

APPENDIX P2.C

Public Information Centre Sessions

P2.C.1 – Public Information Centre #1

- P2.C.1.1 – Display Boards and Presentations
- P2.C.1.2 – Feedback Form Received
- P2.C.1.3 – Public Information Centre Summary

P2.C.2 – Public Information Centre #2

- P2.C.2.1 – Display Boards and Presentations
- P2.C.2.2 – Public Information Centre Summary

P2.C.3 – Public Information Centre #3

- P2.C.3.1 – Display Boards and Presentations
- P2.C.3.2 – Public Information Centre Summary

P2.C.4 – Public Information Centre #4

- P2.C.4.1 – Display Boards and Presentations
- P2.C.4.2 – Public Information Centre Summary

APPENDIX P2.C.1

Public Information Centre #1

- P2.C.1.1 – Display Boards and Presentations

Welcome

to the

Webequie Supply Road

The Purpose of Public Information Centre #1 is to Provide Information on:

- Project updates since the Terms of Reference approval
- Environmental Assessment / Impact Assessment process
- Studies being conducted
- Ongoing and future consultation and engagement opportunities
- Indigenous Knowledge program
- Evaluation of alternatives (routes, aggregate areas)

Please provide your feedback, comments, concerns, ideas, and questions regarding the Project.

The Proponent

- Webequie First Nation (WFN) is a remote Ojibway community, with the settlement area located on Eastwood Island in Winisk Lake, part of a larger reserve area covering over 34,000 ha

Project Lead

- Michael Fox, Indigenous & Community Engagement (ICE), WFN Regional Consultation Lead

Working Group

- Roy Spence, WFN Representative
- Gordon Wabasse, WFN Representative

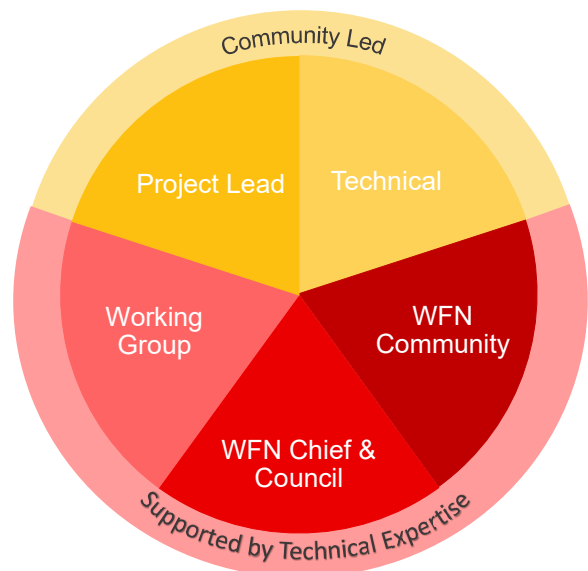
Technical Team

- SNC-Lavalin Inc.

Consultation and Engagement is an Important Part of the Project



We encourage you to take this opportunity to review the display boards, speak with the Project Team, ask questions, and provide input via discussion and the questionnaire.





About the Project

Project Purpose



Move materials, supplies and people from the Webequie Airport to the McFaulds Lake area

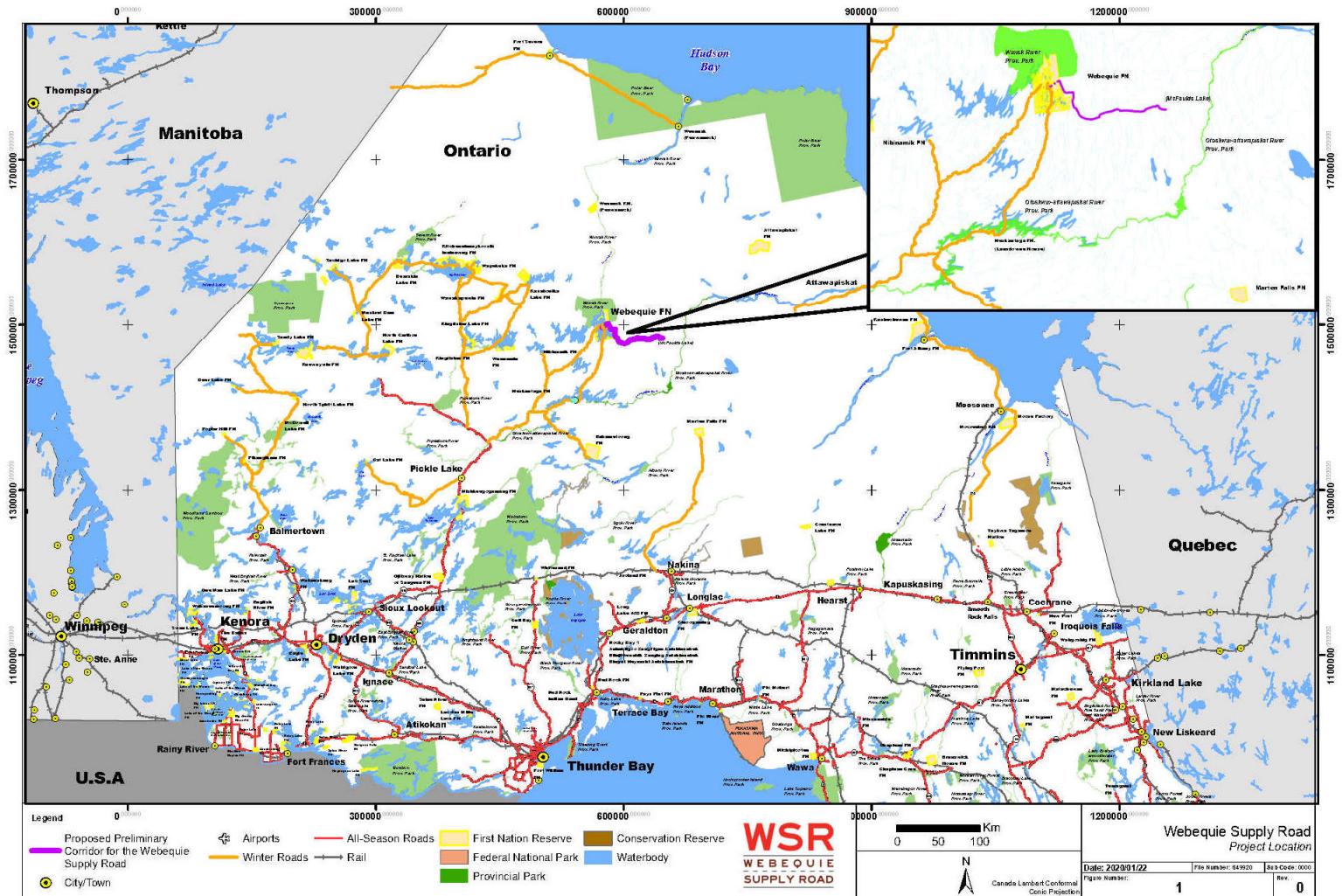


Provide employment and economic development opportunities to Webequie while preserving their language and culture



Provide experience/training opportunities for youth to help encourage the pursuit of additional skills through post-secondary education

Project Location





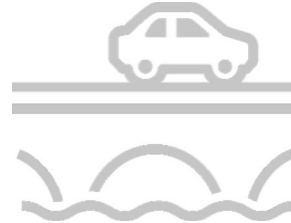
About the Project

Project Description



107 km

All-season road from WFN Airport to McFaulds Lake

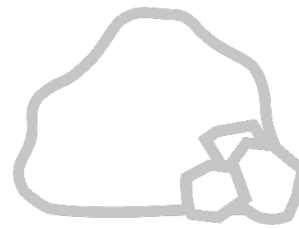


26 waterbody crossings requiring bridges and culverts

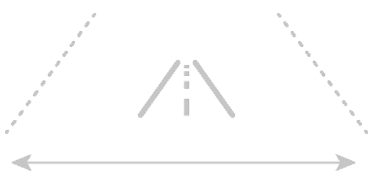


17 km

Length of road corridor within WFN Reserve Lands



Includes temporary and permanent aggregate pit / rock quarry areas with equipment for processing, as well as access roads to these areas



2 km

Preliminary corridor width for consideration of Route Alternatives



Construction camps to accommodate construction crews and operation/maintenance office, including supportive facilities

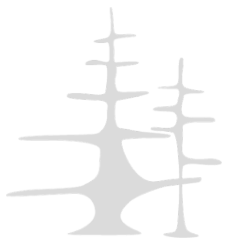


35 m

Final corridor width (right-of-way) for two lane gravel surface

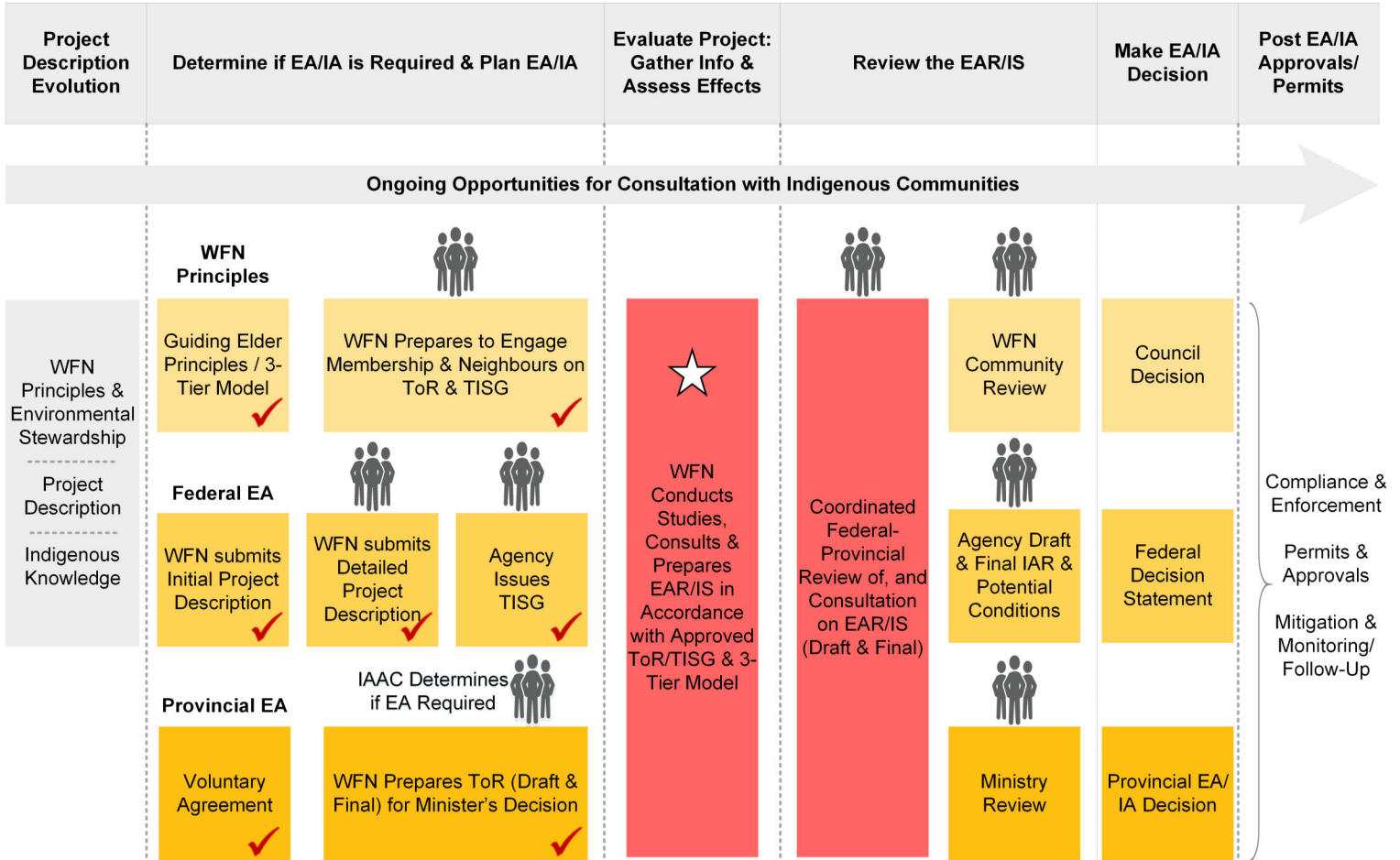


Storage and laydown yards for equipment and materials



Environmental/ Impact Assessment

Coordinated Provincial-Federal Assessment Process



Formal Opportunity for Indigenous Consultation & Public Participation



We are here



Step completed

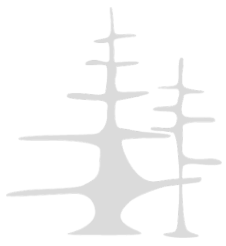
Acronyms:

ToR – Terms of Reference

TISG – Tailored Impact Statement Guidelines

EAR/IS – Environmental Assessment Report/ Impact Statement

IAR – Impact Assessment Report



Gathering Feedback Through the EA & IA

Consultation & Engagement Activities for Indigenous Communities



Chief & Council and/or
Community Meetings



Interviews and targeted focus groups
with community members (youth,
Elders, Band administrative staff)



Open Houses in Thunder Bay for
off-reserve community members
of WFN



Consultation Progress Reports at
3 key EA/IA milestones to support
meaningful input from communities



Ongoing notifications and Project
updates in notices, newsletters,
social media, and Project website



Review of Draft Environmental
Assessment Report/Impact
Statement



Live information streaming
sessions (Facebook, Youtube)

Consultation & Engagement Activities for All Stakeholders & Public



Project website
www.supplyroad.ca



3 Open Houses in Thunder Bay



Project contact email addresses
Michael Fox | michael.fox@supplyroad.ca
Don Parkinson | don.parkinson@snclavalin.com
Leslie Spence | leslies@webequie.ca

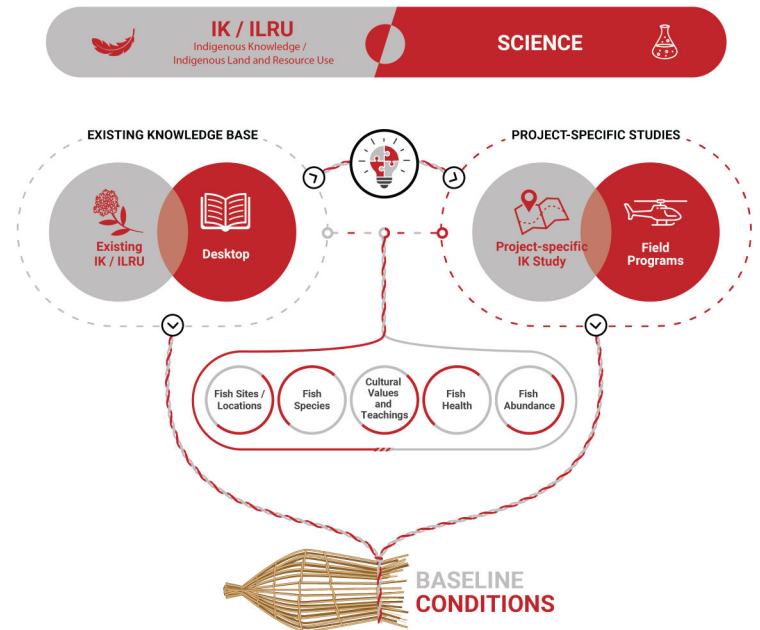
How would you like to be engaged and kept informed during the assessment process?



Indigenous Knowledge Program

Program Purpose

- Develop understanding of insights and knowledge gained from experience, history and traditions of Indigenous communities on the land and waters, including traditional land use areas, sacred sites, and other culturally important locations in the Study Area for both historic and current uses of lands and resources
- Identify potential effects of the Project, including those on Indigenous rights and interests
- Collaborate and work with Indigenous communities to enhance benefits or to identify measures to avoid/reduce potential effects on Indigenous rights and interests



How We Will Deliver the Program

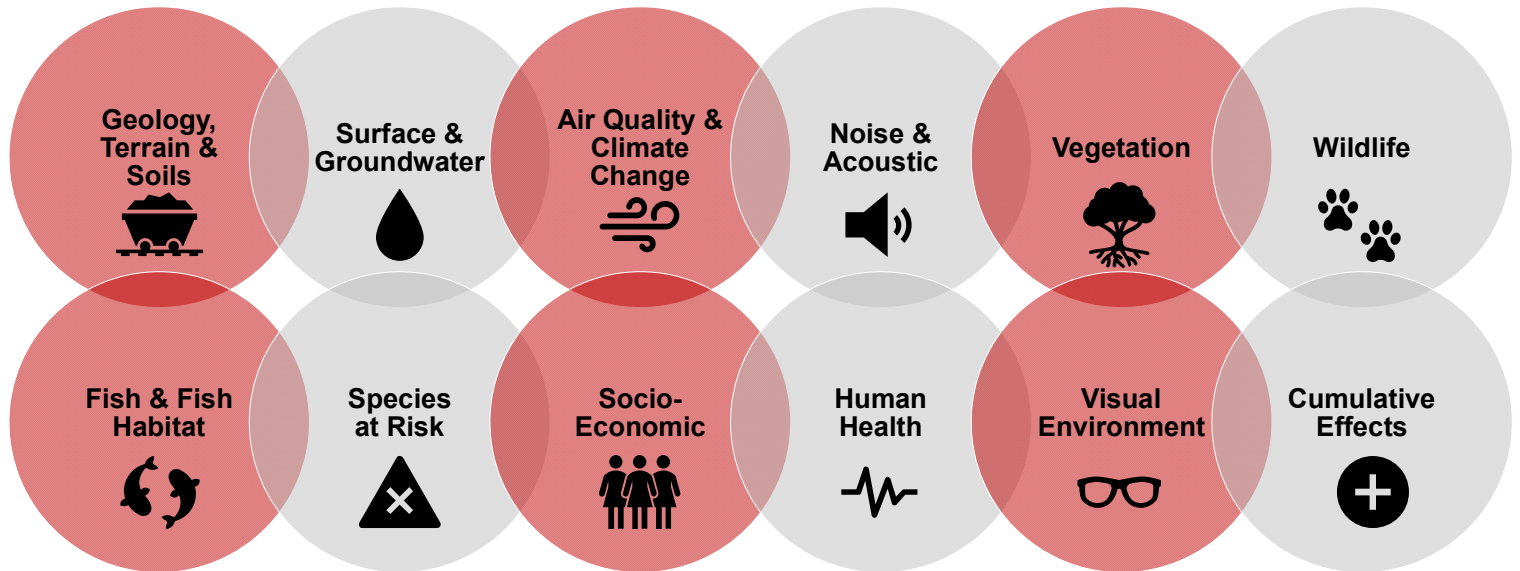
- Take a collaborative approach to ensure that your community's values and learnings directly inform decision-making as part of the Project
- Invite you to share as much Indigenous Knowledge and Land and Resource Use (IKLRU) information as you wish in your preferred format
- Engage with your community to identify interest in and scope of an Indigenous Peoples' Land Use & Interests study and determine the appropriate Study Areas
- Recognize that IKLRU information belongs to your community
- Honour and respect confidentiality principles by establishing an Indigenous Knowledge Sharing Agreement prior to the collection and use of your community's information
- Work together to validate IKLRU information and confirm that we have a firm understanding of it before weaving it into the EAR/IS
- Provide your community the opportunity to review the EAR/IS and provide feedback to confirm all IKLRU information has been adequately, appropriately, and respectfully integrated throughout

An Invitation Letter has been sent seeking interest in participating in the IK Program.



Technical Study Plans

Scope Areas



Baseline Studies



Natural (Biophysical)

- Vegetation
- Wildlife
- Fish and Fish Habitat
- Species at Risk
- Air Quality & Climate Change
- Noise and Vibration
- Visual Environment
- Surface Water
- Groundwater
- Geology, Terrain & Soils



Socio-Economic

- Profiles of Indigenous Communities
 - *Population/Demographics*
 - *Education//Employment*
 - *Household Composition*
 - *Infrastructure & Social Services*
- Human Health
- Land and Resource Use
- Indigenous Knowledge and Land and Resource Use



Cultural

- Archaeological Resources
- Built Heritage
- Cultural Heritage Landscapes



Valued Components

Value Components (VCs) are the environmental, health, social, economic or additional elements or conditions of the natural and human environment that may be affected by the Project and are of concern or value to the public, Indigenous peoples, federal/provincial authorities and interested parties.

Valued Components identified to date include:

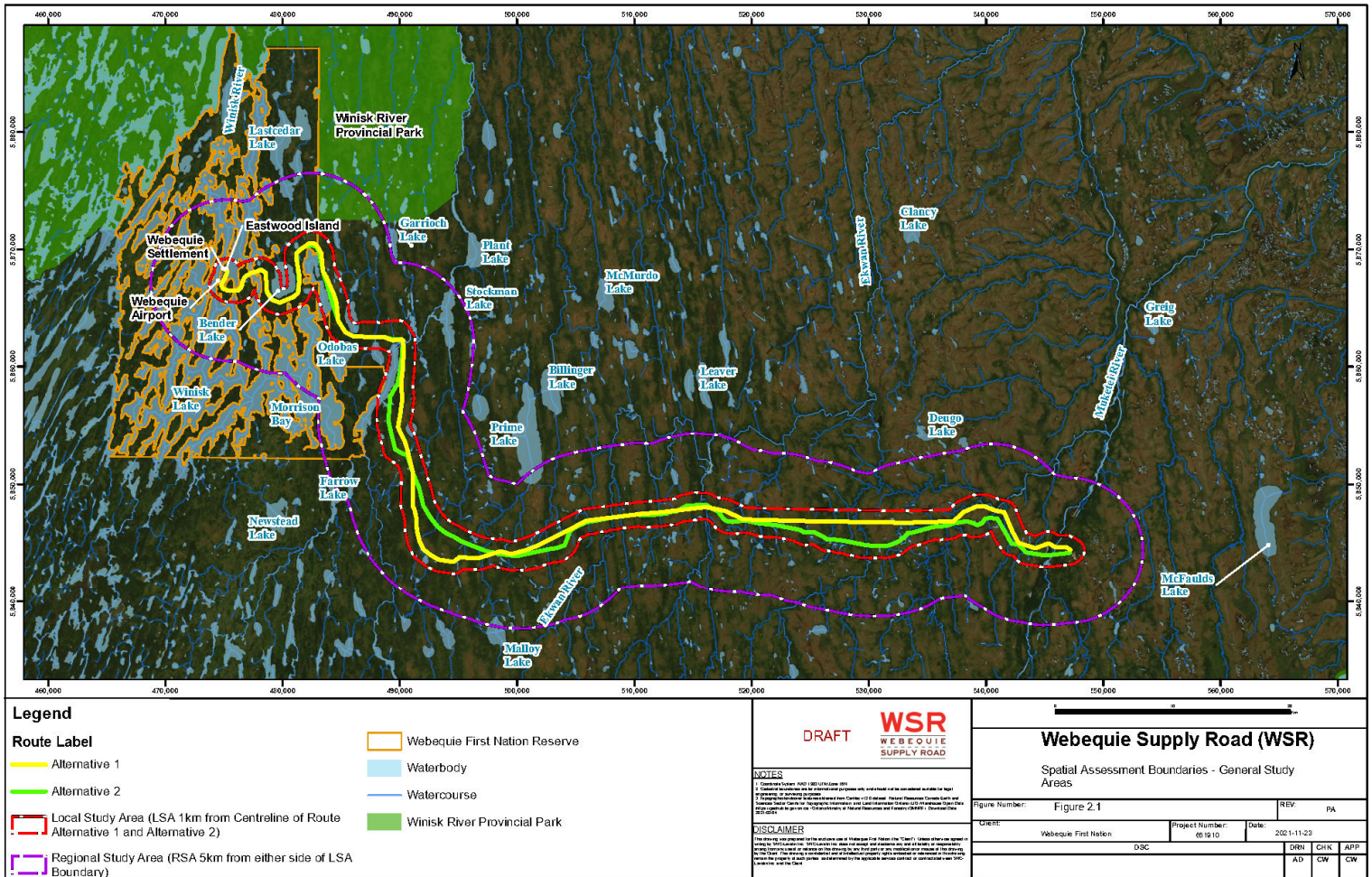
- Geology, Terrain and Soils
- Surface Water
- Groundwater
- Air Quality
- Climate Change
- Noise
- Vegetation and Wetlands
- Fish and Fish Habitat
- Wildlife (including migratory birds)
- Archaeological Resources
- Built Heritage / Cultural Heritage Resources
- Socio-Economic Environment
- Indigenous Land and Resource Use
- Aboriginal and Treaty Rights and Interests
- Visual Environment
- Human Health

Indicators

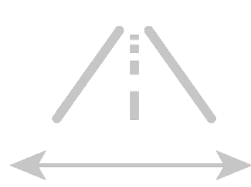
- Represent the resource, feature, or issue related to a Valued Component that, if changed, may demonstrate an effect on the environment
- A measurement of potential effects to be used to assess and evaluate the alternative routes and the overall effects of the Project



Study Area Boundaries

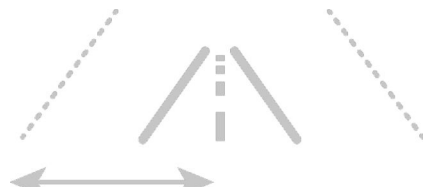


The Project is broken into 3 general study areas:



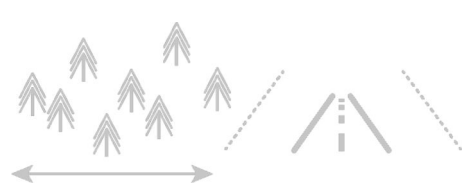
35m Right-of-Way

Project Footprint (Development Area) - the area of direct disturbance for Project construction and operation



1km Buffer from Alternatives 1 & 2

Local Study Area (LSA) - the area where largely direct and indirect effects of the Project are likely to occur (1km buffer within the 2 km wide corridor and 500 m from supportive infrastructure)

