No.	Summary of Issues (Impact Assessment Agency of Canada, 2019/10/11)	Webequie Project Team Responses	Cross-Reference to DPD Section
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



Webequie Supply Road
Summary of Detailed Project Description



Item No.	Summary of Issues (Impact Assessment Agency of Canada, 2019/10/11)	Webequie Project Team Responses	Cross-Reference to DPD Section
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



Webequie Supply Road
Summary of Detailed Project Description



Item No.	Summary of Issues (Impact Assessment Agency of Canada, 2019/10/11)	Webequie Project Team Responses	Cross-Reference to DPD Section
	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 <i>Constitution Act</i> , 1982, including	The Detailed Project Description notes that cumulative effects will be assessed in the IA (refer also to Response	6.3 – Indigenous Peoples –



Webequie Supply Road
Summary of Detailed Project Description



Item No.	Summary of Issues (Impact Assessment Agency of Canada, 2019/10/11)	Webequie Project Team Responses	Cross-Reference to DPD Section
	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 <i>Constitution Act</i> , 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



Webequie Supply Road
Summary of Detailed Project Description



Item No.	Summary of Issues (Impact Assessment Agency of Canada, 2019/10/11)	Webequie Project Team Responses	Cross-Reference to DPD Section
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



Webequie Supply Road
Summary of Detailed Project Description



Item No.	Summary of Issues (Impact Assessment Agency of Canada, 2019/10/11)	Webequie Project Team Responses	Cross-Reference to DPD Section
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



Webeque Supply Road
Summary of Detailed Project Description



Item No.	Summary of Issues (Impact Assessment Agency of Canada, 2019/10/11)	Webeque Project Team Responses	Cross-Reference to DPD Section
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 Webeque 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 Webeque Supply Road will be operated for an indeterminate time period (i.e., as a permanent facility, beyond the life span of mining operations in the McFaulds Lake area); therefore, decommissioning of the Project is not anticipated. It is stated that the Webeque Supply Road could be constructed and operated as a facility that only provides a connection between Webeque 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,



Webequie Supply Road
Summary of Detailed Project Description



Item No.	Summary of Issues (Impact Assessment Agency of Canada, 2019/10/11)	Webequie Project Team Responses	Cross-Reference to DPD Section
		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, Decommissioning 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



Webequie Supply Road
Summary of Detailed Project Description



Item No.	Summary of Issues (Impact Assessment Agency of Canada, 2019/10/11)	Webequie Project Team Responses	Cross-Reference to DPD Section
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



Webeque Supply Road
Summary of Detailed Project Description



Item No.	Summary of Issues (Impact Assessment Agency of Canada, 2019/10/11)	Webeque Project Team Responses	Cross-Reference to DPD Section
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 Webeque First Nation (or other Indigenous communities) that are considered culturally	6.2.7 – Cultural Heritage Resources



Webeque Supply Road
Summary of Detailed Project Description



Item No.	Summary of Issues (Impact Assessment Agency of Canada, 2019/10/11)	Webeque Project Team Responses	Cross-Reference to DPD Section
		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



Webequie Supply Road
Summary of Detailed Project Description



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



Webequie Supply Road
Summary of Detailed Project Description



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,



Webeque Supply Road
Summary of Detailed Project Description



Item No.	Summary of Issues (Impact Assessment Agency of Canada, 2019/10/11)	Webeque 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



Webequie Supply Road
Summary of Detailed Project Description



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.	



SNC • LAVALIN

195 The West Mall
Toronto, Ontario, Canada M9C 5K1
416-252-5311
www.snclavalin.com