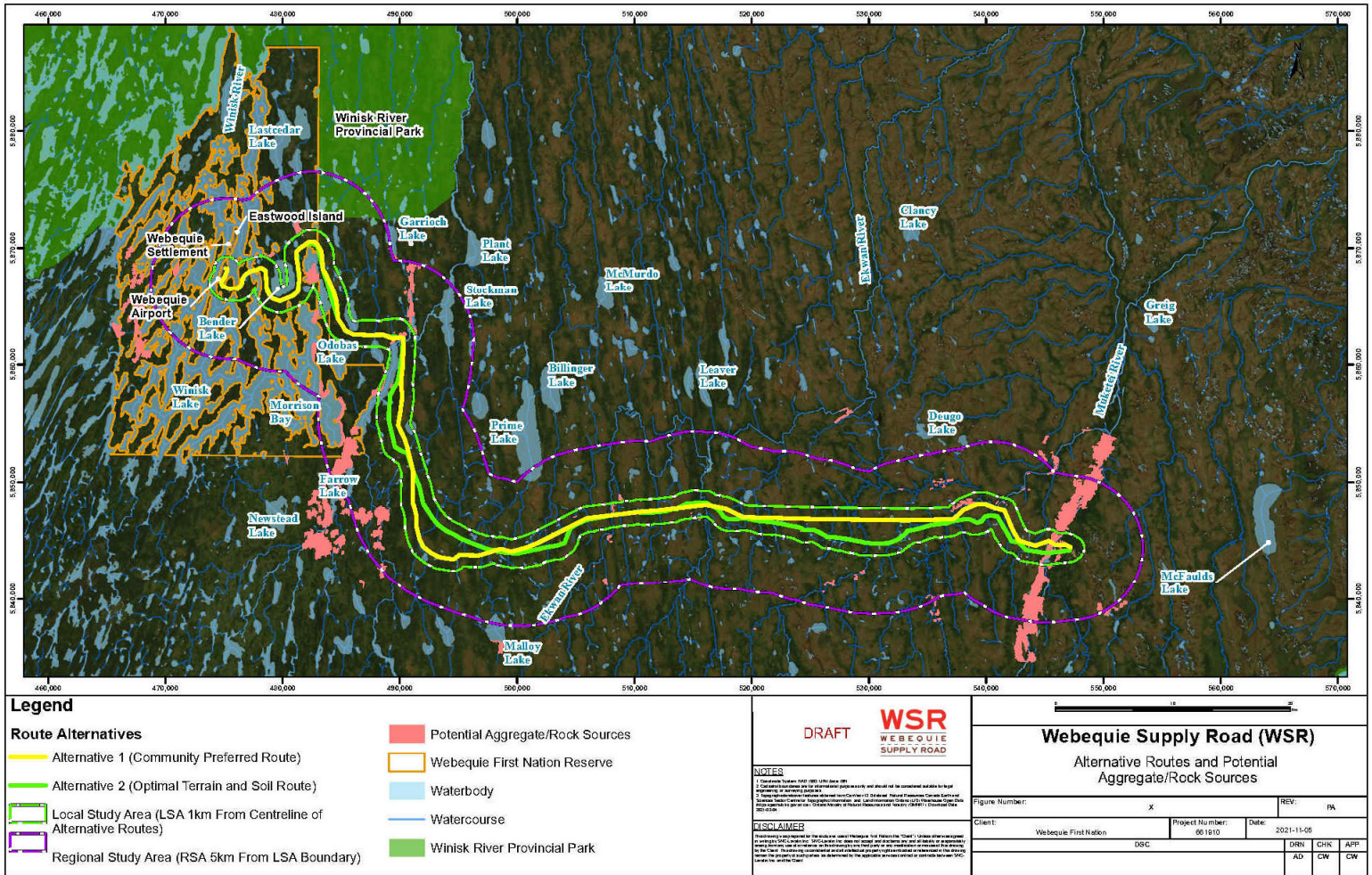


5km from either side of LSA

Regional Study Area (RSA) - the area where potential, largely indirect and cumulative effects of the Project in the broader, regional context may occur



Alternative Routes & Rock Sources



Alternative Routes

As part of the Terms of Reference, alternative routes within the preliminary preferred corridor for the WSR were identified by Webeque First Nation for further evaluation in the EA/IA:

- Alternative 1 (community preferred route)
- Alternative 2 (optimal terrain and soil route)

Alternative Aggregate Sources

Alternative Aggregate/Rock Source Areas to construct and operate the road have been identified from information and studies completed to date.

Preliminary estimate of materials:

- Fill – 1,551,000 cubic metres (155,100 dump trucks)
- Gravel – 1,297,000 cubic metres (129,700 dump trucks)
- Rock – 1,500 cubic metres (150 dump trucks)

Evaluation of Alternatives

An evaluation will be completed to compare Alternative 1 and Alternative 2 and Aggregate/Rock Source Areas against a set of VCs (environmental conditions that may be affected by the Project) and indicators (can be used to measure potential Project effects) within broader factors that include:

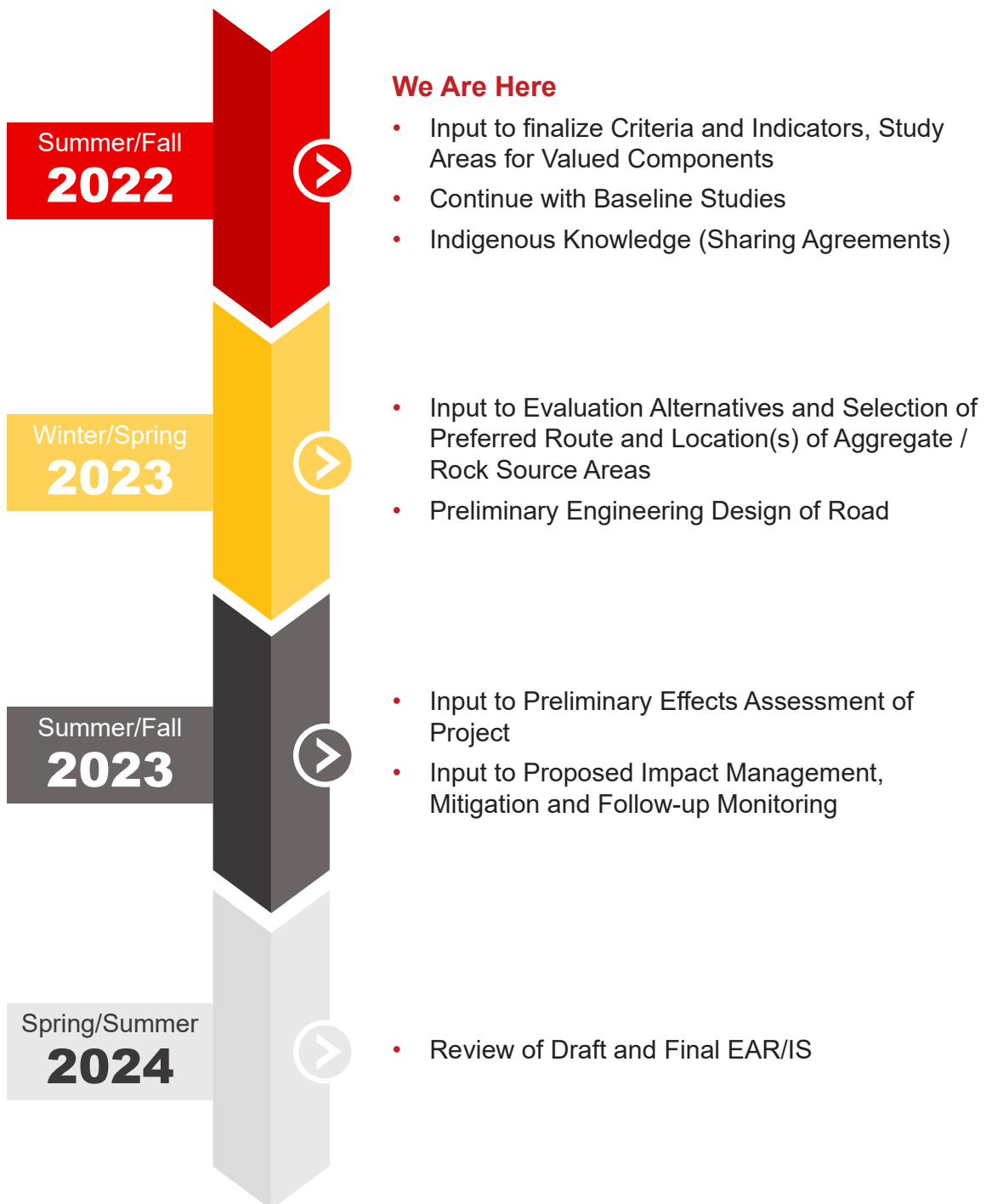
- Natural Environment
- Indigenous Knowledge, Land and Resource Use and Interests
- Socio-economic and Cultural Heritage
- Technical (Cost, Constructability, Safety, etc.)

The purpose of evaluating alternative routes and aggregate/rock sources is to identify a preferred route and locations for aggregate/rock for the WSR with:

- Least potential for negative effects
- Greatest opportunity for mitigation of negative effects
- Greatest community benefits



Next Steps



Contact Us

Michael Fox | Regional Consultation Lead | michael.fox@supplyroad.ca

Don Parkinson | Consultation Lead | don.parkinson@snclavalin.com

Leslie Spence | Local Consultation Lead | leslies@webequie.ca

www.supplyroad.ca



WEBEQUIE SUPPLY ROAD



TODAY'S TOPICS



1. Project and Environmental Assessment/Impact Assessment process overview
2. Engagement and Consultation To Date and What We Have Heard
3. Study Plans
4. Assessment Approach
5. Select Valued Components
6. Indigenous Knowledge Program
7. Consideration and Evaluation of Alternatives (routes; aggregate areas)
8. Consultation Approach and Next Steps

PURPOSE OF THE WEBEQUIE SUPPLY ROAD



Move materials, supplies and people from the Webequie Airport to the McFaulds Lake area



Provide employment and economic development opportunities to Webequie while preserving their language and culture



Provide experience/training opportunities for youth to help encourage the pursuit of additional skills through post-secondary education

PROJECT DESCRIPTION



107 km

All-season road from Webequie First Nation (WFN) Airport to McFaulds Lake



17 km

Length of road corridor within WFN Reserve Lands



2 km

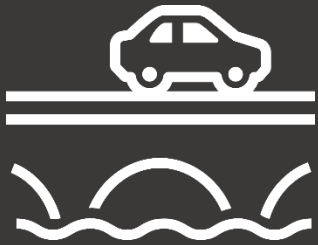
Preliminary corridor width for consideration of Route Alternatives



35 m

Final corridor width (right-of-way) for two lane gravel surface

PROJECT DESCRIPTION



3

Major waterbody crossings (and 23 other waterbody crossings) - requiring bridges and culverts



Includes temporary and permanent aggregate pit/rock quarry areas with equipment for processing, as well as access roads to these areas



Construction camps (temporary) to accommodate construction crews and operation/maintenance office (permanent) including supportive facilities (wastewater treatment plant, potable water storage)

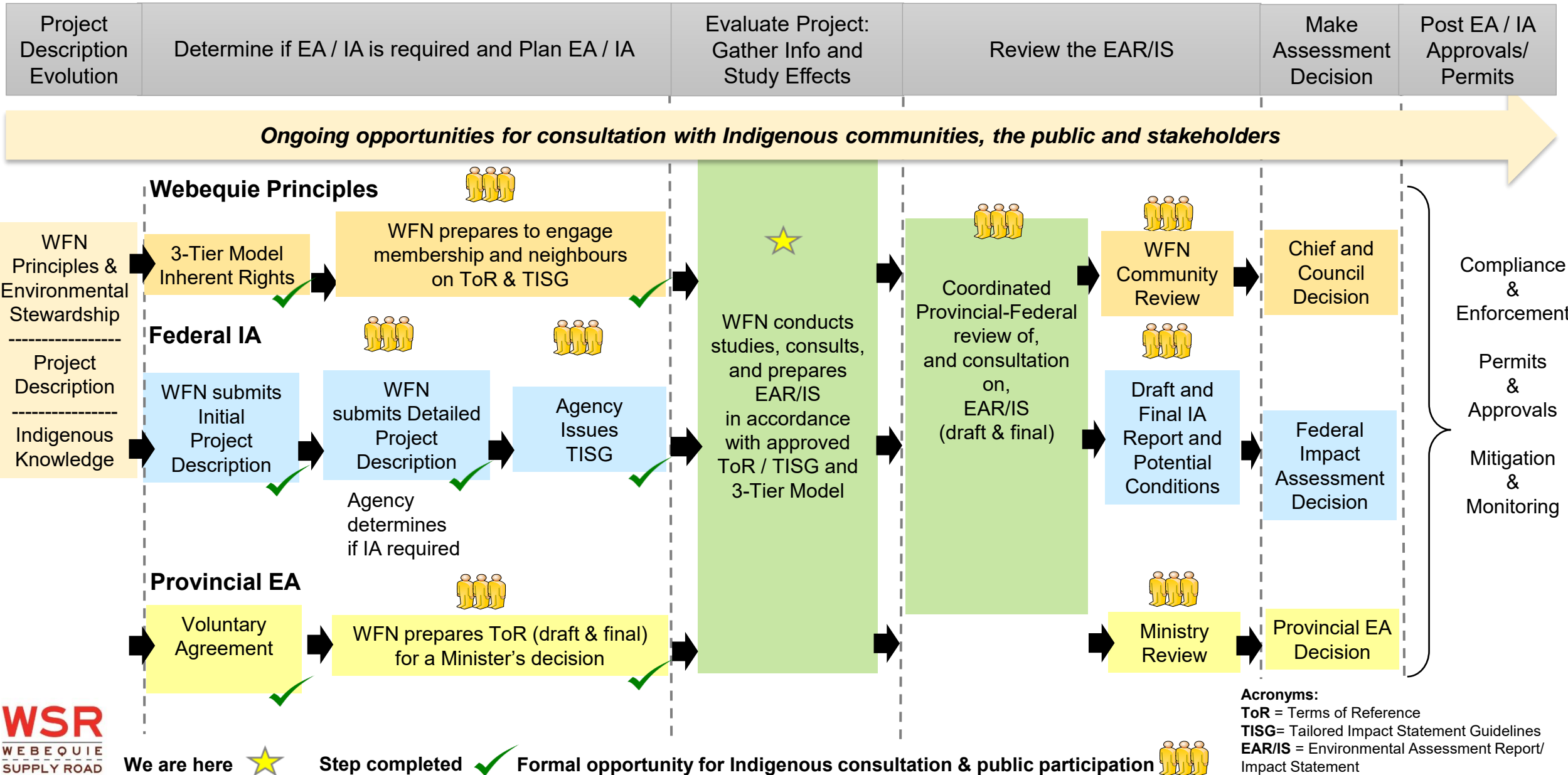


Storage and laydown yards (temporary) for equipment and materials

An aerial photograph of a vast, dense forest of evergreen trees, likely spruce or fir, covering a hilly or mountainous terrain. The trees are a mix of dark and light green, creating a textured canopy. A semi-transparent red rectangular box is overlaid on the right side of the image, containing white text.

**ENVIRONMENTAL
ASSESSMENT (EA) &
IMPACT ASSESSMENT (IA)
PROCESS OVERVIEW**

Coordinated Provincial-Federal Assessment Process





COORDINATED PROVINCIAL & FEDERAL EA PROCESS



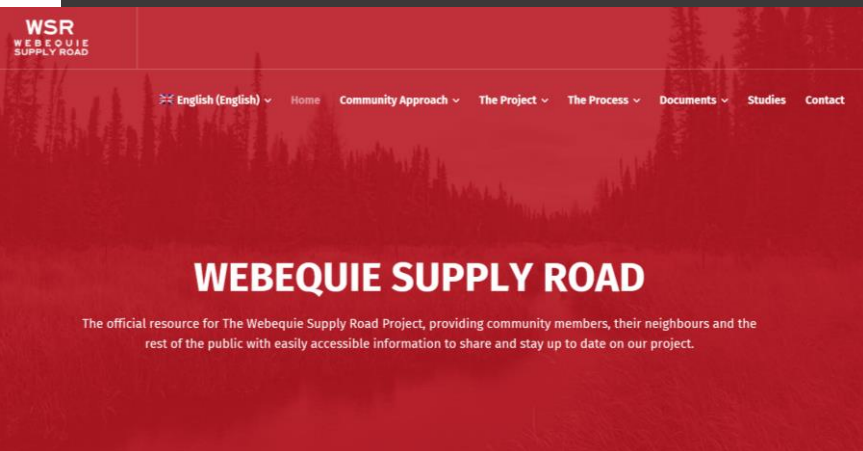
- The project is taking a coordinated approach which combines both federal and provincial assessment processes
- One body of documentation will be produced to address requirements of both the ToR and the TISG: an Environmental Assessment Report / Impact Statement (EAR / IS)



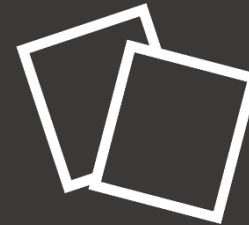
ENGAGEMENT & CONSULTATION TO DATE

ENGAGEMENT & CONSULTATION

During the Terms of Reference (*ToR*) Phase (2019-2021), the following engagement/consultation activities occurred:



The Project website was created www.supplyroad.ca/



Notices were published and distributed to 22 Indigenous communities as well as all involved parties (municipalities, the Government Review Team, the public, and other stakeholders).



In-person and virtual meetings, open houses, and streaming sessions were facilitated with Indigenous communities, the public, and stakeholders. Communication materials and follow-ups were distributed.



WHO WE HEARD FROM

- Aroland First Nation
- Attawapiskat First Nation
- Constance Lake First Nation
- Fort Albany First Nation
- Ginogaming First Nation
- Kasabonika Lake First Nation
- Kingfisher Lake First Nation
- Kitchenuhmaykoosib Inninuwug First Nation
- Long Lake #58 First Nation
- Marten Falls First Nation
- Matawa First Nations Management
- Mushkegowuk Council
- Neskantaga First Nation
- Nibinamik First Nation
- Omushkegowuk Women's Water Council & Omushkegowuk Treaty 9 Alliance
- Wawakapewin First Nation
- Webequie First Nation (WFN)
- Weenusk First Nation
- Wunnumin First Nation



WHAT WE HEARD KEY THEMES

Aboriginal and Treaty Rights and Interests

Concerns about protection and assessment of impacts on rights and interests of Indigenous peoples. Effects to Indigenous land use and loss of way of life (fishing, hunting, gathering)

Cumulative Effects and Need for Regional Assessment

Concerns about need for a comprehensive cumulative effects assessment that captures all future proposed mining and infrastructure developments in the Ring of Fire

Protocols / Consultation Process

Reminder to respect and follow community specific protocols for engagement and consultation

Environmental Assessment / Impact Assessment

Concerns and questions about:

- EA/IA process and Crown's Duty to Consult
- Consideration and evaluation of alternatives (routes)
- Location and effects of supportive infrastructure (aggregate/rock source areas, camps, temporary access roads)
- Potential effects (peatlands, water quality) to downstream Indigenous communities

Participation/ Capacity Funding

Need for capacity funding/resources for Indigenous communities to participate in assessment process (e.g., consultation and engagement, Indigenous Knowledge)



WHAT WE HEARD KEY THEMES

Ownership and Maintenance/Operations of Road

Questions/concerns around who will use, own and operate the road

Socio-Economic Impacts

Need to examine potential social and economic impacts (negative and positive) such as business, training and employment opportunities, and how Project may increase economic activity (forestry, mineral exploration)

Climate Change and GHG Emissions

Concerns about climate change and consideration in assessment of project such as peatland/muskeg which are carbon sinks in Northern Ontario

Water Quality

Concerns around potential impacts to water quality and fish from release of contaminants (spills, methylmercury levels)

Wildlife and Plants

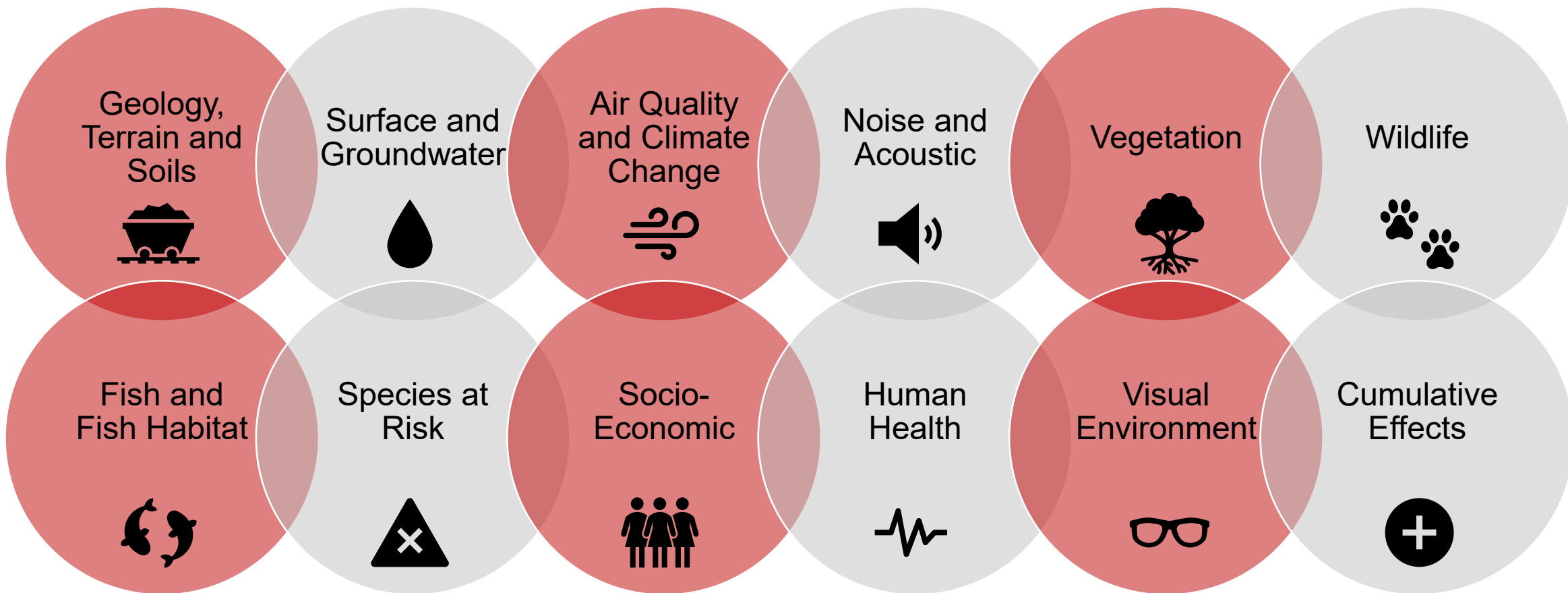
Concerns around potential effects to wildlife and plants (birds, caribou, moose, fish, berries) and how this may impact harvesting, hunting and Indigenous peoples' health and rights



STUDY PLANS



TECHNICAL STUDY PLANS



Fact Sheets to summarize each study plan are available as a hand-out today and are also posted on the Project website: www.supplyroad.ca



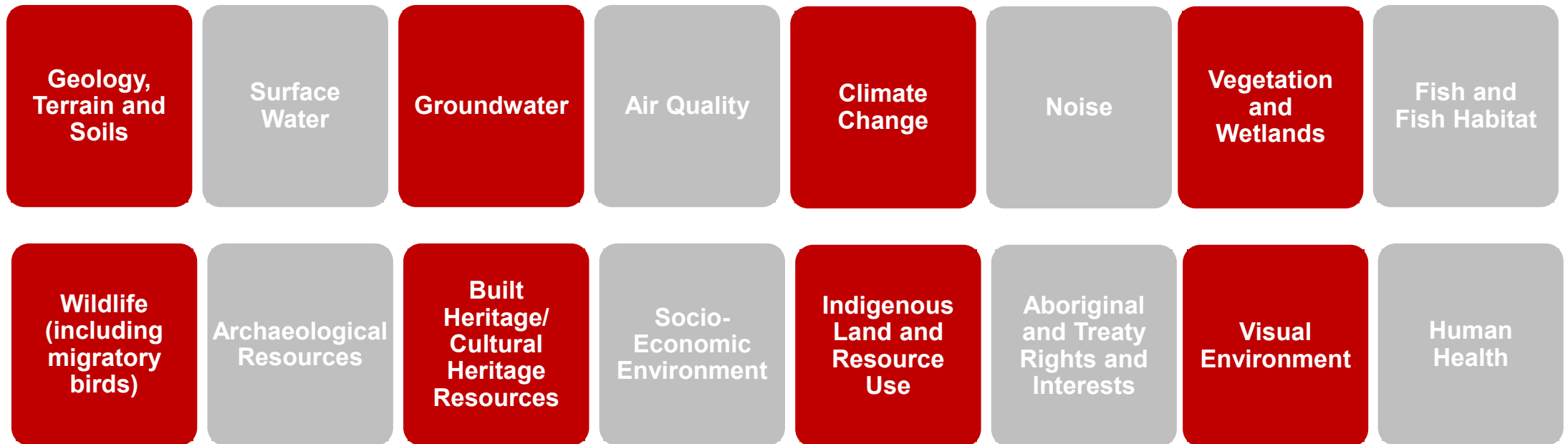
ASSESSMENT APPROACH



VALUED COMPONENTS CONSIDERED

Value Components (VCs) are the environmental, health, social, economic or additional elements or conditions of the natural and human environment that may be affected by the Project and are of concern or value to the public, Indigenous peoples, federal/provincial authorities and interested parties.

VCs identified to date include:





INDICATORS

- Represent the resource, feature, or issue related to a VC that, if changed, may demonstrate an effect on the environment
- A measurement of potential effects, to be used to assess and evaluate the alternative routes and the overall effects of the Project



ASSESSMENT BOUNDARIES



Spatial boundaries define the geographic extent of potential environmental effects of the Project

- Are used to define the study area for baseline data collection/studies and the effects assessment
- May vary depending on the valued component (wildlife, surface water, socio-economic)
- Have been established to focus on the two route alternatives for the project within the proposed preliminary 2 km wide corridor as identified in the EA ToR and federal Detailed Project Description

SPATIAL ASSESSMENT BOUNDARIES

The project area has been broken up into 3 general study areas:



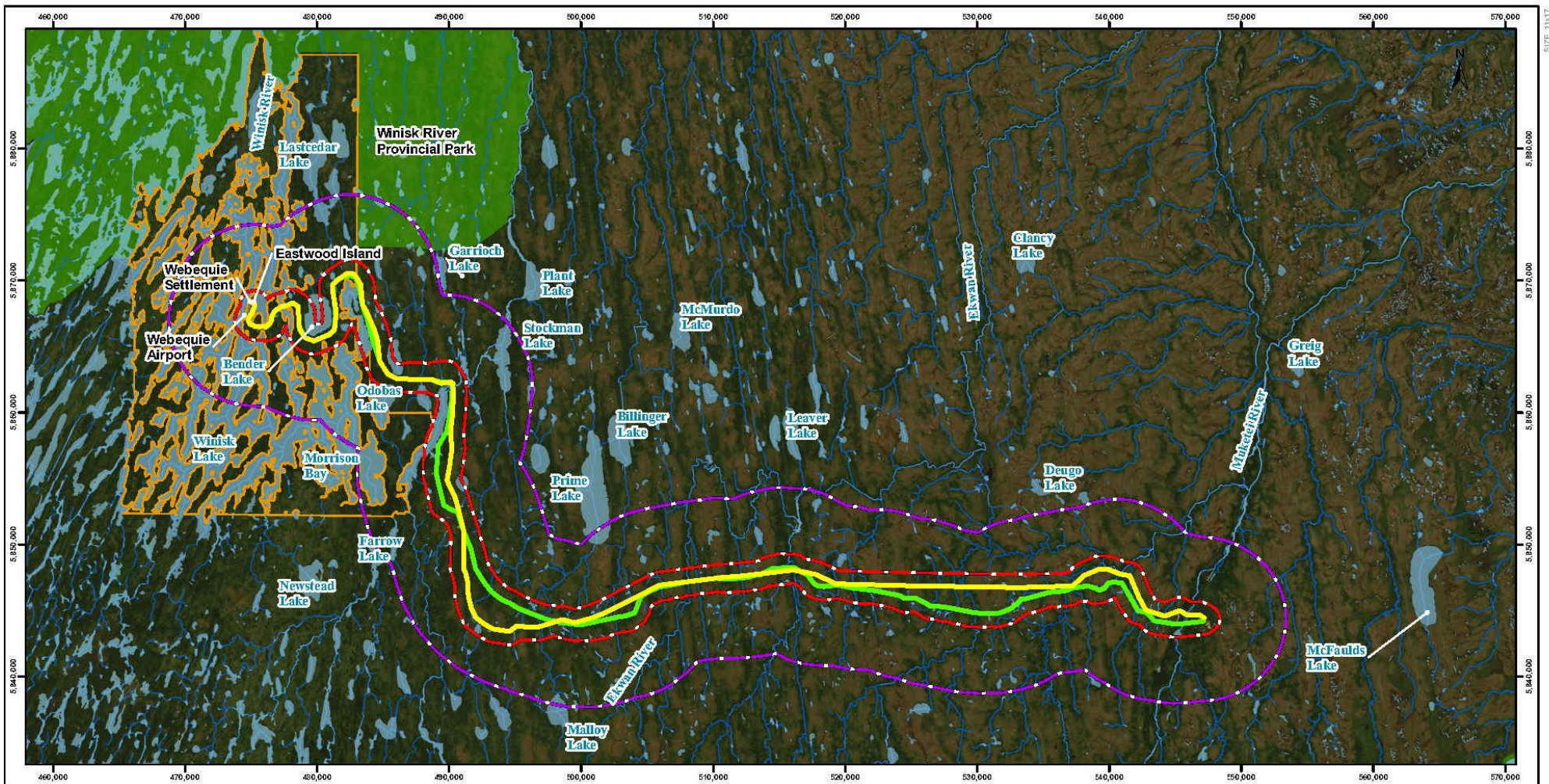
Project Footprint (PF)
(Development Area) - the area of direct disturbance for Project construction and operation



Local Study Area (LSA) - the area where largely direct and indirect effects of the Project are likely to occur (1km buffer within the 2 km wide corridor and 500 m from supportive infrastructure)



Regional Study Area (RSA) - the area where potential, largely indirect and cumulative effects of the Project in the broader, regional context may occur



Legend

Route Label

- Alternative 1 (Yellow line)
- Alternative 2 (Green line)

Local Study Area (LSA 1km from Centreline of Route Alternative 1 and Alternative 2) (Red dashed line)

Regional Study Area (RSA 5km from either side of LSA Boundary) (Purple dashed line)

- Webequie First Nation Reserve (Orange outline)
- Waterbody (Light blue fill)
- Watercourse (Blue line)
- Winisk River Provincial Park (Green fill)

DRAFT

WSR
WEBEQUIE
SUPPLY ROAD

NOTES

1. Geospatial System: WGS 1984 UTM Zone 18N
2. Contour lines are for reference only and should not be considered suitable for legal purposes.
3. Elevation: Contour lines are based on CanVec v12.0 dataset. Height Reference: Canadian Earth and Space Agency (CES) or International Geodetic Reference System (IGRS) Mean Sea Level. Data source: Canadian Centre for Geomatics (CCG) / Canadian Centre for Geomatics (CCG) / Canadian Centre for Geomatics (CCG).

DISCLAIMER

This drawing was prepared for the exclusive use of Webequie First Nation (the "Client"). Users shall use this drawing at their own risk. Webequie First Nation and its staff do not warrant or represent that the information contained in this drawing is accurate, complete, or up-to-date. Webequie First Nation and its staff do not accept any liability for any loss or damage, including consequential or indirect loss or damage, arising from the use of this drawing. The drawing is provided as a service to the Client and is not intended to constitute an offer of any financial product or service. The drawing is provided on the condition that the Client shall indemnify and hold Webequie First Nation harmless from all claims, damages, costs, and expenses, including legal fees, arising from the use of this drawing.

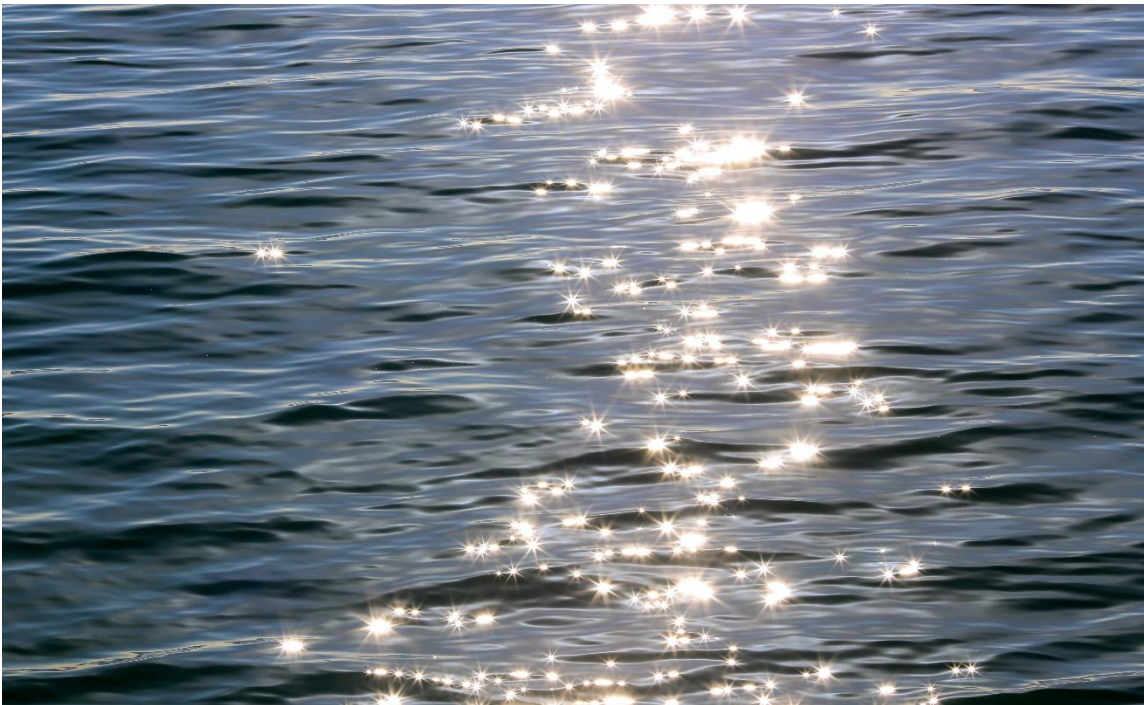
Webequie Supply Road (WSR)
Preliminary General Study Areas

Figure Number: _____ REV: PA

Client: Webequie First Nation	Project Number: 051910	Date: 2021-11-23
DSC		
DRN	CHK	APP
AD	CW	CW



STUDY AREAS FOR VALUED COMPONENTS



- To finalize the study areas for VCs, each environmental discipline will consider:
 - Input from Indigenous communities/groups including what we hear today from you
 - The anticipated extent of the potential Project effects
 - Indigenous Knowledge that communities are willing to share
 - Current or traditional land and resource use by Indigenous communities
 - Exercise of Aboriginal and Treaty Rights of Indigenous peoples, including cultural and spiritual practices
 - Physical, ecological, technical, social, health, economic and cultural considerations.



TEMPORAL ASSESSMENT BOUNDARIES

Temporal boundaries define the timelines for consideration of baseline information and potential effects of the Project. The project will occur in 2 main phases:

**3 to 6
YEARS**

Construction Phase: All the activities for development of the road and supportive infrastructure from the start of construction to the start of operation and maintenance of the WSR

**75
YEARS**

Operations Phase: All activities for operation and maintenance of the road and any permanent supportive infrastructure (e.g., maintenance yard, aggregate pit/quarry) that will start after construction

The Project is proposed to be operated for an undefined time period and therefore abandonment/closure of the road will not be considered in the EA / IA



BASELINE STUDIES OVERVIEW



- Baseline studies establish existing conditions and identify what the condition of the environment is right now
- Why is it important to conduct baseline studies?
 - Serve as reference point to allow for comparison when assessing potential project effects
 - Can help to inform on mitigation measures to avoid or reduce effects during construction and operation
 - Provide a snapshot of current conditions for future environmental monitoring and success of mitigation measures to avoid/reduce effects
- Baseline studies have been conducted through 2019 to 2021, and will continue in 2022 to help us better understand the existing conditions of the environment



BASELINE STUDIES



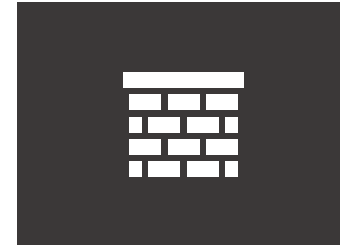
Natural (Biophysical)

- Vegetation (*Peatlands /Wetlands, Forest*)
- Wildlife
- Fish and Fish Habitat
- Species at Risk
- Air Quality & Climate Change
- Noise and Vibration
- Visual Environment
- Surface Water
- Groundwater
- Geology, Terrain & Soils



Socio-Economic

- Profiles of Indigenous Communities
 - Population/Demographics
 - Education//Employment
 - Household Composition
 - Infrastructure & Social Services
- Human Health
- Land and Resource Use
- Indigenous Knowledge and Land and Resource Use



Cultural

- Archaeological Resources
- Built Heritage
- Cultural Heritage Landscapes

A close-up photograph of a frog, likely a Common Frog, sitting on a dense bed of green duckweed in a pond. The frog is dark-colored with a prominent white stripe running along its side. Its large, golden-brown eyes are clearly visible. The background is a soft, out-of-focus green, suggesting a natural, aquatic environment.

SELECT VALUED COMPONENTS

-STUDY AREAS

-CRITERIA & INDICATORS

-BASELINE STUDIES



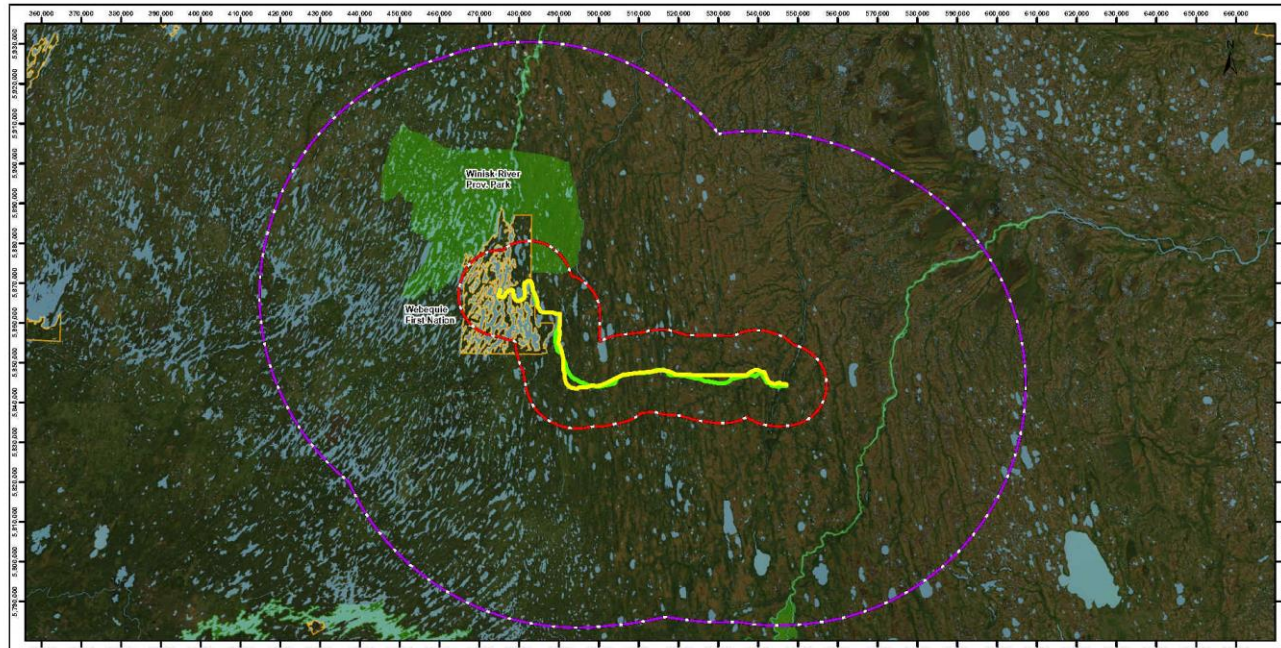
WILDLIFE

STUDY AREAS

The wildlife study areas differ by wildlife species, as follows:

	Local Study Area	Regional Study Area
General	1 km buffer from the centreline of Alternative 1 and Alternative 2, 500 m from supportive infrastructure (camps, aggregate/rock source areas, access roads)	Extends 5 km from either side of the LSA boundaries
Moose	10 km buffer from centreline of Alternative 1 and Alternative 2, 500 m from supportive infrastructure (camps, aggregate/rock source areas, access roads)	Extends 50 km from either side of the LSA boundaries
Caribou	11 km buffer from the centreline of Alternative 1 and Alternative 2, and from supportive infrastructure (camps, aggregate/rock source areas, access roads)	Encompasses the entire Missisa and Ozhiski Ranges for the species in Ontario
Wolverine	11 km buffer from the centreline of Alternative 1 and Alternative 2, and from supportive infrastructure (camps, aggregate/rock source areas, access roads)	Extends 50 km from either side of the LSA boundaries

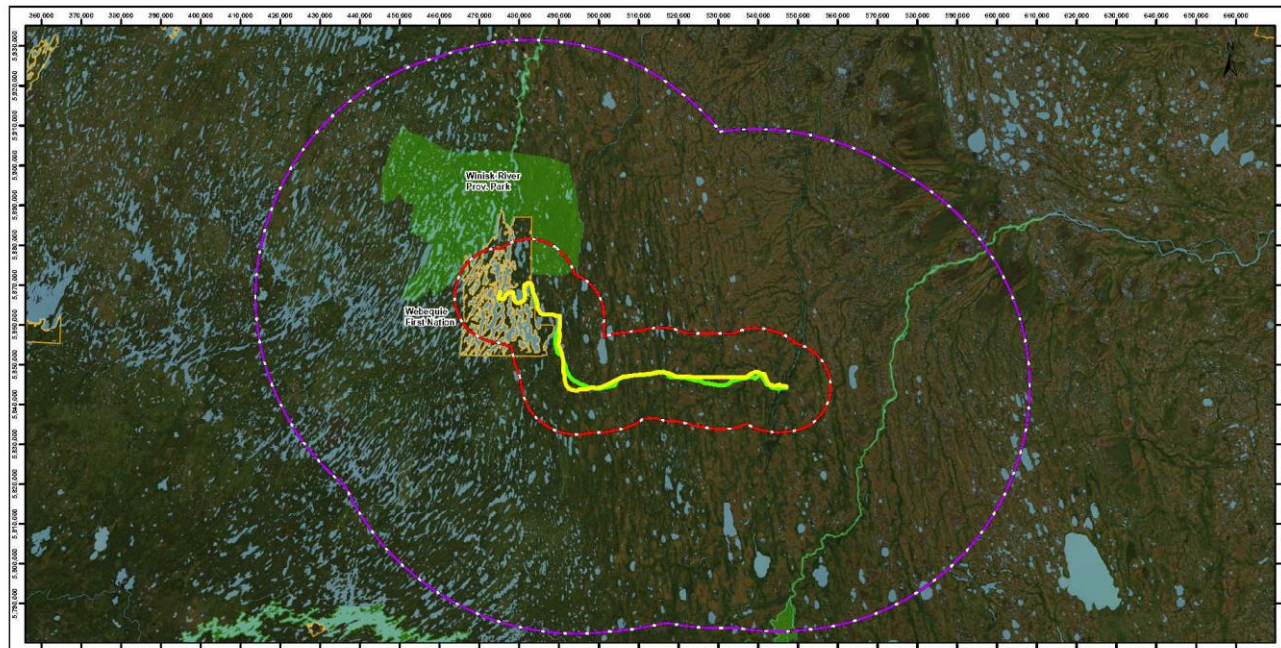
WILDLIFE STUDY AREAS MOOSE



Legend		DRAFT WSR WEBEQUIE SUPPLY ROAD	SCALE 1:60,000	
Route Label Alternative 1 Alternative 2	Webequie First Nation Reserve Waterbody Winisk River Provincial Park		Webequie Supply Road (WSR) Preliminary Study Areas for Moose	
Moose Local Study Area (LSA 10 km from Centreline of Route Alternative 1 and Alternative 2) Moose Regional Study Area (RSA 50km from Moose LSA)		NOTES 1. This map is for informational purposes only. 2. This map is not intended to be used for any other purpose. 3. This map is not intended to be used for any other purpose.	Figure Number: Client: Webequie First Nation Project Number: 061910 Date: 2021-11-23	REV: PA DWN: CHK AD: CR APP: CR



WILDLIFE STUDY AREAS WOLVERINE



Legend			SCALE: 1:60,000 Webequie Supply Road (WSR) Preliminary Study Areas for Wolverine	
Route Label Alternative 1 Alternative 2	Webequie First Nation Reserve Waterbody Winisk River Provincial Park		NOTES 1. This map is a preliminary study area and should not be used for final design or construction. 2. This map is a preliminary study area and should not be used for final design or construction. 3. This map is a preliminary study area and should not be used for final design or construction.	Figure Number: _____ Client: Webequie First Nation Project Number: 06-19-10 Date: 2021-11-23





WILDLIFE

CRITERIA AND INDICATORS

Criteria/ Valued Component (VC)	Indicators
Forest Birds (including SAR* birds)	<ul style="list-style-type: none">› Changes to habitat availability (quantity – hectare and quality)› Changes to abundance (i.e., population) and distribution (i.e., configuration and connectivity) of species and habitat (number/ha)› Changes to species richness (diversity)› Changes to survival and reproduction› Changes to predator access, habitat use and population› Change in wildlife mortality (due to increase anthropogenic stressors; hunting, trapping, vehicle travel)
Raptors (including SAR* birds)	
Shorebirds	
Waterfowl	
Bog/Fen Birds and other Wetland Birds (including SAR* birds)	
Bats (including SAR* bats)	
Fur Bearers	
Ungulates (e.g., moose), excluding SAR*	
Amphibians and Reptiles	
Pollinating Insects	



WILDLIFE

CRITERIA AND INDICATORS

Criteria/ Valued Component (VC)	Indicators
Caribou	Changes to: <ul style="list-style-type: none">› Population size/ trend estimates at Range Level› Indirect mortality due to increases in prey sources (moose) leading to increased predation (wolves, bears, etc.) and spread of disease› Indirect impacts due to sensory disturbances (light, sound)› Incidental mortality due to anthropogenic impacts (vehicular collisions, increased hunting pressure)› Habitat availability (abundance spatially and temporally)› Disturbances at range level› Habitat amount and arrangement/distribution at sub-range level:<ul style="list-style-type: none">› Category 1: High Use Area (number or hectares)› Category 2: Seasonal Ranges (hectares)› Category 3: Remaining Areas in the Range (hectares)
Designated Significant Wildlife Habitat	<ul style="list-style-type: none">› Area (hectares) of significant wildlife habitat crossed or fragmented



WILDLIFE

BASELINE STUDIES - BIRDS

Spring and Fall Aerial Waterbird Surveys (2019 and 2020):

- Sampled waterfowl (e.g., ducks, geese, and swans) and shorebird (e.g., sandpipers, plovers) during migration to and from breeding grounds
- Surveyed wetlands and watercourses from helicopter in the Local Study Area for the proposed road corridor

Findings:

- Large lakes (e.g., Winisk, Bender, Winiskisis Channel) serve as staging areas for waterfowl
- Smaller lakes and rivers are not readily used by migrating waterfowl



WILDLIFE

BASELINE STUDIES – BIRDS

Breeding Bird Surveys (2020 and 2021):

- Consisted of manned point counts as well as use of acoustic recording units (ARUs)
- Listening counts were completed at 263 stations
- ARUs were positioned at 89 locations and recorded throughout the day during all four seasons of the year
- Over 80 species of birds were recorded with these methods



Photos from Breeding Bird Surveys (2020 and 2021)



WILDLIFE

BASELINE STUDIES - BATS

Acoustic Bat Surveys

- Sampled bat diversity and presence using ultrasonic recorders.
- Surveyed at 10 total locations in the project study area
- Surveyed both during pup rearing period (June-July) and migration/swarming period (August – October).
- Five species of bats were recorded, including Little Brown Bat (Endangered in Ontario)



WILDLIFE

BASELINE STUDIES - CARIBOU

Caribou Aerial Surveys (2018-2019, 2021):

- Conducted in winter, using helicopter
- Targeted caribou – also surveyed many medium and large mammals (e.g., moose, wolves, wolverine, otter, marten and other furbearers)
- 45 and 13 caribou documented in 2018 and 2019 surveys, respectively. Over 500 caribou in 2021 survey.

Caribou Calving Study (2020):

- Ground (foot) and helicopter (aerial) surveys to scan for spring/early summer caribou calving and nursery habitat

Caribou Collaring Study (2021):

- Determining calving areas, wintering areas, and travel corridors by placing GPS/radio collars on 30 female caribou and monitoring movements for 3 years.
- Data to date reveals that most collared caribou are of Eastern Migratory population that winters in wooded areas but calves along Hudson's Bay shoreline.
- This is a "Special Concern" species in Ontario.



Photos from Caribou Aerial Surveys (2021)



Photos from Caribou Collaring Study (2021)



WILDLIFE

BASELINE STUDIES – WOLVERINE/AMPHIBIANS

Wolverine Occupancy Study (2021):

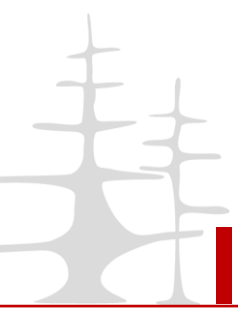
- Sampling stations called “run-poles” were constructed at 25 sites within 10 km of the alternative routes for the WSR. Stations included “snag posts” to collect hair from visiting animals and two cameras.
- The stations documented at least 7 individuals which visited 13 stations a total of 29 times.
- This is the first study along the eastern range boundary of this species in Ontario and the first targeted Wolverine baseline study for an environmental assessment in Ontario.

Amphibians (2020 and 2021):

- Calling frogs were sampled by way of acoustic recording units (ARUs) deployed for breeding bird studies
 - Approach allowed for evening surveys in remote wetland areas that would have been inaccessible otherwise

The image features a vibrant green background with a soft bokeh effect. A single, clear water droplet is perched on a leaf in the center-left. On the right side, a solid red rectangular box contains the text "INDIGENOUS KNOWLEDGE" in white, bold, uppercase letters.

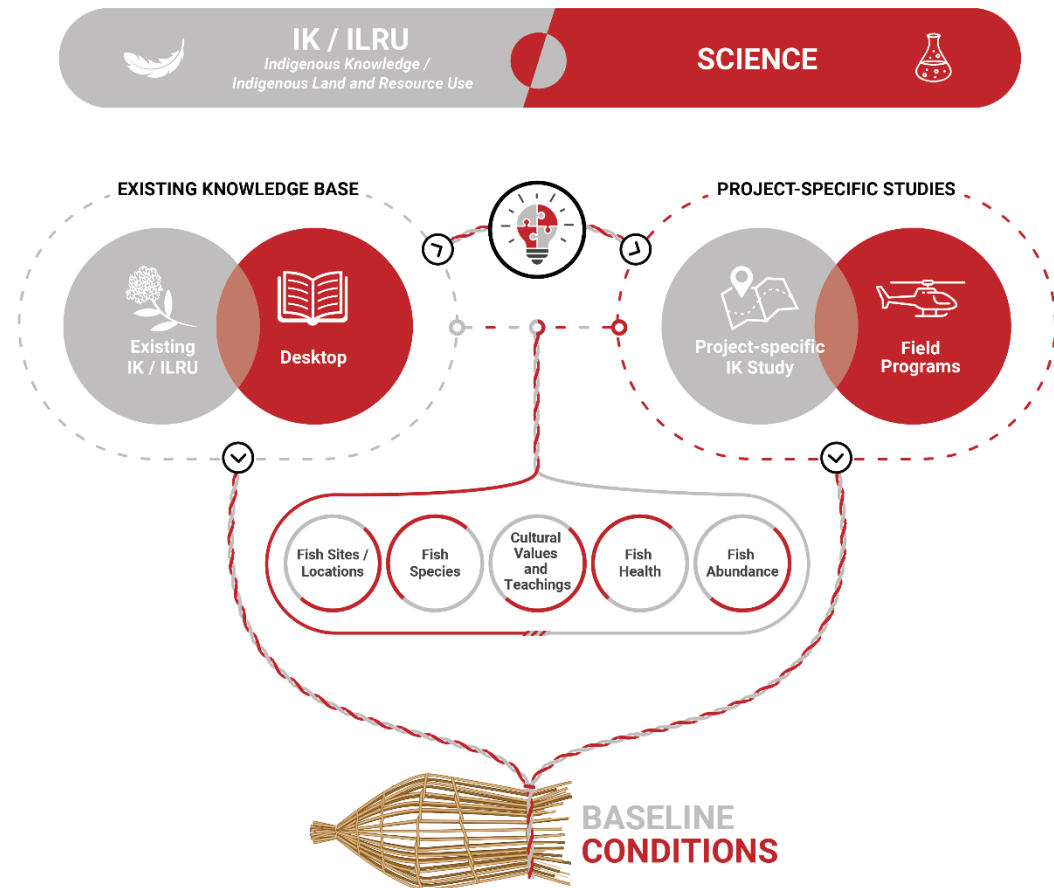
INDIGENOUS KNOWLEDGE

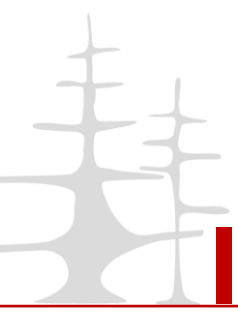


INDIGENOUS KNOWLEDGE PROGRAM

The Purpose of the program is to:

- **Develop understanding** of insights and knowledge gained from experience, history and traditions of Indigenous communities on the land and waters, including traditional land use areas, sacred sites, and other culturally important locations in the Study Area for both historic and current uses of lands and resources
- **Identify potential effects** of the Project, including those on Indigenous rights and interests
- **Collaborate and work with** Indigenous communities to enhance benefits or to identify measures to avoid/reduce potential effects on Indigenous rights and interests





INDIGENOUS KNOWLEDGE PROGRAM

- The IK Program will take a **collaborative approach** to ensure that your community's values and learnings directly inform decision-making as part of the Project.
- We invite you to share as much IKLU information as you wish in your preferred format.
- We will engage with your community to identify interest in and scope of an Indigenous Peoples' Land Use & Interests study and determine the appropriate Study Areas.
- We recognize that IKLU information belongs to your community. In order to honour and respect **confidentiality principles**, we propose establishing an Indigenous Knowledge Sharing Agreement prior to the collection and use of your community's information.
- As a key component of the program, we will work together to **validate IKLU information** and confirm that we have a firm understanding of it before weaving it into the EAR/IS.
- Your community will have the opportunity to review the EAR/IS and provide feedback to ensure that all IKLU information has been adequately, appropriately, and respectfully integrated throughout.
- An **invitation letter** has been sent seeking interest in participating in the IK Program



A yellow wheel loader is shown in a construction or mining environment, with its bucket raised and filled with a dark, granular material. The background features large mounds of similar material under a bright sky. A red semi-transparent box is overlaid on the right side of the image, containing white text.

CONSIDERATION AND EVALUATION OF ALTERNATIVES

EVALUATION OF ALTERNATIVE ROUTES AND AGGREGATE/ROCK SOURCES



As part of the Terms of Reference alternative routes within the preliminary preferred corridor for the WSR were identified by Webequie First Nation for further evaluation in the EA/IA

- Alternative 1 (*community preferred route*)
- Alternative 2 (*optimal terrain and soil route*)

Alternative Aggregate (gravel and fill) / Rock Source Areas to construct and operate the road have also been identified from information and studies completed to date

- Preliminary estimate of materials required to construct are:
 - Fill – 1,551,000 cubic metres
(155,100 dump trucks)
 - Gravel – 1,297,000 cubic metres
(129,700 dump trucks)
 - Rock – 1,500 cubic metres
(150 dump trucks)



PROPOSED CRITERIA AND INDICATORS FOR EVALUATION OF ALTERNATIVES

An evaluation will be completed to compare Alternative 1 and Alternative 2 and Aggregate/Rock Source Areas against a set of **VCs** (*environmental conditions that may be affected by the Project*) and **indicators** (*can be used to measure potential Project effects*) within broader factors that include:

- Natural Environment
- Indigenous Knowledge, Land and Resource Use and Interests
- Socio-economic and Cultural Heritage
- Technical (*Cost, Constructability, Safety, etc.*)

The purpose of the evaluation of alternative routes and aggregate / rock sources is to identify a preferred route and locations for aggregate/rock for the Webequie Supply Road with

- Least potential for negative effects
- Greatest opportunity for mitigation of negative effects
- Greatest community benefits



EVALUATION OF ALTERNATIVES

The evaluation of alternatives will also consider other supportive infrastructure components and road design elements such as

- Temporary Access roads
- Laydown / storage yards
- Construction camps
- Types of structure options (bridge or culverts) at waterbody crossings for the preferred route

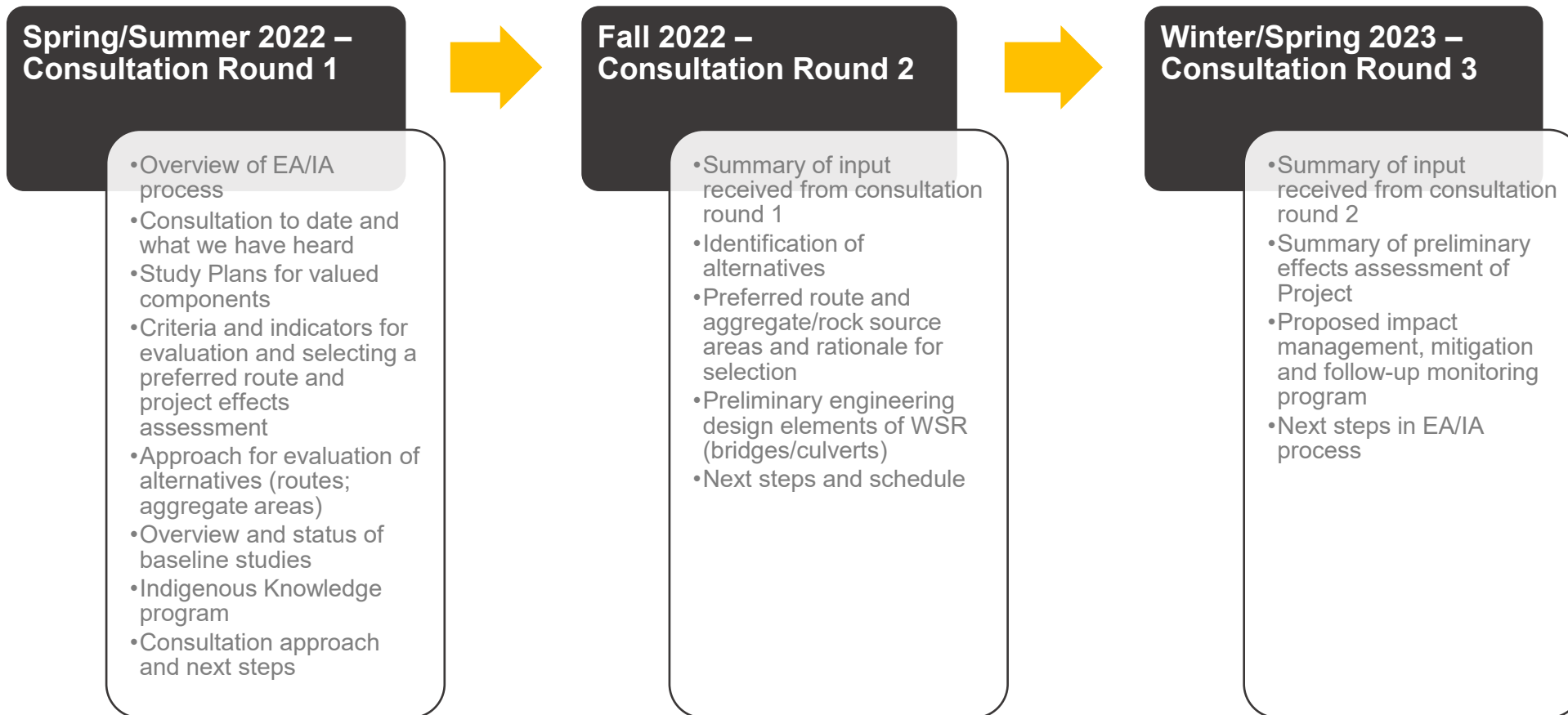


CONSULTATION APPROACH & NEXT STEPS



PROPOSED CONSULTATION FOR EA/IA

Three rounds of consultation are proposed for the EA/IA:



GATHERING FEEDBACK THROUGH THE EA / IA

Consultation and Engagement Activities for Indigenous Communities



Chief & Council and/or Community Meetings



Open House Sessions in Thunder Bay for off-reserve community members from Webequie First Nation



Ongoing notifications and project updates in notices, newsletters, social media, and project website



Live information streaming sessions (Facebook, Youtube)



Interviews and targeted focus groups with community members (youth, Elders, Band administrative staff)



Consultation Progress Reports will be prepared at each of the 3 key EA/IA milestones to support meaningful input from communities



Review of Draft Environmental Assessment Report/Impact Statement

Consultation and Engagement for All Stakeholders and the Public



Ongoing notifications and project updates in notices, newsletters and social media



Project Website



Project Email Address



3 Open Houses in Thunder Bay



Review of Draft Environmental Assessment Report/Impact Statement

How would you like to be engaged and kept informed during the assessment process?



NEXT STEPS

WE ARE HERE NOW

- Input to finalize Criteria and Indicators, Study Areas for Valued Components
- Continue with Baseline Studies
- Indigenous Knowledge (Sharing Agreements)

FALL 2022

- Input to Evaluation Alternatives and Selection of Preferred Route and Location(s) of Aggregate / Rock Source Areas
- Preliminary Engineering Design of Road

WINTER 2023

- Input to Preliminary Effects Assessment of Project
- Input to Proposed Impact Management, Mitigation and Follow-up Monitoring

SUMMER/FALL 2023

- Review of Draft and Final EAR / IS



WE WANT TO HEAR FROM YOU!

- Provide comments through the Project Website (www.supplyroad.ca)
- Speak with the Project Team after the presentation
- Fill out a Feedback Form

Contacts for the EA/IA:



Michael Fox

Regional Consultation Lead
Webequie First Nation
1000 Chippewa Road
Thunder Bay, ON
P7J 1B6
Tel: 807 472-6147
Fax: 807 577-0404
E-mail:
michael.fox@supplyroad.ca

Leslie Spence

Local Consultation Lead
Webequie First Nation
P.O. Box 268
Webequie, ON
P0T 3A0
Phone: 807-356-5078
E-mail:
Leslie.spence@supplyroad.ca

Don Parkinson

Project Manager
SNC-Lavalin Inc.
195 The West Mall
Toronto, ON
M9C 5K1
Tel: 416-252-5315 ext. 52584
Fax: 416-235-5356
E-mail:
don.parkinson@snclavalin.com



**THANK YOU
MEEGWETCH**

APPENDIX P2.C.1

Public Information Centre #1

- P2.C.1.2 – Feedback Form Received

If you would like to receive a written response to your comments, please provide us with the following information. This information will be kept confidential.

Name:

Address:

Email:

Please check if you wish to be added to the electronic mailing list (with e-mail provided above)

PLEASE LEAVE YOUR COMPLETED FEEDBACK FORM WITH THE WEBEQUIE PROJECT TEAM.

Meegwetch! Thank You!

Thank you for taking the time to complete this feedback form.



WEBEQUIE SUPPLY ROAD PROJECT
Environmental Assessment Phase Round 1 Public Information Centre
Thursday, August 25, 2022- Valhalla Inn Thunder Bay
FEEDBACK FORM

Thank you for your participation in this Webequie Supply Road Project Public Information Centre. We value your input and feedback. Comments will become part of the public record, with the exception of your personal information.

1) How did you learn about this Public Information Centre?

- Notice
- Word of mouth
- Radio
- Website

2) What was your main reason for attending this meeting?

- Have not heard of this Project
- Interested in the Project
- Want to ask questions or express my concerns
- Want to know how this Project will impact me

3) What are the good things about the Supply Road?

- Employment opportunities
- Business opportunities
- Training opportunities
- Accessibility

4) What are the bad things about the Supply Road?

- Outsider access
- Disruption to the communities
- Change in traditional land and resources
- Potential environmental impacts
- Changes to way of life

5) Do you have any comments on the route selection?

6) Did the Public Information Centre help you with your understanding of the Project?

- Yes
- Somewhat
- No

7) Is there any information that you would like to be provided that was not presented at the Public Information Centre?

- Yes
- Somewhat
- No

8) Were you given the opportunity to participate in the Public Information Centre – ask questions or express your interest/concern?

- Yes
- Somewhat
- No

9) What would help the Webequie Project Team improve these Public Information Centres in the future?

- Additional material (handouts, etc.)
- One-on-one discussions with the Project Team
- More time for questions and answers
- Breakout sessions
- Provide more information

ADDITIONAL COMMENTS

Please provide any additional comments that you may have about the Webequie Supply Road Project.

If you would like to receive a written response to your comments, please provide us with the following information. This information will be kept confidential.

Name

[Redacted Name]

Address

[Redacted Address]

E-mail

[Redacted E-mail]

Please check if you wish to be added to the electronic mailing list (with e-mail provided above)

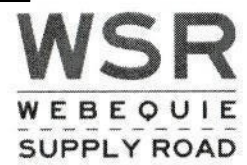
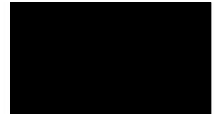
*I would like to see a Community...
I would like to see a Community...
I would like to see a Community...*

PLEASE LEAVE YOUR COMPLETED FEEDBACK FORM WITH THE WEBEQUIE PROJECT TEAM.

*I would like to see a Community...
I would like to see a Community...
I would like to see a Community...*

Meegwetch! Thank You!

Thank you for taking the time to complete this feedback form.



**WEBEQUIE SUPPLY ROAD PROJECT
Environmental Assessment Phase Round 1 Public Information Centre
Thursday, August 25, 2022- Valhalla Inn Thunder Bay
FEEDBACK FORM**

Thank you for your participation in this Webequie Supply Road Project Public Information Centre. We value your input and feedback. Comments will become part of the public record, with the exception of your personal information.

How did you learn about this Public Information Centre?

- Notice
- Word of mouth
- Radio
- Website

2) What was your main reason for attending this meeting?

- Have not heard of this Project
- Interested in the Project
- Want to ask questions or express my concerns
- Want to know how this Project will impact me

3) What are the good things about the Supply Road?

- Employment opportunities
- Business opportunities
- Training opportunities
- Accessibility

4) What are the bad things about the Supply Road?

- Outsider access
- Disruption to the communities
- Change in traditional land and resources
- Potential environmental impacts
- Changes to way of life

5) Do you have any comments on the route selection?

on the proposed route and I would like to see good environmental careful consideration work to be done.

6) Did the Public Information Centre help you with your understanding of the Project?

- Yes
- Somewhat
- No

7) Is there any information that you would like to be provided that was not presented at the Public Information Centre?

- Yes
- Somewhat
- No

8) Were you given the opportunity to participate in the Public Information Centre – ask questions or express your interest/concern?

- Yes
- Somewhat
- No

9) What would help the Webequie Project Team improve these Public Information Centres in the future?

- Additional material (handouts, etc.)
- One-on-one discussions with the Project Team
- More time for questions and answers
- Breakout sessions
- Provide more information

ADDITIONAL COMMENTS

Please provide any additional comments that you may have about the Webequie Supply Road Project.

I would like to see a community driven process/decision-making process.
went to see future generation to benefit from the development projects

APPENDIX P2.C.1

Public Information Centre #1

- P2.C.1.3 – Public Information Centre Summary

Webequie Supply Road Environmental Assessment

PUBLIC INFORMATION CENTRE #1
CONSULTATION ROUND #1 OF THE ENVIRONMENTAL
ASSESSMENT PHASE
SUMMARY REPORT

August 25, 2022

Thunder Bay

2:00pm to 5:00pm and 6:00pm to 9:00pm

Table of Contents

1	Overview.....	3
2	Public Information Centre	3
2.1	Feedback Received during Public Information Centre	4
2.2	Public Information Centre Notifications	6
2.3	Information Presented.....	8
2.4	Public Information Centre Online Promotion.....	9
	APPENDIX A	10
	APPENDIX B	11
	APPENDIX C	12
	APPENDIX D	13
	APPENDIX E	14

1 Overview

The Webequie Supply Road Project team held a Public Information Centre (PIC) on August 25, 2022 at the Valhalla Hotel and Convention Centre in Thunder Bay, Ontario. The purpose of the PIC was to provide interested parties an opportunity to learn about the ongoing Environmental Assessment/Impact Assessment (EA/IA) study for the Webequie Supply Road (WSR) Project and provide feedback. The PIC consisted of two (2) three-hour long sessions starting at 2:00 p.m. and 6:00 p.m. These sessions consisted of a presentation followed by an opportunity for visitors to review the Project display boards and ask Project Team questions and provide feedback.

2 Public Information Centre

The PIC consisted of a Project presentation (see **Appendix B**) followed by a Q&A session. Don Parkinson, Consultation Lead, provided a presentation on the EA/IA process, studies being conducted, approach for evaluation of alternatives, Indigenous Knowledge program, feedback received to-date, and future consultation and engagement opportunities. The PIC was livestreamed and made available on the Project website (www.supplyroad.ca). Display boards with Project information were arranged in sequence around the room (see **Appendix C**). Communication materials provided at the open house included: 30 copies of the July and August Community Newsletters in English and 50 Meeting Feedback forms.



The Project Team encouraged attendees to provide feedback by speaking to the Project Team or by using the Feedback Form. In total, 24 individuals attended the PIC sessions. Members of

the Webequie Project Management Team and Consultant Team were available to answer questions and provide clarification to attendees. The materials presented at the PIC were also made available on the Project website.

Journalists from the Canadian Broadcasting Corporation (CBC), ThunderBaynewswatch, and the Chronicle Journal were present at the venue to report on the PIC. Some of this media coverage can be viewed online:

- TBnewsWatch, Aug. 26, 2022: Webequie supply road (Northwest Newsweek)
<https://www.tbnewswatch.com/video/northwest-newsweek/aug-26-2022-webequie-supply-road-northwest-newsweek-5751669>
- TBnewsWatch, Aug 25, 2022: Open house held on Webequie supply road
<https://www.youtube.com/watch?v=gubkluC9qSY>

2.1 Feedback Received during Public Information Centre

Questions and comments received during the sessions are shown in Table 1. Additionally, two feedback forms were received by the Project Team. In total, two comments were received during the sessions and two feedback forms were filled out. The comments dealt with upgrading road from gravel to asphalt, the need for incorporating indigenous ways of communication in the EA process and the critical need for infrastructure in Webequie First Nation community.

The key takeaways from the feedback forms (**Appendix D**) responses:

- The respondents learnt about PIC through word of mouth and radio.
- The respondents are attending PIC because they are interested in the project and want to understand the project's impact on them, ask questions and express concerns.
- The benefits of the supply road identified by the respondents are accessibility, employment, business, and training opportunities.
- The negative impacts identified by the respondents are the changes to traditional land and resources, potential environmental impacts and change to way of life.
- The respondents indicated that the PIC helped them with their understanding off the project.
- One respondent wanted information that was not presented at the PIC whereas the other respondent was satisfied with the information provided.
- One respondent indicated that they were given the opportunity to participate in the PIC whereas the other respondent said they were somewhat provided the opportunity to participate.

- The respondents indicated that one-on-one discussions, more time for questions and answers and breakout sessions would improve the PIC sessions in future.

TABLE 1: FEEDBACK RECEIVED DURING PIC #1

Public Information Centre (PIC) session	Question/ Comment	Responses
<p>2:00pm to 5:00pm</p>	<p>“Has any consideration been given to upgrading the road from gravel to asphalt?”</p>	<p>Right now, for all purposes and intent of this project, it is a gravel road. In the future, there might be other considerations like ownership and maintenance of the road that might affect what materials are used for the road.</p>
	<p>“Our (Webequie’s) priority is to get benefits from the road. Our land use plan was done so we have more things figured out. Premier has described it as a prosperity road. When we hear about regulations, we don’t know what it is. We want a very meaningful process as Indigenous peoples we have a different language and communication processes. Therefore, this kind of communication has to be in the process.</p> <p>Indigenous peoples have been suffering from drug and alcohol and we need permanent infrastructure to deal with that. Surrounding communities say that these projects will destroy the environment. Therefore, we should know what we are going to build and what we want.</p> <p>MNRF did not give us resources when we were working before. We have to negotiate benefit sharing structures and how it will be shared. “</p>	<p>Comment acknowledged.</p>
	<p>“On the proposed routes, I would like to see good and careful environmental consideration.</p> <p>I would like to see a community driven decision-making process and want the future generation to benefit from the development projects”</p>	<p>Comment received on feedback form.</p>
<p>6:00pm to 9:00pm</p>	<p>Nil</p>	

2.2 Public Information Centre Notifications

The Notice of PIC was first published on August 17, 2022. The newspaper advertisement provided residents and stakeholders with information on how to actively participate in the study, including venue and time for the PIC.

The notice appeared in the following media outlets on the dates specified (Appendix A):

- Thunder Bay Chronicle – Wednesday, August 17
- Timmins Daily Press – Thursday, August 18
- Wawatay News – Friday, August 19

The Notice of PIC was also posted on the Project website (<http://www.supplyroad.ca>) and is included in **Appendix A**. Further, a letter with the Notice of PIC was sent to Indigenous communities and Indigenous organizations, as listed in Table 2 below:

TABLE 2: LIST OF INDIGENOUS COMMUNITIES AND INDIGENOUS ORGANIZATIONS THAT RECEIVED THE NOTICE OF PIC

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

The Notice of PIC was also sent to various public, private and interest groups, in addition to Federal, provincial, and local authorities listed in Table 3 below:

TABLE 3: LIST OF STAKEHOLDERS THAT RECEIVED THE NOTICE OF PIC

Stakeholder Group	Organization
Provincial Agencies	Ministry of Environment, Conservation and Parks Ministry of Mines Ministry of Natural Resources and Forestry (MNRF) Ministry of Northern Development (MND) 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. Macdonold Mines Exploration Ltd. Noront Muketei Minerals Ltd. Canada Chrome Corporation Abitibi Royalties Inc. Metalex Ventures Ltd. Aucrest Gold Inc. De Beers Canada Inc. Fancamp Exploration Ltd. Superior Exploration Ltd. Debut Diamonds Inc. Platinex Inc.

Stakeholder Group	Organization
	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

2.3 Information Presented

Display boards provided an overview of the Project, including the coordinated EA process and information regarding the EA and studies being conducted.

Display boards are provided in **Appendix C** and they provided information on the following topics:

- Welcome board: Purpose of Public Information Centre #1
- About the Project: Project Purpose and Location
- About the Project: Project Description
- Environmental/Impact Assessment Process
- Gathering Feedback Through the EA & IA
- Indigenous Knowledge Program
- Technical Study Plans
- Valued Components

- Study Area Boundaries
- Alternative Routes & Rock Sources
- Next Steps

2.4 Public Information Centre Online Promotion

Here are some of the key online promotion activities undertaken:

Facebook	Promo image impressions (Post 1): 42 Promo video impressions (Post 2): 49 Live stream video views (Post 4): 189
Twitter	Promo image impressions (Post 2): 15 News segment Impressions (Post 3): 9
LinkedIn	Promo image impressions (Post 2): 55 Promo video impressions (Post 2): 65 News segment Impressions (Post 4): 1280
Instagram	Promo image engagement (Post 1): 38 Promo video impressions (Post 2): 92
Eventbrite	Registrations : 19 Ticket page views: 338
Email	Newsletter recipients: 202 Total opens: 187 Clicks: 9

APPENDIX P2.C.2

Public Information Centre #2

- P2.C.2.1 – Display Boards and Presentations



WEBEQUIE SUPPLY ROAD



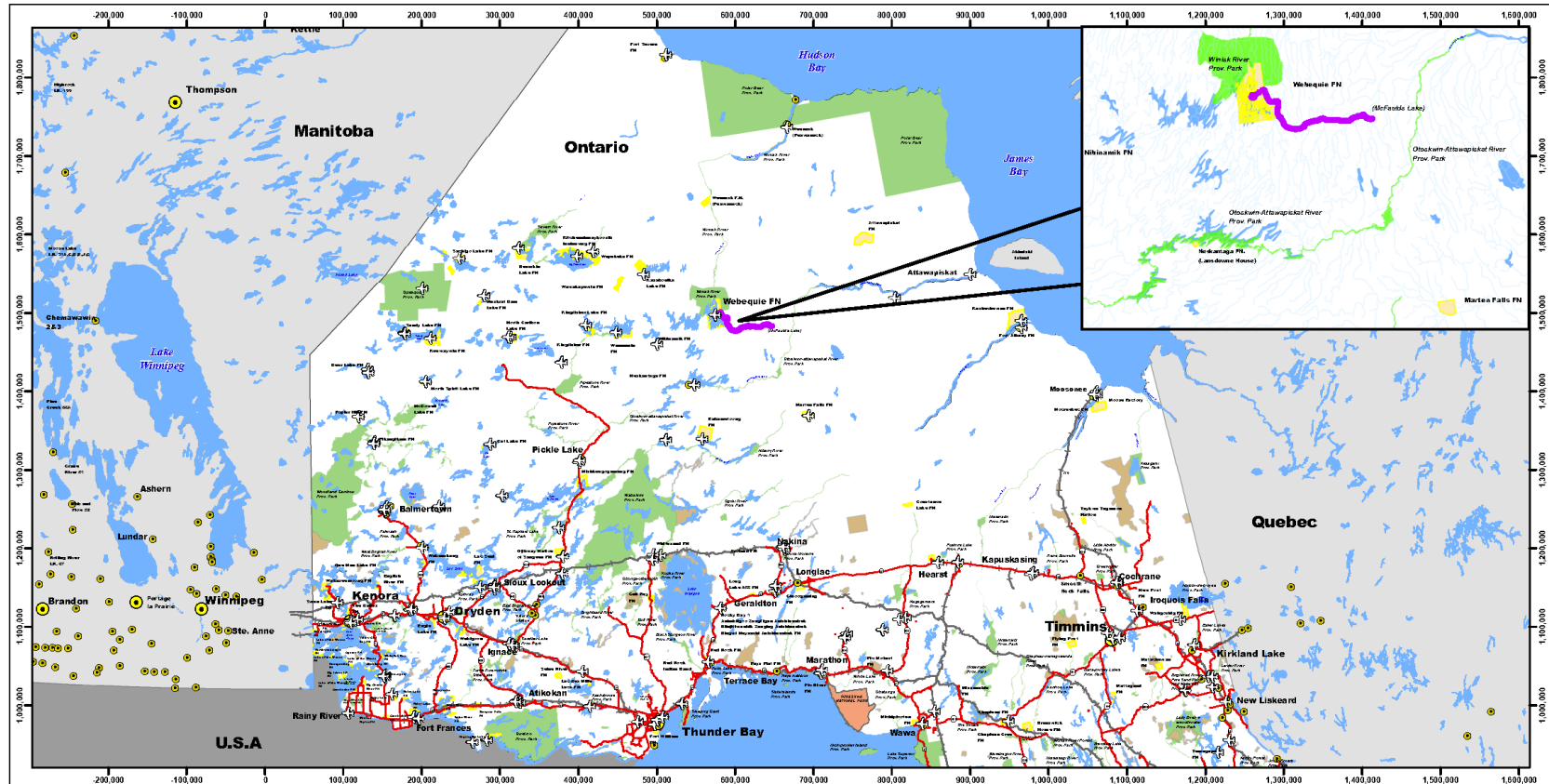
Boozhoo ! Welcome!

Webequie Supply Road Public Information Centre #2

October 3,4 and 12, 2023



PROJECT LOCATION



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

DRAFT

WSR
WEBEQUIE
SUPPLY ROAD

NOTES

1. Consult with relevant agencies for approval/consent.
2. Care should be taken to ensure that the proposed project does not conflict with any existing or proposed projects.
3. This map is for informational purposes only and should not be considered a final design or construction plan.
4. The map is for informational purposes only and should not be considered a final design or construction plan.
5. The map is for informational purposes only and should not be considered a final design or construction plan.

DISCLAIMER

This drawing was prepared for the exclusive use of the client and is not to be used for any other purpose without the written consent of the client. The client is responsible for the accuracy and completeness of the information provided to the consultant. The consultant is not responsible for the accuracy and completeness of the information provided to the client. The client is responsible for the accuracy and completeness of the information provided to the consultant. The consultant is not responsible for the accuracy and completeness of the information provided to the client.

SCALE: 1:1,000,000		
Webequie Supply Road (WSR)		
Project Location		
Figure Number:	1	REV: PA
Client:	Webequie First Nation	Date: 2021-12-21
	DSC	DRN CHK APP
		AD LD LD





OTHER ROAD PROJECTS IN THE AREA



PURPOSE OF THE WEBEQUIE SUPPLY ROAD



Move materials, supplies and people from the Webequie Airport to the McFaulds Lake area



Provide local employment and economic development opportunities to Webequie.



Provide experience/training opportunities for youth to help encourage the pursuit of additional skills through post-secondary education



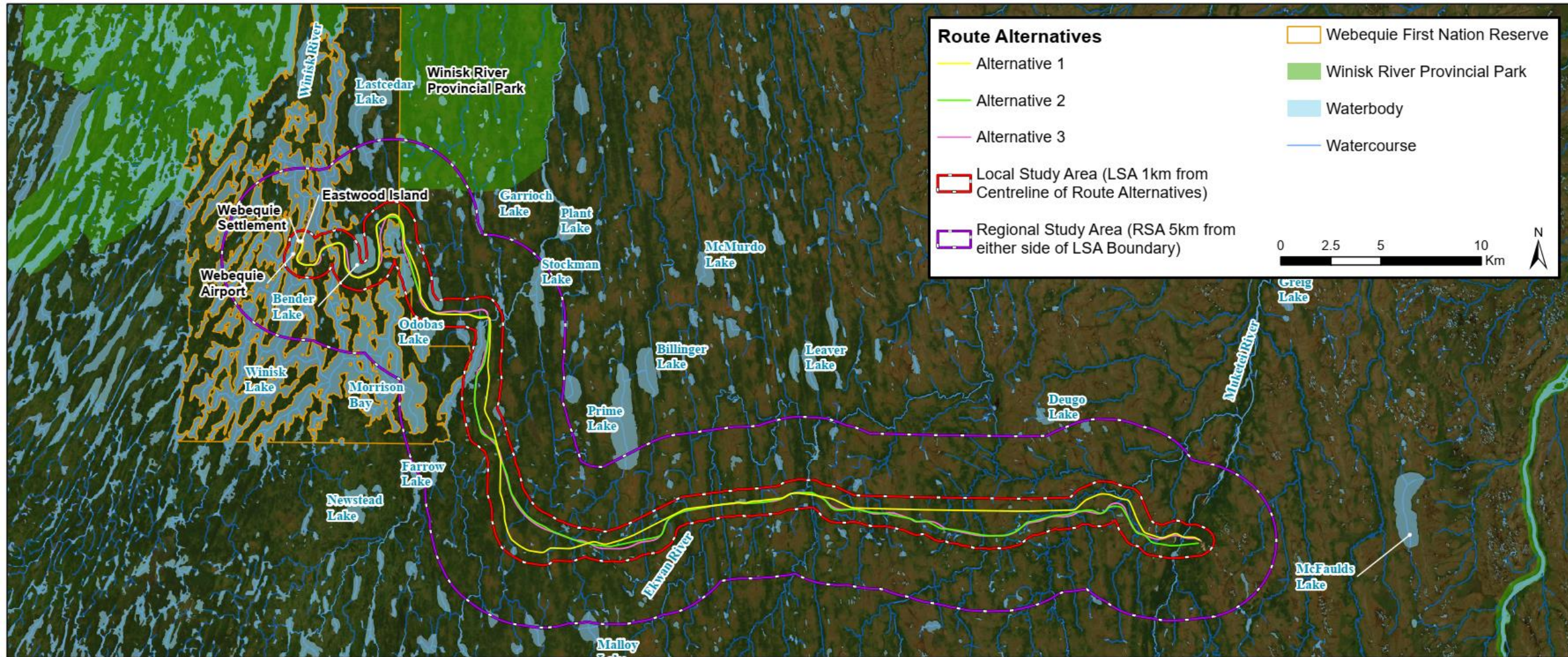
Consultation Round 2 (March-October 2023)- *Who We Heard From*

All 22 Indigenous communities were offered a full suite of engagement options, including in-person community meetings, drop-in sessions, local radio shows and teleconferences.

In addition to these offerings, virtual community sessions were scheduled for each community on specific dates. These scheduled virtual community meetings were promoted via social media and were accompanied by invitation emails sent two weeks prior to the event.

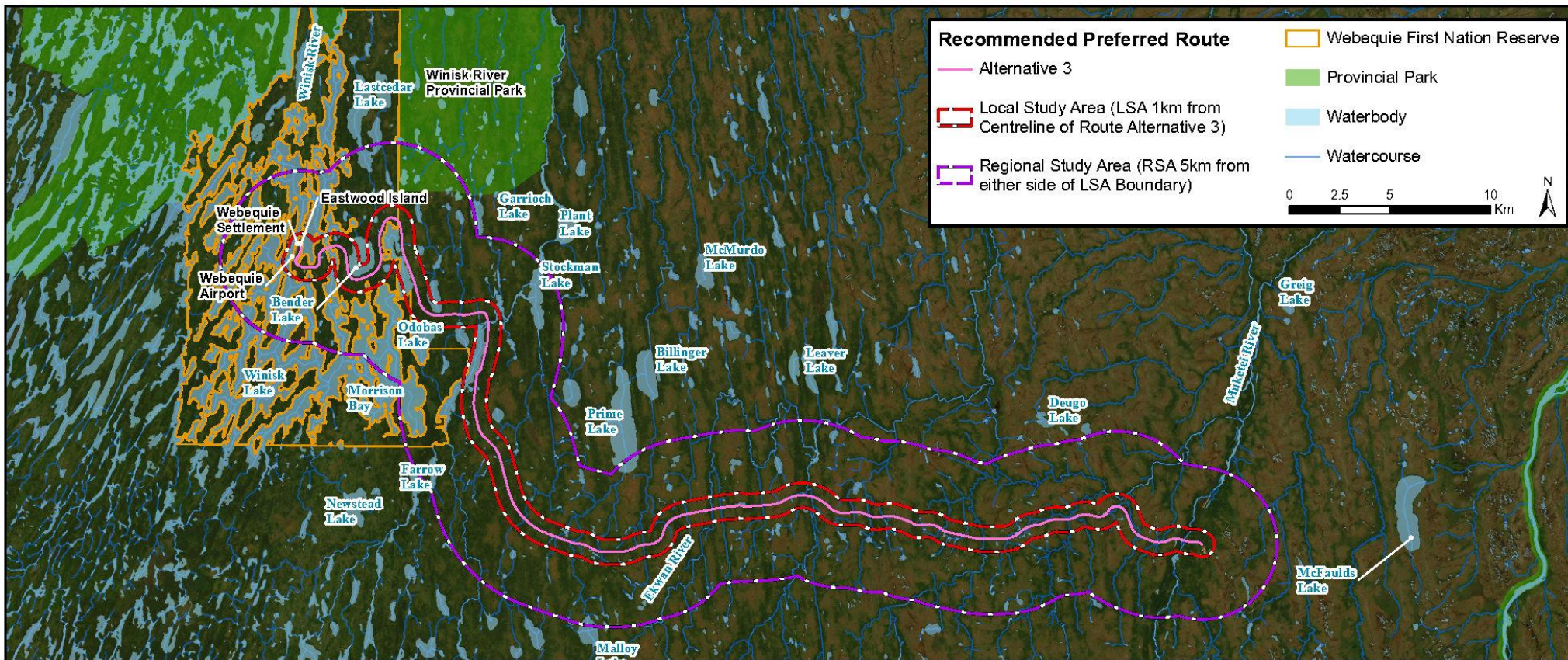


ALTERNATIVE ROUTES IN THE PREFERRED CORRIDOR



RECOMMENDED PREFERRED ROUTE

Based on the evaluation of 3 alternatives routes using a multi-factor analysis, Alternative Route 3 is recommended as the preferred alternative for the WSR



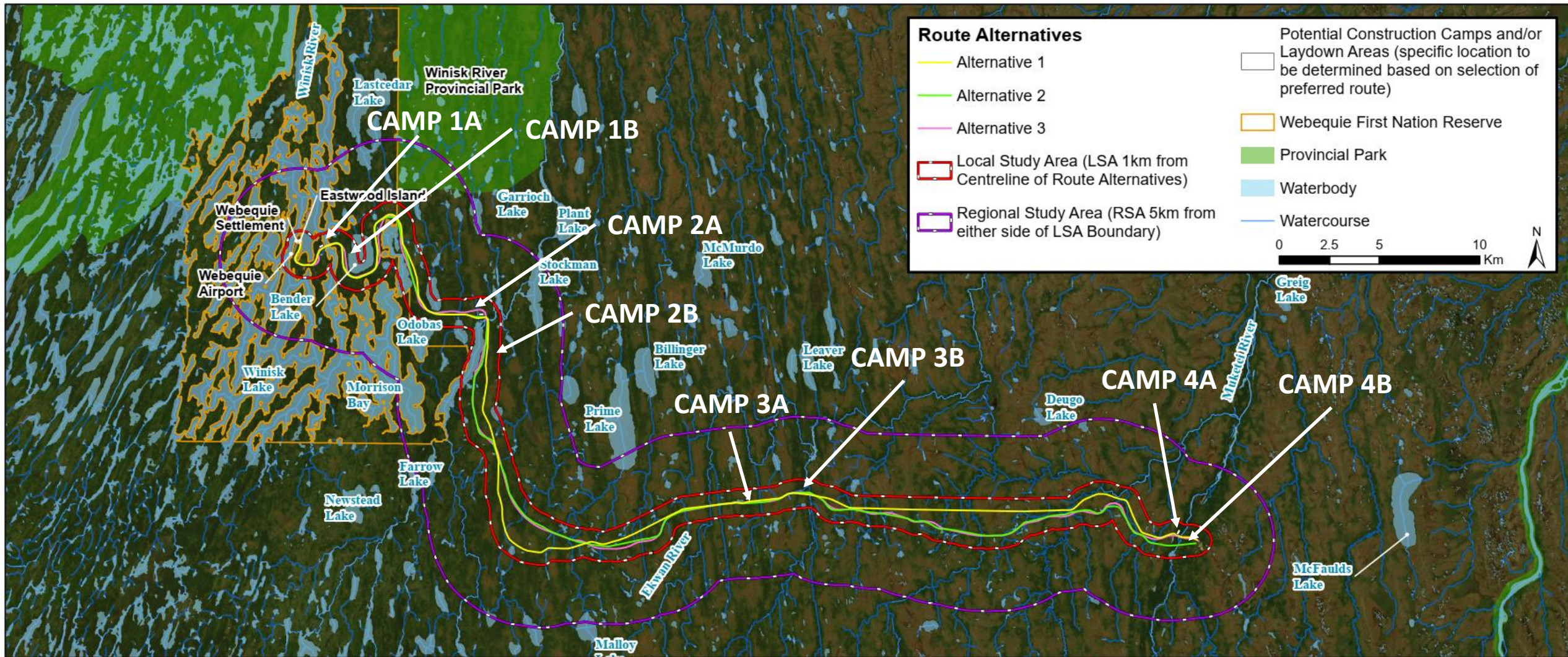
ALTERNATIVES FOR SUPPORTIVE INFRASTRUCTURE

The evaluation of alternative locations for supportive infrastructure includes

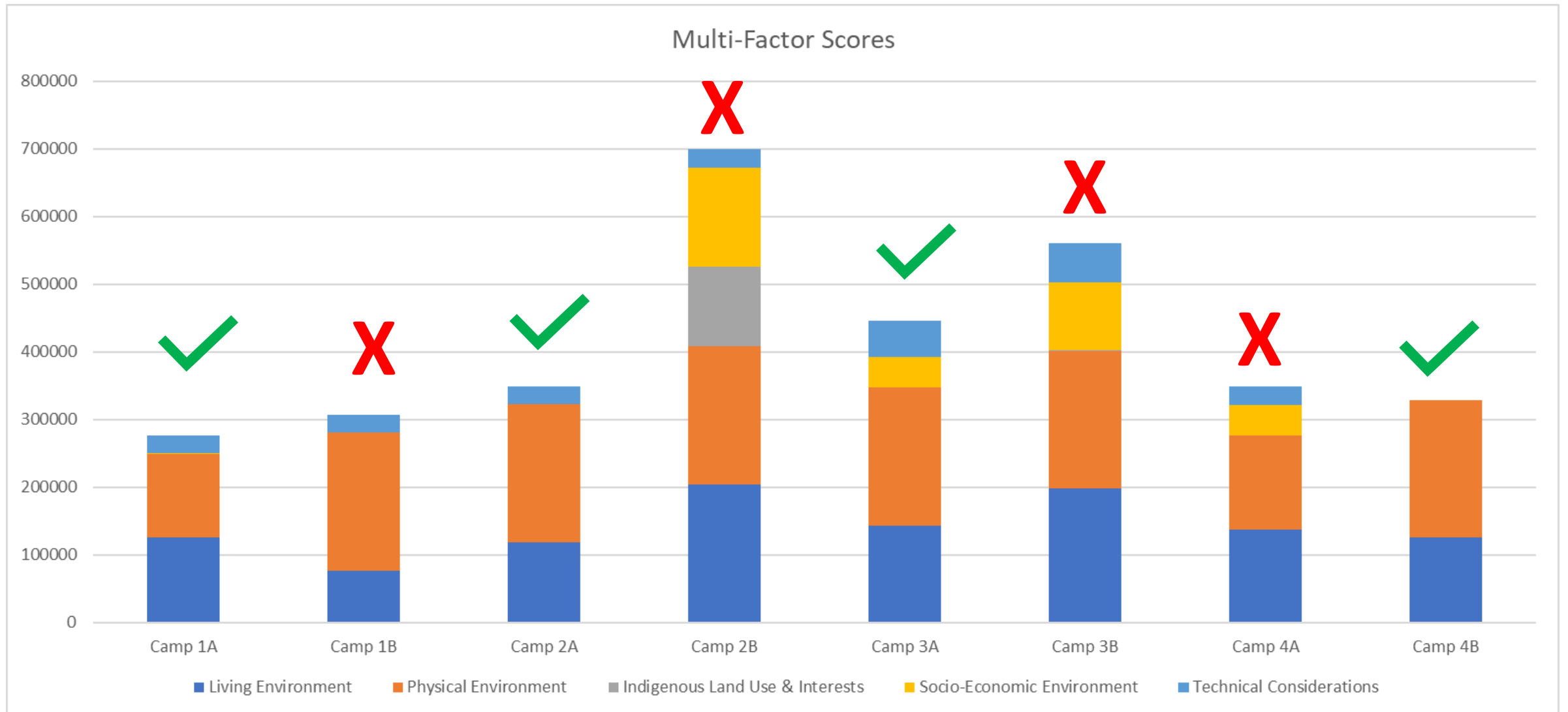
- Aggregate/Rock Source Areas (Pits/Quarries)
- Access Roads
- Construction Camps with Storage/Laydown Areas for Equipment & Materials



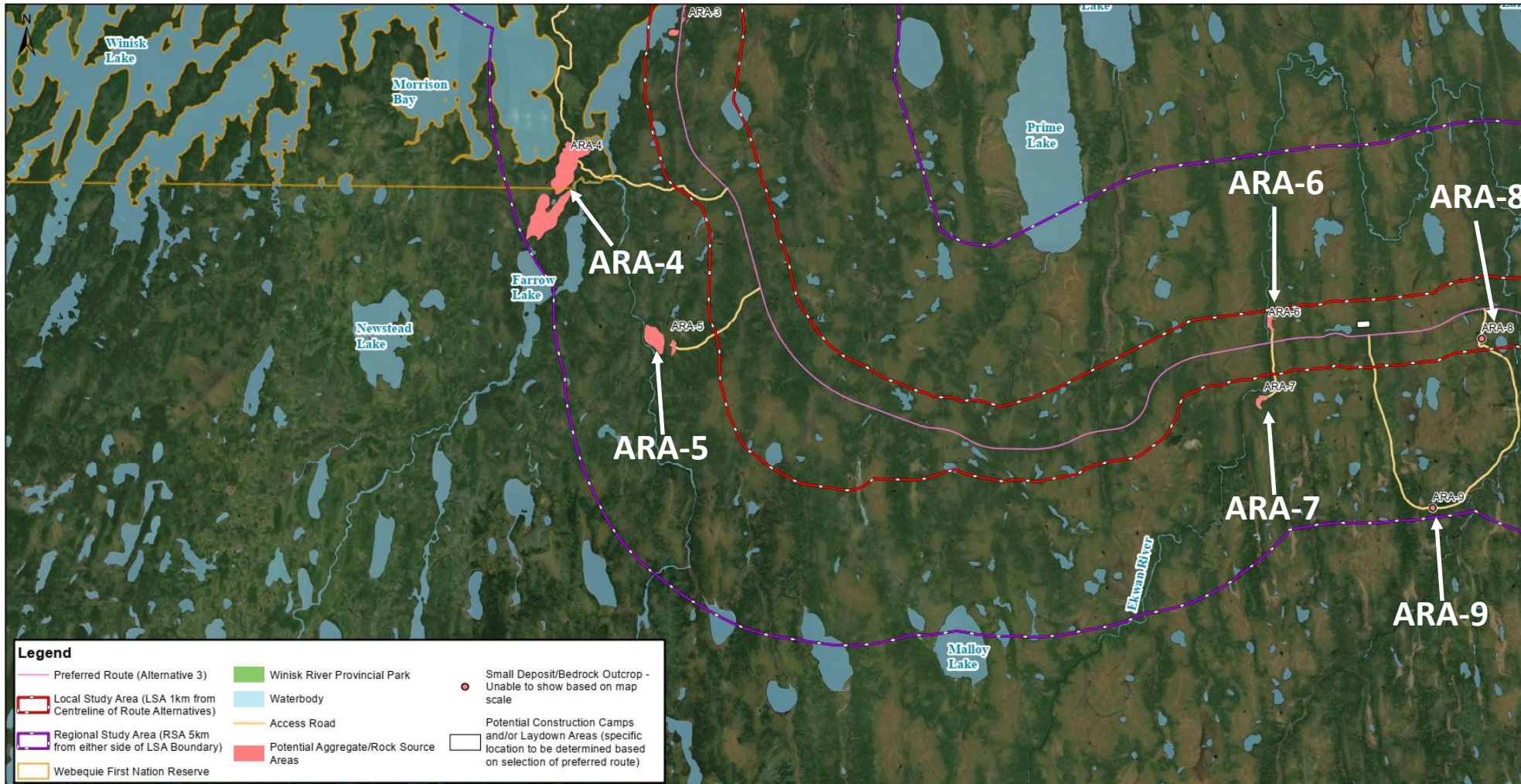
POTENTIAL CONSTRUCTION CAMP LOCATIONS



ALTERNATIVE CAMP AREAS (RESULTS)



POTENTIAL AGGREGATE SOURCE AREAS (WEST-CENTRAL)



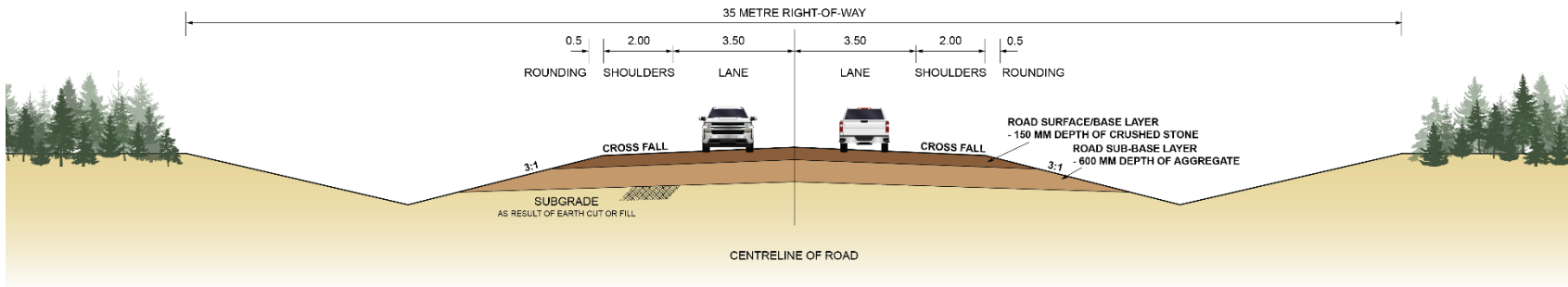
ALTERNATIVE AGGREGATE SOURCE AREAS (RESULTS)



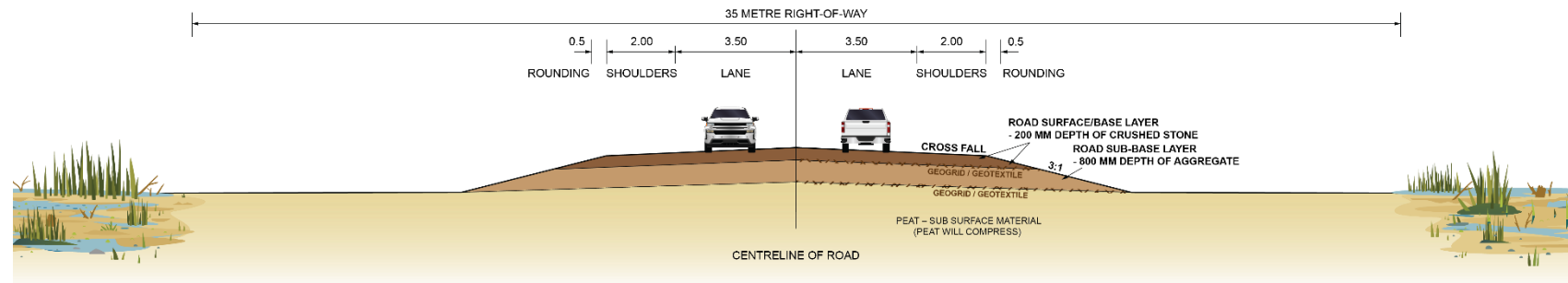
Option	Meets Quantity	Ability to Access	Proximity to Start of Construction (Webequie)	Long-term Source of Aggregates	Multi-Factor Score Ranking	Overall Rank
Option 1 - ARA-3 and ARA-4	YES	ARA-3 requires minimal access ARA-4 requires significant access road/bridge	NO	SCREENED OUT BECAUSE TOO FAR FROM WEBEQUIE COMMUNITY (CONSTRUCTION START)	SCREENED OUT BECAUSE TOO FAR FROM WEBEQUIE COMMUNITY (CONSTRUCTION START)	SCREENED OUT BECAUSE TOO FAR FROM WEBEQUIE COMMUNITY (CONSTRUCTION START)
Option 2 - ARA-2 and ARA-4	YES	ARA-2 requires minimal access ARA-4 requires significant access road/bridge	YES - ARA-2	YES - ARA-4	Lower	RANK 1
Option 3 - ARA-2, ARA-3 and ARA-4	YES	ARA-2 and ARA-3 requires minimal access ARA-4 requires significant access road/bridge	YES - ARA-2 and ARA-3	YES - ARA-4	Higher	RANK 2
Option 4 - ARA-4 only	YES	ARA-4 requires significant access road/bridge	NO	SCREENED OUT BECAUSE TOO FAR FROM WEBEQUIE COMMUNITY (CONSTRUCTION START)	SCREENED OUT BECAUSE TOO FAR FROM WEBEQUIE COMMUNITY (CONSTRUCTION START)	SCREENED OUT BECAUSE TOO FAR FROM WEBEQUIE COMMUNITY (CONSTRUCTION START)

ROAD FOUNDATION DESIGN

The road will have a surface layer/base layer and sub-base layer with various size of gravel/aggregate for each layer



WEBEQUIE SUPPLY ROAD
UPLAND AREA (NORTH-SOUTH SECTION)
ALL DIMENSION ARE IN METRES



WEBEQUIE SUPPLY ROAD
LOWLAND AREA (EAST-WEST SECTION)
ALL DIMENSION ARE IN METRES

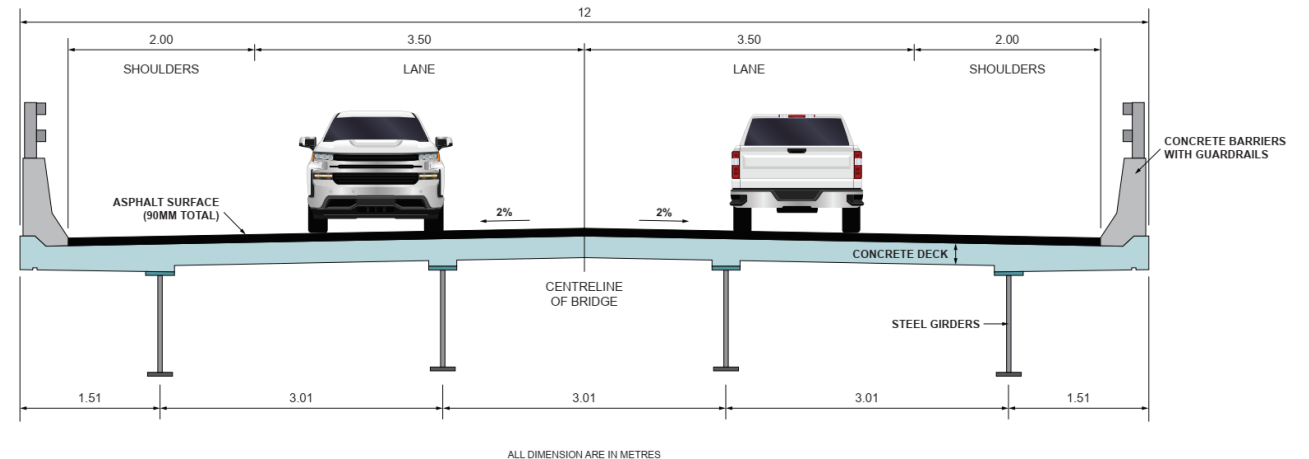
WATERCOURSE CROSSINGS - BRIDGES

The type of bridge proposed at 5 water crossings is a Composite Steel-Concrete Bridge

- Consists of foundations, abutments and piers that support steel girders, concrete deck and side barrier walls



Typical bridge proposed for WSR



View of Bridge Deck



WINISK LAKE CROSSING

BEFORE



AFTER





NEXT STEPS

WE ARE HERE NOW

- Consultation Round 2 - Receive feedback to finalize evaluation of alternatives and selection of preferred route and location of supportive infrastructure
- Continue efforts to finalize baseline studies
- Continue efforts to receive Indigenous Knowledge and Land and Resource Use Information

WINTER/SUMMER 2024

Round 3 will focus on the findings of the preliminary effects assessment, including mitigation and follow-up monitoring programs, and will include information such as:

- Results of Rounds 1 and 2— what we heard and how we addressed comments/concerns
- Preliminary effects analyses, including cumulative effects
- Proposed environmental protection measures and mitigations; and recommended follow-up/monitoring programs
- › Next steps in EA/IA process

WINTER 2025/ SPRING 2026

- Review of Draft and Final EAR / IS

APPENDIX P2.C.2

Public Information Centre #2

- P2.C.2.2 – Public Information Centre Summary



WEBEQUIE SUPPLY ROAD Open House

**Thunder Bay, Ontario
October 3 & 4, 2023**

OVERVIEW

The Webequie Supply Road Project Team hosted an Open House in on October 3rd and 4th at the Victoria Inn and Convention Centre in Thunder Bay.

The October 3rd session welcomed a total of 12 Indigenous participants throughout the day for the two sessions held during the day from 2pm to 4pm and then 6pm to 8pm. The October 4th session welcomed four members of the general public from 6pm to 8pm. A team from Wyloo Metals also attended the session and one individual signed in.

Communication materials were provided to attendees who also signed in. Available materials included the WSR Newsletter Issue 26 and a hardcopy of the presentation.

The WSR team provided a project update in the form of a presentation and were available to answer questions. Wyloo Metals team were provided with a tour of the poster boards at the Open House.

QUESTIONS AT OPEN HOUSE

There were no questions asked at the Open House

FEEDBACK

- Placeholder - Jason Frechette, Indigenous Liaison Officer, Ring of Fire Operations Unit Ministry of Mines, Indigenous Consultation and Partnerships Branch spoke with a Neskantaga First Nation member and has not yet provided his feedback at the writing of this report.
- Wyloo Metals staff was interested in the timelines of all projects.

ISSUES AND CONCERNS

Placeholder - Jason Frechette, Indigenous Liaison Officer, Ring of Fire Operations Unit Ministry of Mines, Indigenous Consultation and Partnerships Branch spoke with a Neskantaga First Nation member and has not yet provided his feedback at the writing of this report.

APPENDICES

The following appendices are included as part of this document:

- Appendix A WSR Newsletter - Issue 26
- Appendix B Presentation
- Appendix C Notice of Open House



WEBEQUIE SUPPLY ROAD Open House

**Timmins, Ontario
October 12, 2023**

OVERVIEW

The Webequie Supply Road Project Team hosted an Open House from 6pm to 8pm in Timmins on October 12th. A presentation was held at the Open House to provide an update on the project, which was also livestreamed. The presentation was followed by a question and answer period.

Communication materials were provided to the nine attendees who also signed in. Available materials included WSR Newsletter

QUESTIONS FROM ATTENDEES

Following the presentation, attendees asked a variety of questions:

- Related to road design and muskeg.
- Release of carbon from the muskeg should it be excavated.
- Potential design through different types of muskeg.
- Types of aggregate were also inquired about.
- Who ultimately authorizes road construction
- Must certain communities give their blessing?
- Is this process collaborative – between FNs and/or with the regulators?
- Cost of the road, along with the cost of this current process plus road construction timeline, road lifespan as well as ownership/jurisdiction and maintenance.
- Differences between the IA and EA.
- Whether or not the proposed mine will be open pit or underground.
- Will this be a toll road.

FEEDBACK

- Timmins Member of Parliament, Minister of Mines George Pirie attended the Open House and spoke to team members about infrastructure benefits for expansion of Transmission and Broadband throughout this development.

ISSUES AND CONCERNS

Impact on muskeg was the primary concern expressed at the Open House.

APPENDICES

The following appendices are included as part of this document:

Appendix A	Sign in Sheets
Appendix B	Pictures
Appendix C	Notice of Open House
Appendix D	Newsletter
Appendix E	Presentation

APPENDIX P2.C.3

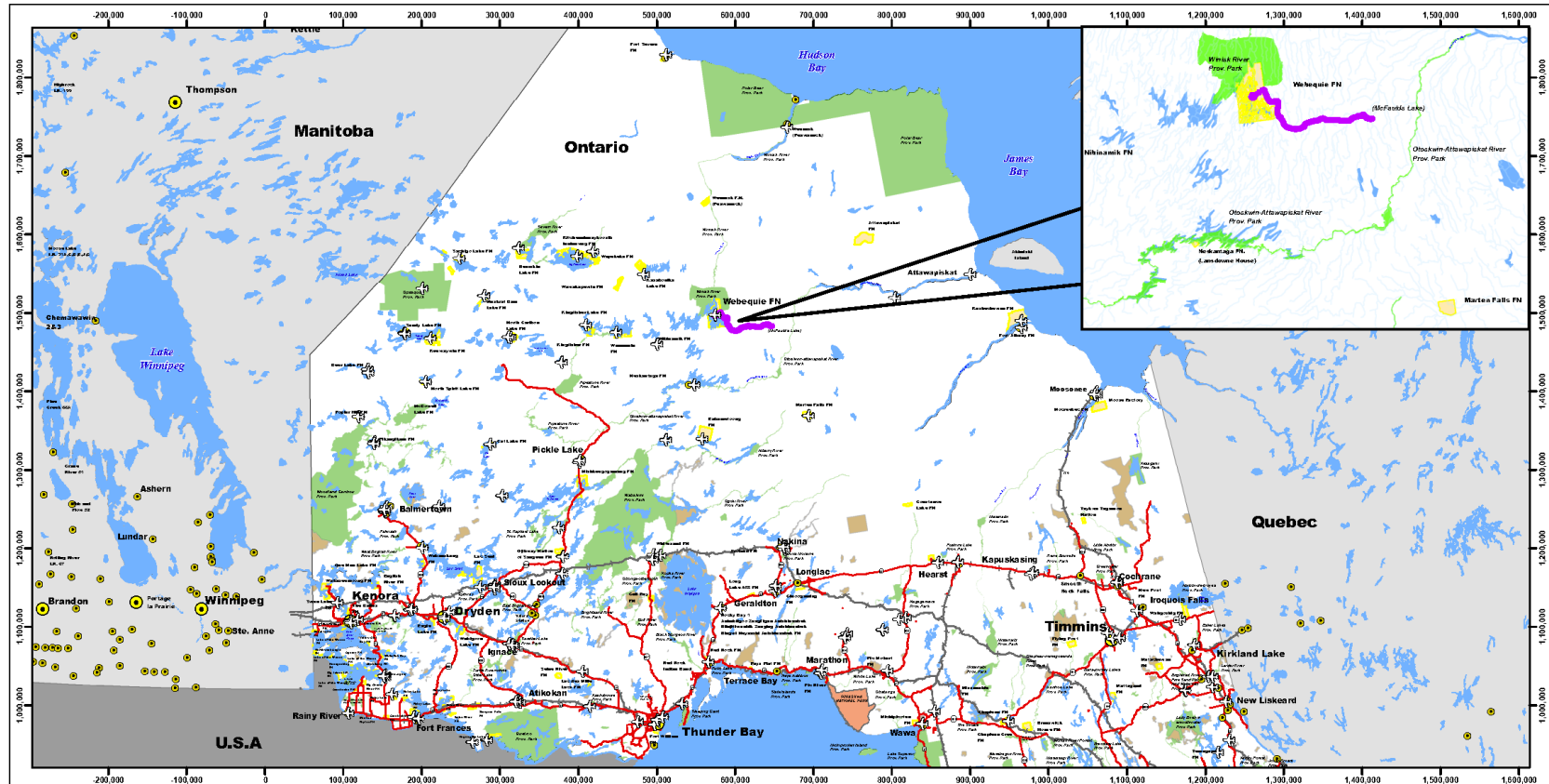
Public Information Centre #3

- P2.C.3.1 – Display Boards and Presentations



WEBEQUIE SUPPLY ROAD

PROJECT LOCATION



Legend:

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

DRAFT
WSR
WEBEQUIE
SUPPLY ROAD

NOTES

1. Consult with the relevant landowner(s) for any land use restrictions.
2. Care should be taken to avoid any potential impacts on any existing or proposed structures.
3. The proposed road is shown for information only and should not be considered as a final design.
4. The proposed road is shown for information only and should not be considered as a final design.
5. The proposed road is shown for information only and should not be considered as a final design.

DISCLAIMER

This drawing is prepared for the exclusive use of the client and is not to be used for any other purpose without the written consent of the client. The client is responsible for the accuracy and completeness of the information provided to the consultant. The consultant is not responsible for the accuracy and completeness of the information provided to the client. The drawing is prepared for information only and should not be considered as a final design.

SCALE: 1:1,000,000
Webeque Supply Road (WSR)
Project Location

Figure Number:	1	REV:	PA
Client:	Webeque First Nation	Project Number:	661910
	DSC	Date:	2021-12-21
		DRN	CHK
		AD	LD
		APP	LD



PURPOSE OF THE WEBEQUIE SUPPLY ROAD



Move materials, supplies and people from the Webequie Airport to the McFaulds Lake area



Provide employment and economic development opportunities to Webequie while preserving their language and culture



Provide experience/training opportunities for youth to help encourage the pursuit of additional skills through post-secondary education



PROJECT DESCRIPTION



107 km

All-season road from Webequie First Nation (WFN) Airport to McFaulds Lake



17 km

Length of road corridor within WFN Reserve Lands



35 m

Final corridor width (right-of-way) for two lane surface

PROJECT DESCRIPTION



6

Major waterbody crossings with bridges (and 25 other waterbody crossings) requiring culverts



Includes temporary and permanent aggregate pit/rock quarry areas with equipment for processing, as well as access roads to these areas



4

Construction camps (temporary) to accommodate construction crews, with 1 site being repurposed to act as permanent operation/maintenance facility



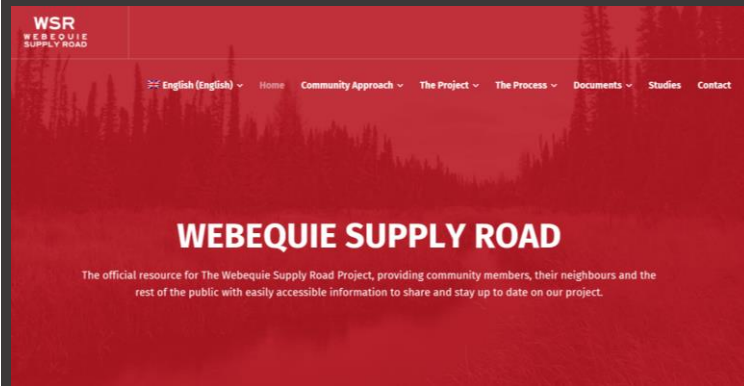
Storage and laydown yards (temporary) for equipment and materials



ENGAGEMENT & CONSULTATION TO DATE

ENGAGEMENT & CONSULTATION

During Consultation Round 1 (2022) and Round 2 (2023), the following engagement/consultation activities occurred:



The Project website was updated with project information www.supplyroad.ca/



Notices were published and distributed to 22 Indigenous communities as well as all involved parties (municipalities, the Government Review Team, the public, and other stakeholders).



In-person and virtual meetings, open houses, community specific information sessions and streaming sessions were facilitated with Indigenous communities, the public, and stakeholders. Communication materials and follow-ups were distributed.



Consultation Rounds 1 & 2, and Round 3 Part 1 – How We Reached Out

All 22 Indigenous communities were offered a full suite of engagement options, including in-person community meetings, Chief and Council meetings, drop-in sessions, local radio shows and teleconferences.

In addition to these offerings, virtual community (live-streaming) sessions were scheduled for each community on specific dates. These scheduled virtual community meetings were promoted via social media and were accompanied by invitation emails sent two weeks prior to the event.



WHAT WE HEARD – KEY THEMES

- Post-road construction- who will maintain/police/secure the road?
- Impacts of climate change
- Local and regional employment opportunities associated with road construction and operations
- Commercial opportunities for Webequie to provide construction material (i.e., gravel and rock) to project
- Project impacts on Treaty rights
- Potential downstream impacts to coastal communities
- Social impacts from building a road
- Cumulative effects of development in the Project region



ENVIRONMENTAL ASSESSMENT / IMPACT ASSESSMENT (EA/IA)





SCOPE OF ASSESSMENT

- Assessment of effects on Valued Components (VCs)
- Assessment of Other Effects
 - *Accidents and malfunctions* (human error – spills)
 - *Effects of the Environment on the Project* (severe and/or extreme weather conditions/events - flooding, ice jams, fire, etc.; Projects sensitivity/resiliency to climate change)
 - *Effects of Project in Context of Canada's Environmental Obligations* – Biodiversity, Recovery Strategies and Action Plan for species at risk (caribou), Conventions on Wetland and Migratory Birds, Achieving net-zero emission by 2050
 - *Project's Contribution to Sustainability* - the ability to protect the environment, contribute to social and economic well-being (in context of Indigenous 7 generation teachings)

KEY TERMS

Valued Components (VCs)

- Valued Components (VCs) are the environmental, health, social, economic or additional elements or conditions of the natural and human environment that may be affected by the Project and are of concern or value to the public, Indigenous peoples, federal/provincial authorities and interested parties

Indicators

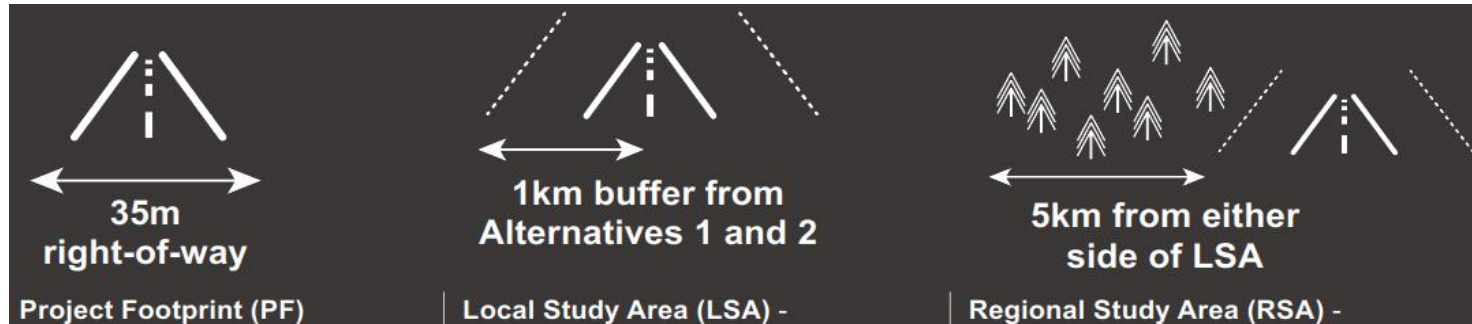
- Represent the resource, feature, or issue related to a VC that, if changed, may demonstrate an effect on the environment
- A measurement of potential effects, to be used to assess and evaluate alternatives and the overall effects of the Project

Temporal boundaries define the timelines for consideration of baseline information and potential effects of the Project

Construction Phase 5-6 Years

Operations Phase 75 Years

Spatial boundaries define the geographic extent of potential effects of the Project

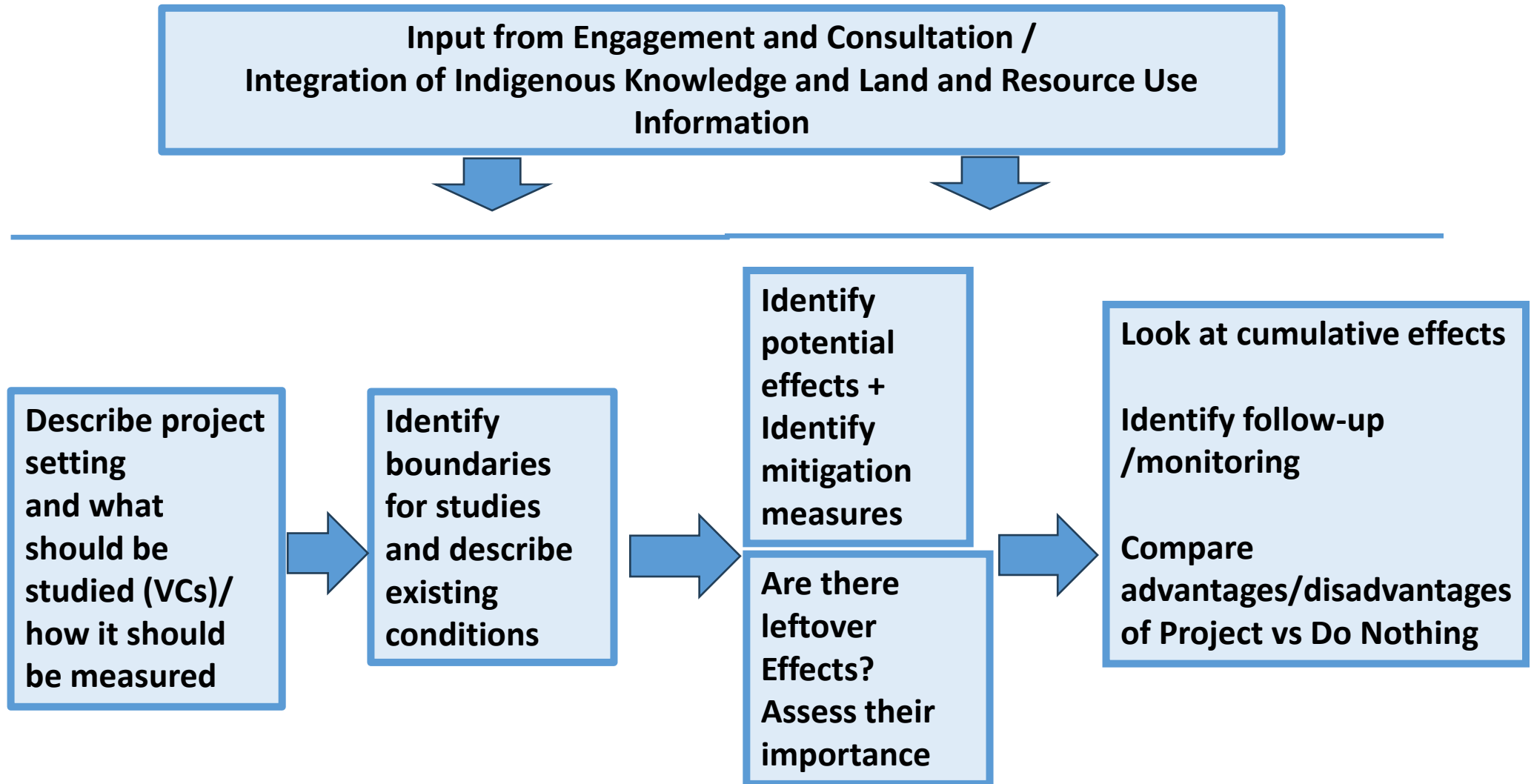




HOW THE EFFECTS ASSESSMENT IS DONE (EA/IA METHODOLOGY)



EFFECTS ASSESSMENT STEPS





IKLRU Information We Received To Date (examples)

- Traditional ceremonies are used for healing and renewal
 - Ceremonies include sweat-lodges, sun dance/sunrise ceremonies, or fasting lodges
 - Ceremonies are designed to nourish the mind and body as well as strengthen the connection between the person to the land and their ancestors
- At least 50-75% of some of Webequie community members' diets consist of traditional country foods
- Land users are observing changes to the river system and experiencing more frequent and intense floods, and earlier melting of snow
- Winter road forced to close earlier and earlier each year due to the instability of the ice
- By returning to their roots and establishing a connection with the land, community members can find Mino Bimaadiziwin (“the good life”)



EXISTING CONDITIONS OF VCs

Existing (baseline) conditions for each VC are established based on data collected from the review of background information and studies (i.e., desktop review), field programs, engagement and consultation activities, and from IKLRU information.

Baseline studies have been completed in support of the Project between 2019 and 2023.





POTENTIAL EFFECTS

For each VC, potential effects and project effect pathways (direct and/or indirect) are identified. The Project pathways describe how Project activities could result in a potential effect during each project phase (i.e., construction and operations).

POTENTIAL EFFECT

EFFECT PATHWAY

Groundwater VC:

Change in groundwater quantity

Site Grading → **Hardening of ground surface** → **Decrease in rate of rain soaking into ground**
→ **Lowering of groundwater level**

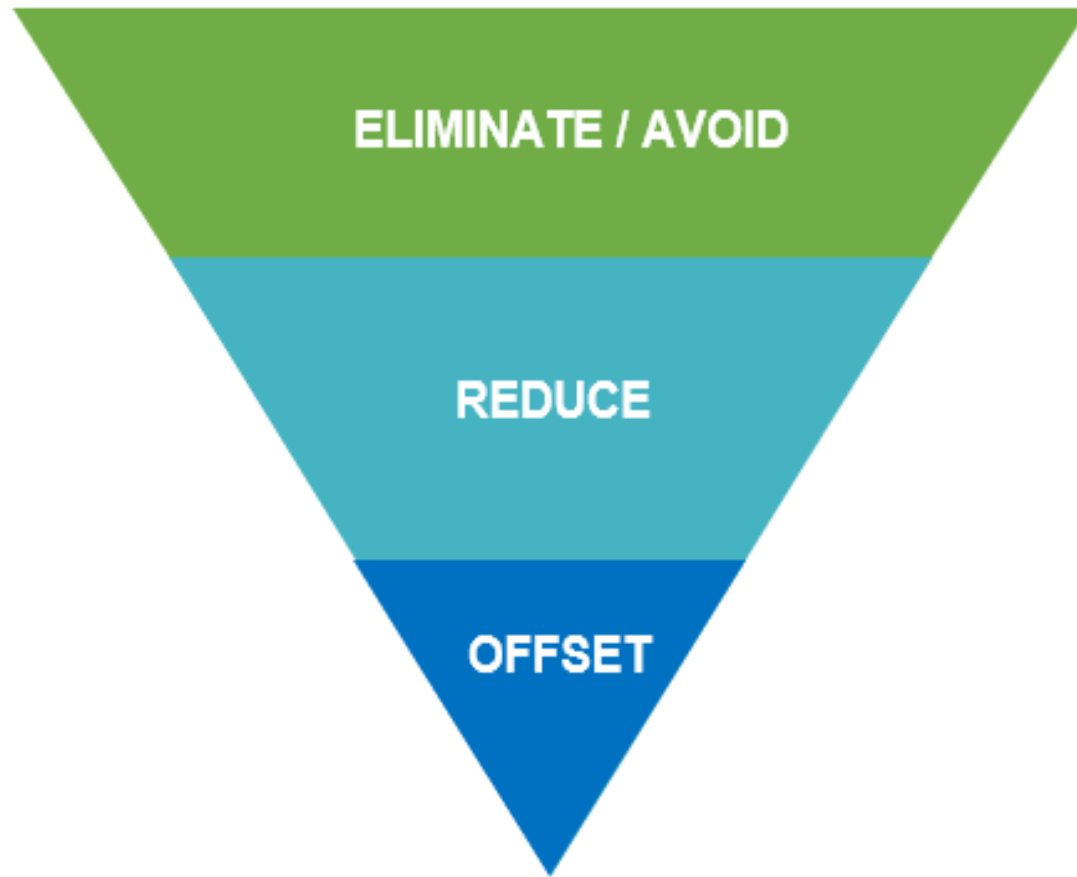
Surface Water VC:

Change in surface water quality

Vegetation clearing and grubbing → **Loss of vegetation cover** → **Increase in runoff, erosion, and sedimentation** → **Transportation of sediment laden runoff into waterbodies** → **Increase in turbidity (silty looking water)**



MITIGATION – How to address potential effects



CHARACTERIZATION OF NET EFFECTS

Net (or residual) effects are the effects that remain after application of mitigation measures.

The predicted net effects are characterized using the following criteria

- **Direction** (positive, neutral or negative changes)
- **Magnitude** (degree of change - low, moderate or high)
- **Geographic extent** (in Project Footprint, Local Study Area, Regional Study Area)
- **Timing** (a specific season or time period)
- **Duration** (short term, medium term, long term, permanent)
- **Frequency** (how often – frequent, infrequent, continuous)
- **Social Context** (e.g., Indigenous cultural and historical site)
- **Input from Indigenous peoples** (view of Indigenous communities)
- **Reversibility** (reversible or irreversible)
- **Likelihood of occurrence** (unlikely, possible, probable, certain)





Boozhoo! Welcome!

Public Information Centre #4

September 16 and 17, 2025



DETERMINATION OF SIGNIFICANCE OF NET EFFECTS

The assessment of significance of net effects is applied to each VC for which net effects are predicted, and net adverse effects or positive effects are classified as significant or not significant.

Several methodologies can be used to determine whether an adverse environmental effect is significant:

- **Collaboration** (interaction among scientific experts and Indigenous groups/knowledge holders)
- **Risk assessment** (e.g., risk to health from modelling of air contaminants – dust)
- **Aggregation**: qualitative aggregation, quantitative aggregation (applying a scale ranking to effect)
- **Reasoned argument** (well-reasoned or organized thought – affects to habitat quality and quantity for birds)
- **Professional judgement** (one's knowledge and experience with assessing effect – e.g. direct loss of or fragmentation of bird habitat due to vegetation clearing and grubbing)

These methodologies are often interrelated and can be used in combination, as appropriate, to determine whether a project is likely to cause significant adverse environmental effects.



**PRELIMINARY RESULTS OF
EFFECTS ASSESSMENT FOR
SELECT VALUED COMPONENTS**

VEGETATION (includes WETLANDS/PEATLANDS)

What was found

Project could potentially

- Change general vegetation community diversity (loss/alteration of wetland, upland, and riparian vegetation)
- Change community/species diversity and composition (removal/species introduction)
- Change wetland function (loss/alteration)
- Change provincially, locally rare plant species and rare vegetation communities or those that have an importance to indigenous communities (loss/alteration).





VEGETATION (includes WETLANDS/PEATLANDS)

What we plan to do

- Known sensitive ecological features will be clearly marked (e.g., wetlands and significant wildlife habitat) with associated setbacks.
- In the event a rare plant species or a rare vegetation community are suspected or encountered unexpectedly, appropriate avoidance or mitigation measures will be applied.
- Use clearing equipment that minimizes surface disturbance, soil compaction and topsoil loss (e.g., equipment with low ground pressure tracks or tires, blade shores and brush), to the extent practicable.
- Herbicides will not be used during construction and operations of the Project.
- Management plans to reduce potential effects on vegetation and wetlands will be developed and implemented, including, but not limited to:
 - Soil Management Plan
 - Vegetation Management Plan
 - Erosion and Sediment Control Plan
 - Fuel Storage and Handling Plan
 - Spill Prevention and Emergency Response Plan
 - Construction Waste Management Plan
 - Site Restoration and Monitoring Plan



WILDLIFE

What was found

Project could potentially

- Result in wildlife habitat loss/alteration or degradation due to clearing of vegetation, installation of bridges, culverts, aggregate pits/quarries, and development of temporary supportive infrastructure.
- Change wildlife movement due to:
 - Vegetation clearing and the use of fencing to demarcate construction areas creating short-term physical barriers to wildlife movement
 - Temporary sensory disturbance from blasting, clearing, hauling and grading activities during construction and from the road itself and traffic during operations
- Increase mortality due to vehicle collisions



WILDLIFE

What we plan to do

- Identify critical wildlife habitat (e.g., moose, waterfowl) and avoid areas predicted to be of high use by wildlife as part of project design where feasible.
- **Implement timing restriction on activities** such as vegetation clearing to avoid harm to birds, their nests and habitats during the breeding bird season.
- **Implement federal and provincial Recovery Strategies and Action Plans** for species at risk potentially affected by the Project to help restore habitat and population of species
- Implement a **Wildlife Management Plan** with measures to avoid or reduce potential effects of sensory/noise, collisions with project vehicles and equipment and increased public access (e.g., moose hunting) on wildlife.
- Reclaim and restore temporary disturbed areas immediately after construction to allow for regeneration of vegetation. Implement a **Vegetation Management Plan** with measures for wetlands/peatlands, sensitive wildlife habitat, control of invasive plants to reduce potential effects on wildlife habitat.





SOCIAL ENVIRONMENT

What was found

Project could potentially result in:

- Change to population including mix and age of people (women, men, youth) due to in and out migration of workers.
- Increase demand for housing and temporary accommodations due to influx of workers during construction.
- Change to community services due to increased demand for services such as healthcare and recreation.
- Change to education, training and traditional learning that may focus more on skills required for Project and result in reduced interest and level of participation in learning traditional way of life.
- Change to emergency and police services due to increased demand for services.
- Change to community infrastructure due to increased use of community road infrastructure, water/wastewater treatment, electricity.
- Change to transportation due to increased traffic volumes on existing roads and increased demand for air and shipping services.
- Change to community well-being and safety as increased non-resident population may cause reduced community connection, increased risk of substance abuse and crime, reduce feeling of personal safety, increase risk of traffic accidents, and reduce well-being and quality of life (effects of noise and dust, etc.).

Positive effects of the Project include:

- Reduced out-migration due to increased employment and training opportunities
- Change in level of education, training and skills development



SOCIAL ENVIRONMENT

What we plan to do

- An Environmental and Cultural Awareness and Education Plan targeted at non-local workers will be developed and implemented for the Project.
- Temporary construction camps will be utilized throughout the construction phase to reduce demand for housing and temporary accommodations.
- The Project will offer training programs prior to and during the construction and operation phases for community members who are interested in participating on the Project.
- Temporary construction camps will have first-aid facilities to address minor injuries and reduce use of community emergency services. Helicopters will also be available at camps to provide emergency evacuation to the nearest medical facility.
- Improvements to existing health care facilities and services (e.g., employing more doctors and nurses).
- The Project will include a smaller workforce during the operations phase and include local workers to reduce influx of non-local workers into the community.
- Transportation of some equipment, materials, and personnel will be done by aircraft, which will avoid interfering with community use of road infrastructure.
- Temporary construction camps will separate non-local workers from local community members and limit the number of interactions.

INDIGENOUS PEOPLES AND THE EXERCISE OF ABORIGINAL AND TREATY RIGHTS

What was found

Project could potentially result in:

- Changes in Indigenous current and historical use of lands and resources, including:
 - changes in availability of land and resources for traditional activities.
 - changes in plants and animals.
 - changes to harvesting areas.
 - Loss of visual and cultural values of the land.
- Change to culture as Project may change the land and result in:
 - loss or reduced quality and/or quantity of culturally and spiritually important sites/areas, which may decrease opportunities to transfer cultural knowledge/traditions.
 - change in availability and/or access to resources for cultural practices.



INDIGENOUS PEOPLES AND THE EXERCISE OF ABORIGINAL AND TREATY RIGHTS

What we plan to do

- Continue to consult and engage with Indigenous communities to identify measures in planning and design of the Project to minimize or avoid impacts to Indigenous Peoples and Aboriginal and Treaty Rights and interests.
- Incorporate Indigenous Knowledge and land and resource use information in the EA/IA, project development, planning and design.
- Avoid important traditional use areas to the extent possible.
- Reclaim and restore temporary areas of disturbance after construction to allow for regeneration of vegetation.





CUMULATIVE EFFECTS ASSESSMENT

What is a cumulative effect?

“Cumulative effects are changes to the environment that are caused by an action in combination with other past, present and future human actions..” *Cumulative Effects Assessment*

Practitioners Guide CEAA (February 1999)

The cumulative effects assessment includes consideration of, but is not limited to, the following valued components, as per the Tailored Impact Statement Guidelines for the Project (*Impact Assessment Agency of Canada 2020*):

- Cumulative effects to rights of Indigenous peoples and cultures
- Cumulative effects to caribou

A cumulative effects assessment:

- Looks at net / residual effects (after mitigation)
- Determine time and space boundaries
- Considers how close other projects are to proposed project
- Considers past, present and reasonably foreseeable projects in relation to the proposed project



Past, Present and Future Physical Activities Considered in the Cumulative Effects Assessment

Number	Project Name	Project Type	Approximate Direct Distance to the WSR
Other Past and Present Projects and Activities			
1	De Beers Victor Mine	Mining Project	160 km east of WSR
2	Goldcorp's Musselwhite Mine	Mining Project	210 km west of WSR
3	Construction of upgrades to the Anaconda and Painter Lake Forestry Access Roads	All-Season Road Project	225 km south of WSR
4	Ogoki Diversion	Hydroelectric	270 km southwest of WSR
5	Long Lac Diversion	Hydroelectric	410 km south of WSR
6	Wataynikaneyap Transmission Project (New Transmission Line to Pickle Lake)	Power Transmission Project	130 km west of WSR
7	Greenstone Gold's Hardrock Mine	Mining Project	344 km south of WSR
Other Reasonably Foreseeable Future Projects and Activities			
8	Black Horse Project and Big Daddy Project	Mining Project	Located near eastern terminus of WSR
9	Eagle's Nest Project	Mining Project	Located near eastern terminus of WSR
10	Marten Falls Community Access Road Project	All-Season Road Project	100 km south of WSR
11	Northern Road Link (NRL)	All-Season Road Project	Connects to eastern terminus of WSR
12	Webequie Supply Road (WSR)	All-Season Road Project	N/A
13	Black Thor, Blackbird, and Black Label Mining Deposits	Mining Project	Located near eastern terminus of WSR
14	East-West Road	All-Season Road Project	250 km southwest of WSR
15	Kashechewan First Nation Road to Site 5 Project	All-Season Road Project	320 km east of WSR





CUMULATIVE EFFECTS ASSESSMENT

Preliminary results of the cumulative effects assessment for select VCs

Valued Component	Project's Net Effects	Cumulative Interactions with other Physical Activities/Projects*	Predicted Cumulative Effects	Will the cumulative effect be significant?
Surface Water Resources	Change to runoff patterns due to changes in land cover	Yes	Cumulative change to runoff patterns	NO
	Changes to flow depth and velocity around constructed water crossings	No	N/A	N/A
	Deposition of sediment into waterbodies from road maintenance activities	Yes	Cumulative deposition of sediment into waterbodies	NO
Fish and Fish Habitat	Change to riparian habitat and instream habitat	Yes	Cumulative increase in riparian and instream disturbance	NO
	Increased risk of fish mortality or injury	Yes	Cumulative increase in risk of fish mortality or injury	NO
	Increased harvest	Yes	Cumulative increase in harvest	NO
Aboriginal and Treaty Rights and Interests	Change to Indigenous current and historical use of lands and resources for traditional purposes	Yes	Cumulative change to Indigenous current and historical use of lands and resources for traditional purposes	NO
	Change to cultural continuity	Yes	Cumulative change to cultural continuity	NO

* Yes = Potential spatial and/or temporal overlap
 No = No spatial or temporal overlap anticipated



ASSESSMENT OF OTHER ASPECTS/EFFECTS

Accidents and malfunctions

Based on the project components and related activities, the following accidents and malfunctions are considered plausible:

- accidental spills of hazardous materials;
- fires and explosions;
- damage or failure of road and/or structure crossings of waterbodies;
- vehicle or equipment accidents; and
- accidental encroachments on environmentally sensitive habitat and sites such as watercourses or areas of cultural importance

What we plan to do

Implement measures and procedures in project-specific plans:

- Environmental and Cultural Awareness and Education Plan
- Fuel Storage and Handling Plan
- Spill Prevention and Emergency Response Plan
- Construction Waste Management Plan (including Hazardous, Contaminated and Controlled Materials)
- Erosion and Sediment Control Plan
- Health and Safety Management Plan
- Site Restoration and Monitoring Plan



ASSESSMENT OF OTHER ASPECTS/EFFECTS

Effects of the Environment on the Project

What was found

The following effects could damage project components and cause delay of construction or close/interrupt operations:

- Extreme weather events (such as heavy rain and snowfall, flooding, blizzards, and extreme winds).
- A wildfire (depending on its severity).
- Changing climate trends (e.g., extreme temperature, increased precipitation).





ASSESSMENT OF OTHER ASPECTS/EFFECTS

Effects of the Environment on the Project – What we plan to do

- The Project is designed with consideration of existing conditions and external environmental risks including projected climate trends.
- The Project will be designed, constructed and operated according to design codes, standards and guidelines applicable to provincial highway projects.
- Emergency Response Plans for the Project construction and operations will include response procedures for extreme weather events and wildfires.
- Contingency procedures will be coordinated with the administrator or owner of the proposed road and Indigenous communities in communication with the Ontario Provincial Police if roads are closed due to unsafe conditions.





ASSESSMENT OF OTHER ASPECTS/EFFECTS

Effects of Project in Context of Canada’s Environmental Obligations

Government of Canada’s Environmental Obligations	Where Environmental Obligations Acts/Policy/Guidance Have Been Considered in Draft EAR/IS
Canada’s biodiversity commitments: <ul style="list-style-type: none"> • <i>Species at Risk Act</i> • <i>Canada Wildlife Act</i> • <i>Fisheries Act</i> 	EAR/IS Sections with Assessment of Effects on VCs: Fish and Fish Habitat, Vegetation and Wetlands, Terrestrial Habitat and Wildlife, and Species at Risk.
Recovery Strategies and Action Plans developed under the <i>Species at Risk Act</i> (SARA) for all species at risk, with caribou as being of particular importance under SARA for this Project.	EAR/IS Sections with Assessment of Effects on VCs: Species at Risk.
Convention on Wetlands of International Importance as implemented in part through: <ul style="list-style-type: none"> • Federal Policy on Wetland Conservation • North American Waterfowl Management Plan 	EAR/IS Sections with Assessment of Effects on VCs: Vegetation and Wetlands, Terrestrial Habitat and Wildlife, and Species at Risk.
Convention for the Protection of Migratory Birds in the United States and Canada, as implemented in part through the <i>Migratory Birds Convention Act</i>	EAR/IS Sections with Assessment of Effects on VCs: Vegetation and Wetlands, Terrestrial Habitat and Wildlife, and Species at Risk.
Government of Canada’s commitment to achieve net-zero GHG emissions by 2050 as contained in the <i>Canadian Net-Zero Emissions Accountability Act</i> (2021)	EAR/IS Sections with Assessment of Effects on VCs: Air Quality, Greenhouse Gases and Climate Change Resilience.



ASSESSMENT OF OTHER ASPECTS/EFFECTS

Project's Contribution to Sustainability

- As stated in the Webequie First Nation's Community-Based Land Use Plan (CBLUP), Elders and leaders have a vision for protection and development in the area surrounding the community that originated six or seven generations ago – “Seven Generations Teachings” and “Seven Generation Stewardship”
- The goals and objectives of the proposed WSR align with strategies for sustainability described in the Webequie First Nation's CBLUP and Comprehensive Community Plan (CCP):
 - Providing education and training;
 - Protecting cultural vibrancy and traditional life;
 - Improving housing and infrastructure;
 - Protecting environmental quality and respecting relationship with the land;
 - Improving community health and wellness;
 - Strengthening family and social conditions;
 - Supporting economic development; and
 - Preserving community leadership and governance

What we plan to do

The Project's planning and development will continue to align with sustainability goals and objectives outlined in Webequie First Nation's CBLUP and CCP by the following actions:

- Continue to consult with the public and engage with Indigenous communities and groups throughout full life-cycle of Project;
- Implement priority initiatives such as addressing climate change by minimizing and/or reducing emissions and building resilience;
- Monitor, evaluate and report on progress; and
- Adjust actions and strategies to respond to new information or incorporate new direction, as necessary.



NEXT STEPS

WE ARE HERE NOW

- Consultation Round 3 - Receive feedback on preliminary effects assessment
- Continue efforts to assess potential effects of the Project, including cumulative effects
- Continue efforts to receive Indigenous Knowledge and Land and Resource Use Information

WINTER/SUMMER 2024

- Input to preliminary effects assessment of Project
- Input to proposed impact management, mitigation and follow-up monitoring

FALL 2024/ SUMMER 2025

- Review of Draft and Final Environmental Assessment Report / Impact Statement



WE WANT TO HEAR FROM YOU!

- Provide comments through the Project Website (www.supplyroad.ca)
- Speak with the Project Team after the presentation
- Fill out a Feedback Form

Contacts for the EA/IA:



Michael Fox
Regional Consultation Lead
Webequie First Nation
1000 Chippewa Road
Thunder Bay, ON
P7J 1B6
Tel: 807 472-6147
Fax: 807 577-0404
E-mail:
michael.fox@supplyroad.ca

Leon Shewaybick
Local Consultation Lead
Webequie First Nation
P.O. Box 268
Webequie, ON
P0T 3A0
Phone: 807-353-6531
E-mail:
Leons.spence@webequie.ca

Don Parkinson
Engagement Specialist
AtkinsRéalisis Inc.
191 The West Mall
Toronto, ON
M9C 5K1
Tel: 416-252-5315 ext. 52584
Fax: 416-235-5356
E-mail:
don.parkinson@atkinsrealis.com



**THANK YOU
MEEGWETCH**



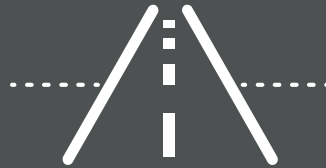
WEBEQUIE SUPPLY ROAD

Project Description



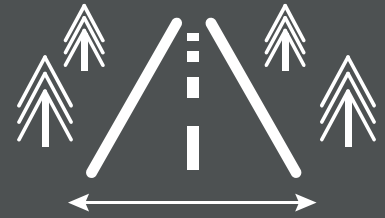
107 km

All-season road from Webequie First Nation (WFN) Airport to McFaulds Lake



17 km

Length of road corridor within WFN Reserve Lands



35 m

Final corridor width (right-of-way) for two lane surface



6

Major waterbody crossings with bridges (and 25 other waterbody crossings) requiring culverts



Includes temporary and permanent aggregate pit/rock quarry areas with equipment for processing, as well as access roads to these areas

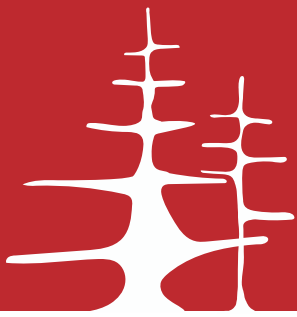


Construction camps (temporary) to accommodate construction crews, with 1 site being repurposed to act as permanent operation/maintenance facility



Storage and laydown yards (temporary) for equipment and materials





WEBEQUIE SUPPLY ROAD

Looking At Project Effects- What Do We Think About?



The Surface Water (lakes, rivers)



The Lands and Resources



Species at Risk



The Land- Soils and Terrain



The Health of Community Members



The Environment that We See
(Visual Environment)



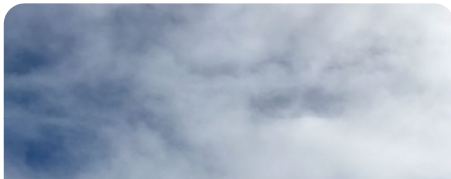
The Groundwater / Springwater



Accidents and Things that
Go Wrong



Aboriginal and Treaty Rights
and Interests



The Air



Fish and Fish Habitat
(where the fish live)



Culture



The People (the Social Environment)



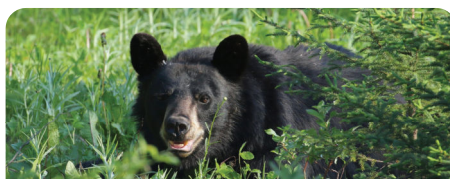
The Plants and Wetlands



The Effects of All Projects Together
(Past, Present and Future)



The Economy



Wildlife and Terrestrial
(out of water) Habitat



Climate Change

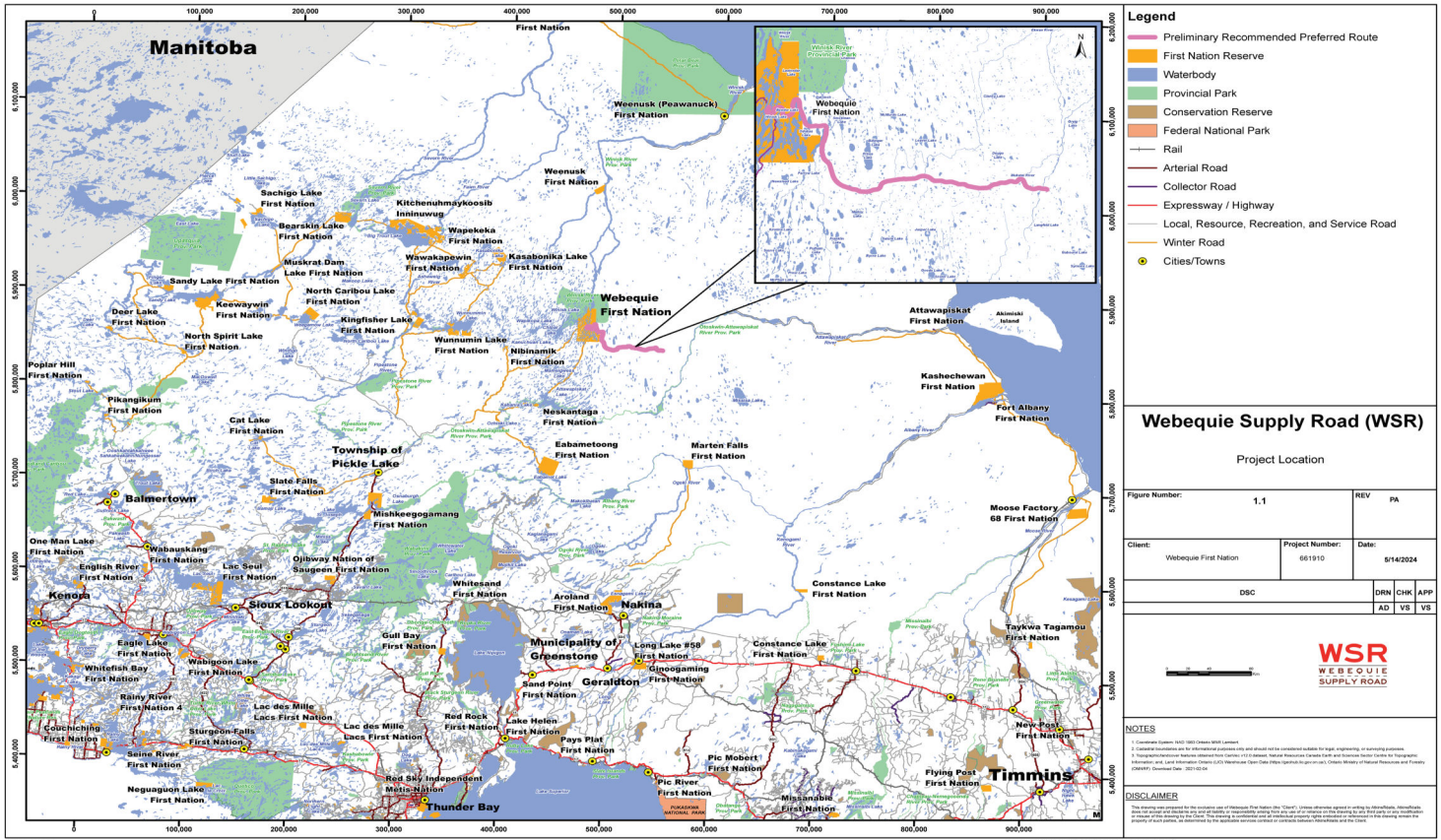




WEBEQUIE SUPPLY ROAD

Location and Purpose Map

Project Location



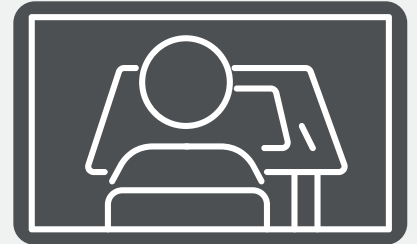
Purpose of the Webequie Supply Road



Move materials, supplies and people from the Webequie Airport to the McFaulds Lake area.



Provide local employment and economic development opportunities to Webequie.



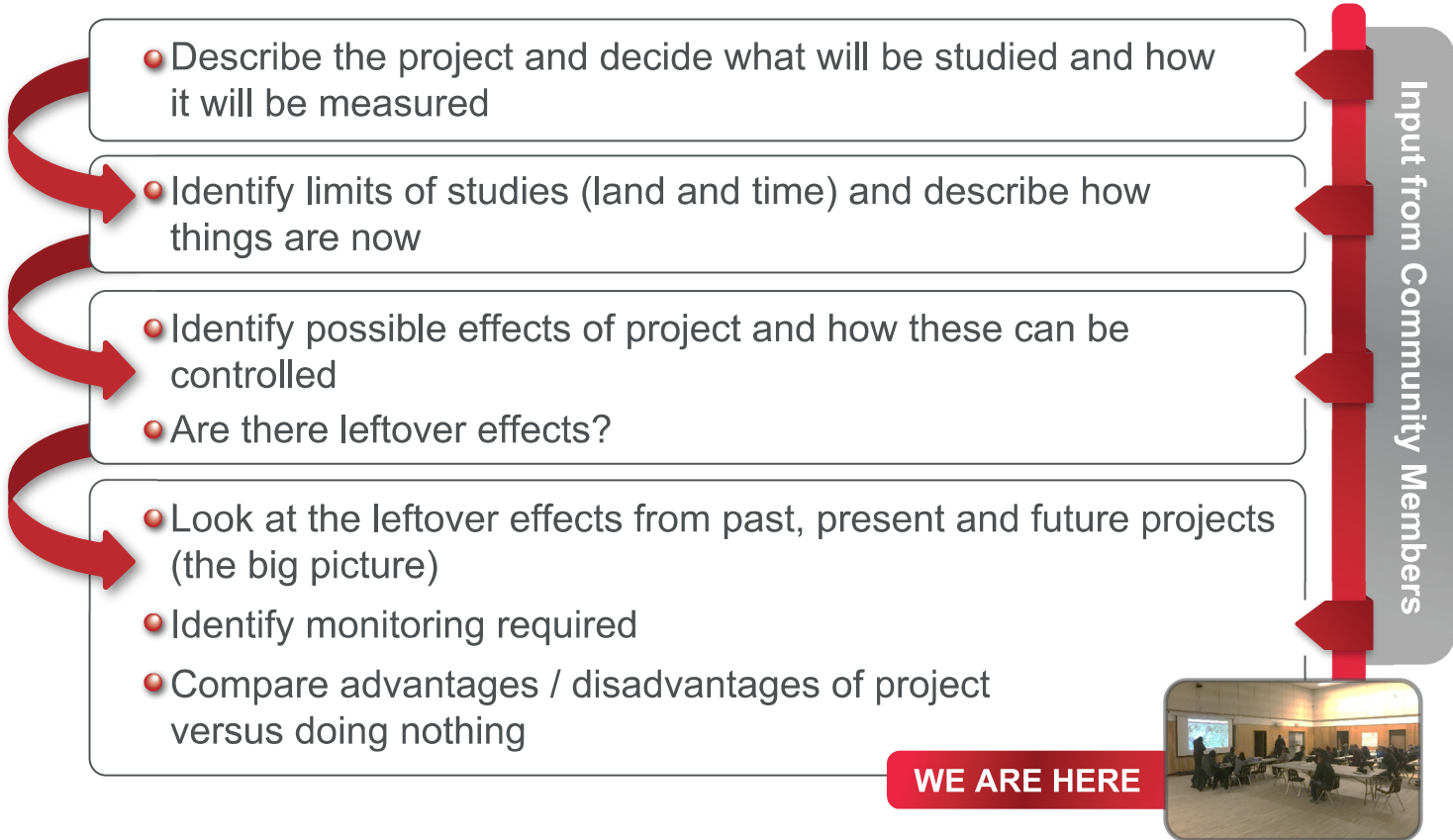
Provide experience/training opportunities for youth to help encourage the pursuit of additional skills through post secondary education



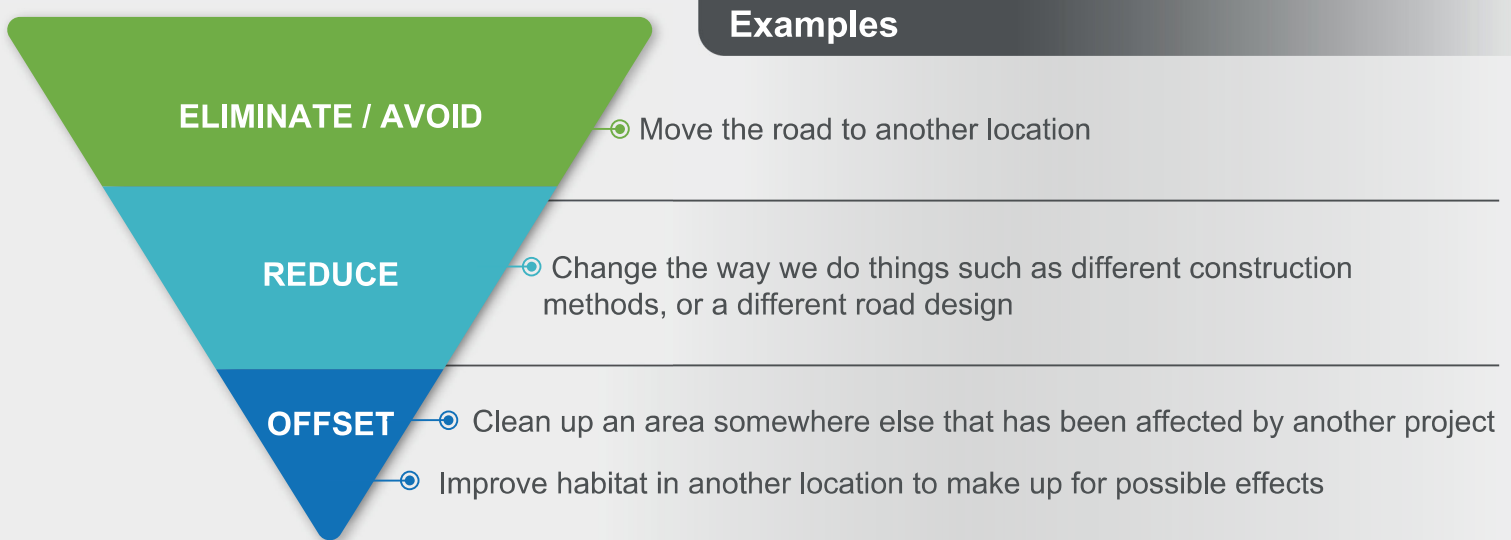


WEBEQUIE SUPPLY ROAD

Where Are We Now in the Environmental Assessment? Doing the Effects Assessment!



How do we deal with possible effects?





WEBEQUIE SUPPLY ROAD

Proposed Watercourse Crossings

Winisk Lake Crossing



Current View

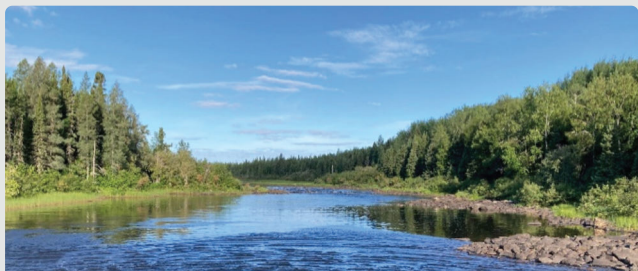


After Project View



After Project View

Winiskisis Channel Crossing



Current View

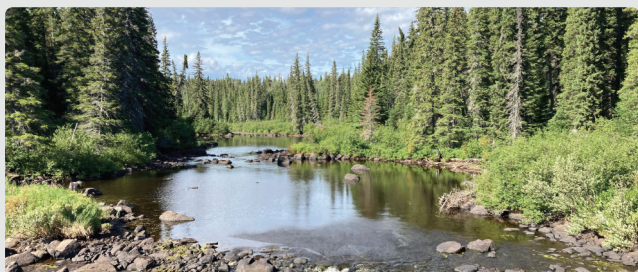


After Project View



After Project View

Muketei River Crossing



Current View



After Project View

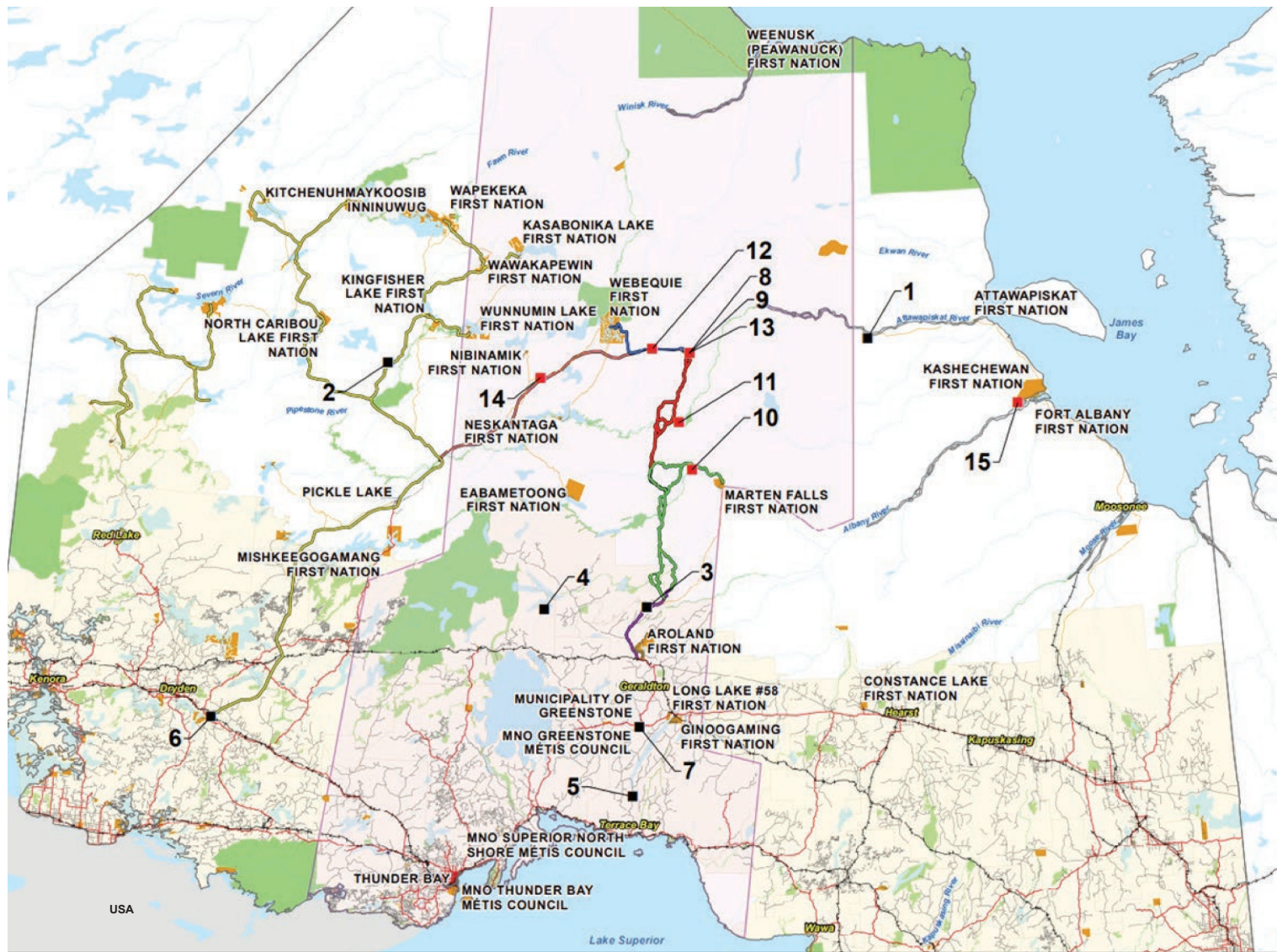


After Project View



WEBEQUIE SUPPLY ROAD

Past, Present And Future Physical Activities Considered in the Cumulative Effects Assessment



- | | |
|---|--|
| ① De Beers Victor Mine | ⑧ Black Horse Project and Big Daddy Project |
| ② Goldcorp Musselwhite Mine | ⑨ Eagle's Nest Project |
| ③ Construction of upgrades to the Anaconda and Painter Lake Forestry Access Roads | ⑩ Marten Falls Community Access Road Project |
| ④ Ogoki Diversion | ⑪ Northern Road Link Project (NRL) |
| ⑤ Long Lac Diversion | ⑫ Webequie Supply Road (WSR) |
| ⑥ Wataynikaneyap Transmission Project (New Transmission to Pickle Lake) | ⑬ Black Thor, Blackbird, and Black Label Mining Deposits |
| ⑦ Greenstone Gold's Hardrock Mine | ⑭ East-West Road |
| | ⑮ Kashechewan First Nation Road to Site 5 Project |



APPENDIX P2.C.3

Public Information Centre #3

- P2.C.3.2 – Public Information Centre Summary



WEBEQUIE SUPPLY ROAD

Open House

Timmins, Ontario

September 10, 2024

OVERVIEW

The Webequie Supply Road (WSR) Project Team hosted an Open House from 2pm to 4pm and 6pm to 8pm in Timmins on September 10, 2024, at the Best Western on Airport Road.

A representative of the WSR Project Team, Chris McKay, gave a presentation for both time slots for the Open House. The presentation included an update on the Project, which was also livestreamed on Facebook. The presentation was followed by a question-and-answer period at the evening session. There were no participants in person or online for the first session of the day.

Communication materials and comment forms were provided to a total of 10 attendees who also signed in. Available materials included the most recent WSR newsletter and a copy of the presentation, and feedback forms. Poster boards were also displayed for the Open House. All presentation and communication materials are included in the appendix.

QUESTIONS FROM ATTENDEES

- **Where can we read the effects assessment?**

The Draft report will be released in October. There will be 60 days for communities to review and then an additional 60 days for the public to review. It then comes back with all the comments, the final report won't be released until all reviews and comments are finalized by all parties.

- **How can I provide feedback if I don't have the report?**

Methodology and everything that has been done is available on supplyroad.ca, but we still need to finalize the Draft report which will most likely be available next year and we are looking at a decision on the road by 2027.

- **Will WSR start the construction phase? How will the materials be delivered for each phase of the road? Will it be a small window of delivering materials through the ice roads to begin construction?**

WSR doesn't need a mine to proceed with construction as it is an Economic Development Road for Webequie First Nation as well as Marten Falls Community Access Road (MFCAR), as it is a community access road. All roads have a different purpose.

- **Will WSR start construction first?**

There are aggregate pits identified on reserve that will build the road.

- **So the road is being built to McFaulds, and it's an Economic Development Road, which is not tied to the Ring of Fire? I'm trying to understand.**

WSR is a remote road. MFCAR is a community access road

And NRL is for the Ring of Fire and will connect the other 2 roads and communities to the provincial highway network.

- **What kind of Economic Development opportunities are there aside from mining?**

Webequie had a vision years ago when looking into building roads. This is an extension of their vision, it will provide cheaper gas, so opportunities to open businesses, maintenance to roads, cheaper groceries, etc.

- **Is it not the same as building a road say from Pickle Lake to the new community?**

No, projects are project specific and have different purposes, building on reserve is different from crown lands, which these roads have both.

- **What is the ending to all the roads to start operations and start using the road?**

That is the question we are all asking ourselves. All we can give is the best-case scenario, base-case scenario, and worst-case scenario. The regulatory process takes time. It's not the communities, it's the process and we can't skip steps, this is year seven going on year eight now.

Comment: Yes, things do take time, and it's good that they do. It's important, once you do these things to the land its forever, especially in remote communities, it takes time for these things to do it right.

- **Are there ongoing studies? We are starting to do water testing and fish testing in Mushkegowuk, will we have the opportunity to submit our findings into these EA's? ,**

Most likely won't be in the WSR as that is soon., But may submit into NRL as -we are in the beginning stages of that project; socio-economic study is being done right now on NRL.

- **Is Webequie one of the communities that the Weenusk River pours into?**

Yes

Comment: It's useful to know that Webequie First Nation is the proponent of this project.

- **How comfortable are you to build 50 km of road on the muskeg?**

It's like a snowshoe, we do need to do more work to get the final design

- **Will heavy duty trucks be able to drive on the whole road, even on the muskeg?**

The design needs to be finalized. There are 3 types of roads in Canada and maybe we are going to find the 4th kind in the North.

- **A floating road isn't a limitation?**

Design, maintenance, and surface treatments need to be talked about.

- **Seems like there is a lot of ifs on this project. Wyloo, federal government, provincial government in court, with the regional assessment going through, do you see other court cases influencing this road?**

Yes, they will.

FEEDBACK

Three people filled out comment forms:

1. How did you hear about this Open House?

- a. Notice - 0
- b. Word of mouth – 3
- c. Radio – 0
- d. Website - 0

2. What was your main reason for attending?

- a. Have not heard of this Project – 0
- b. Interested in the Project – 3
- c. Want to ask questions or express my concerns – 0
- d. Want to know how this Project will impact me – 1

3. What are the good things about the Supply Road?

- a. Employment opportunities - 3
- b. Business opportunities – 3
- c. Training opportunities – 2
- d. Accessibility – 2

4. What are the bad things about the Supply Road?

- a. Outsider access – 1
- b. Disruption to communities - 2

- c. Change in traditional land and resources – 2
 - d. Potential environmental impacts – 2
 - e. Changes to way of life – 2
5. **Do you have any comments on the preferred route and the preliminary effects assessment for the Webequie Supply Road or supportive infrastructure?**
Obviously, [route] chosen to reduce impacts with fewest culverts and bridges as possible. N.B & Cumulative effects = more than other projects e.g. climate change.
6. **Did the meeting help with your understanding of the Project?**
- a. Yes - 2
 - b. Somewhat - 0
 - c. No - 0
7. **Is there any information that you would like to be provided that was not presented at the meeting?**
- a. Yes – 0
 - b. Somewhat - 1
 - c. No – 1
8. **Were you given the opportunity to participate in the meeting – ask questions or express interest/concern?**
- a. Yes – 1
 - b. Somewhat – 1
 - c. No – 0
9. **What would help the Webequie Project Team improve these community meetings in the future?**
- a. Additional material (handouts, etc) - 1
 - b. One-on-one discussions with the Project Team -
 - c. More time for questions and answers - 2
 - d. Breakout sessions – 1
 - e. Provide more information – 1
10. **Additional comments**
- The material was very succinct and easy to read. Very informative.
 - Connect with local development or other Timmins based stakeholders to increase participation!

ISSUES AND CONCERNS

Impact on muskeg was the primary concern expressed at the Open House.

ACTION ITEMS

Follow up with Mushkegowuk Council for an information session.



WEBEQUIE SUPPLY ROAD
Public Information Centre
Public & Stakeholders and Indigenous Off-reserve Community Members
Thunder Bay, Ontario
September 12th & 13th, 2024

OVERVIEW

On September 12th, 2024, the Webequie Supply Road Project Team hosted Public Information Centres for both the public and stakeholders from 2pm to 4pm and again from 6pm to 8pm. On September 13th, 2024, the same team hosted Public Information Centres for Indigenous off-reserve community members at 10am to 12pm and 1pm to 3pm, both hosted at the Superior Inn in Thunder Bay, Ontario. The information session advertising was handled in-house by community.

Consultation Lead Don Parkinson gave a presentation on the Webequie Supply Road. The presentation was followed by a question-and-answer period and then the participants were able to have one on one discussions with subject matter experts around the room. There was a total of twenty five participants throughout both days.

Copies of the presentations, communication materials and comment forms were provided to attendees. The presentation was also translated into Oji-Cree, and a live presentation from our translator Fred Jacobs, happened in person on September 13th. Available materials included the most recent WSR newsletter and a copy of the presentation that was being given along with feedback forms and branded swag. Poster boards were also displayed for the Open House. All presentation and communication materials are included in the appendix.

QUESTIONS FROM ATTENDEES

Thursday, September 12, 2024 – 12:00pm-2:00pm

Question: What is involved with cumulative effects?



Answer: Cumulative effects will be assessed at the end. It is an evolving science to assess the cumulative effects. The cumulative effects assessment will be in the Draft Environmental Assessment when it is released.

Friday, September 13, 2024 – 1:00pm-3:00pm

Question: When you look at consultation, has the project faced any backlash or reluctance or disagreements from Indigenous communities?

Answer: It has for different reasons as there are different concerns. For example, Attawapiskat First Nation is concerned about downstream effects.

Question: Were any of the municipalities engaged, such as Geraldton or Nakina?

Answer: We have not had comments from them at all. We have had comments on caribou and effects on migration patterns. We've also had comments related to road ownership and security, which is something that is being discussed. For Road Ownership, please discuss with the province. There are concerns that these roads could open the area, like people from south coming and over harvesting in the area.

Question: Another concern I have is that you mentioned a few months ago the Premier announced Ontario is going to develop a transmission line for 5 Matawa communities. Would the transmission line be built along the road?

Answer: It would be the easiest way as there is an established corridor. However, that is still to be determined. It would still have to go through its own review process.

Question: If you drive from here to Dryden, you're driving along the transmission line. Another concern is whether it happens or not, is that Canada is heading towards a green future in 2035. What additional infrastructure would be built along the road like charging stations?

Answer: Assume that the infrastructure will be put in place.

Question: I know we're talking about the WSR; however, if you include NRL and MFCAR, what would the estimated kilometers to get from Webequie to Nakina?

Answer: It would be close to approximately 400km from Webequie to Nakina, if not more.

Comment: With a full charge, that is pushing it for e-vehicles and if it is in the winter, that is a concern.

Question: The presentation mentions job opportunities. Will job opportunities be available to neighboring communities like Neskantaga and Kasabonika Lake?

Answer: It is not an exclusive opportunity to Webequie. We've identified different jobs and when they're required for the project as well. We have a good idea of employment levels at different points in the project.



Comment: Depending on jobs and construction phase, is it on a rotational basis?

Answer: They can work 24/7 or rotations, it depends on the commitment to build it.

Question: Will there be mobile camps?

Answer: There are Four temporary camps along the route, one outside of Webequie and a couple other ones as you move through and towards the eastern end.

Questions: Has H&S been identified?

Answer: As it is released for tender, by law, the contractor will come up with H&S plans. We're doing Environmental Management Plans (EMPs) by the end of the EA as the government needs to review that as well. That serves as a guide for the contractor to conduct activities.

Question: How much baseline studies have been done?

Answer: A massive amount, covering different disciplines. We have 6 years' worth of field world from fish, plants, air quality, noise, visual environment, etc.

Question: Are there any sites identified for Stage 2 AA?

Answer: I don't believe that has been flagged but will double check for you.

Side discussions:

- Oshki Wenjack – Have been following the project throughout the years. Interested in working with Webequie to assist with training programs, etc to prepare community members. For a project like this, it requires collaboration between communities and organizations for community readiness.

FEEDBACK/COMMENTS

We support Webequie in this because the road is in their traditional territory and the watershed doesn't affect us.

Three people filled out comment forms, however, only checked boxes for questions and did not provide feedback.

Questions on comment forms:

1. How did you hear about this Open House?



- a. Notice - 2
 - b. Word of mouth – 3
 - c. Radio – 1
 - d. Website - 0
2. What was your main reason for attending?
- a. Have not heard of this Project – 0
 - b. Interested in the Project – 2
 - c. Want to ask questions or express my concerns – 4
 - d. Want to know how this Project will impact me – 0
3. What are the good things about the Supply Road?
- a. Employment opportunities - 2
 - b. Business opportunities – 1
 - c. Training opportunities – 0
 - d. Accessibility – 3
4. What are the bad things about the Supply Road?
- a. Outside access – 2
 - b. Disruption to communities - 0
 - c. Change in traditional land and resources – 1
 - d. Potential environmental impacts – 1
 - e. Changes to way of life – 0
5. Do you have any comments on the preferred route and the preliminary effects assessment for the Webequie Supply Road or supportive infrastructure? No comments
6. Did the meeting help with your understanding of the Project?
- a. Yes - 4
 - b. Somewhat - 1
 - c. No - 0
7. Is there any information that you would like to be provided that was not presented at the meeting?
- a. Yes – 0
 - b. Somewhat - 0
 - c. No – 0



8. Were you given the opportunity to participate in the meeting – ask questions or express interest/concern?
 - a. Yes – 3
 - b. Somewhat – 0
 - c. No – 0
9. What would help the Webequie Project Team improve these community meetings in the future?
 - a. Additional material (handouts, etc) - 0
 - b. One-on-one discussions with the Project Team - 1
 - c. More time for questions and answers - 3
 - d. Breakout sessions –
 - e. Provide more information – 0
10. Additional comments - None

ISSUES AND CONCERNS

A middle-aged man highlighted the trajectory of electric vehicles and how gas/diesel powered vehicles are slowly getting pushed out. He expressed concern over the need for electric charging stations throughout these routes to accommodate the growing desire for electric powered vehicles.

ACTION ITEMS

Follow up with answers to community members surrounding whether or not conversations around additional infrastructure like electric charging stations are being had.

APPENDIX P2.C.4

Public Information Centre #4

- P2.C.4.1 – Display Boards and Presentations





Boozhoo! Welcome!

Public Information Centre #4

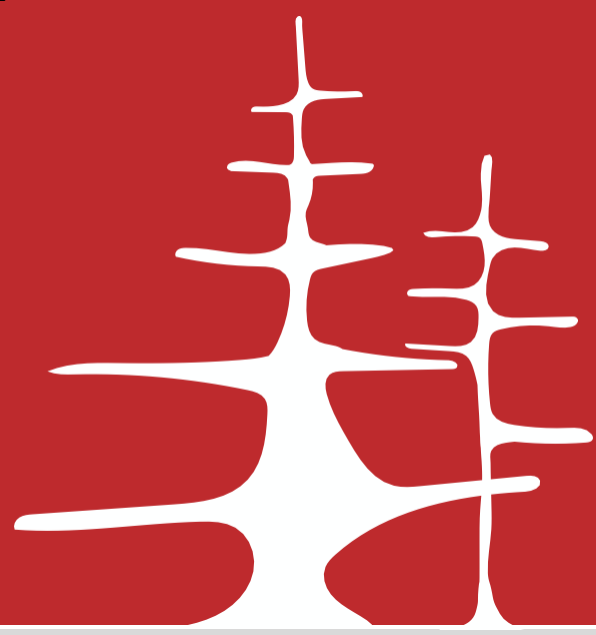
September 16 and 17, 2025



Boozhoo! Welcome!

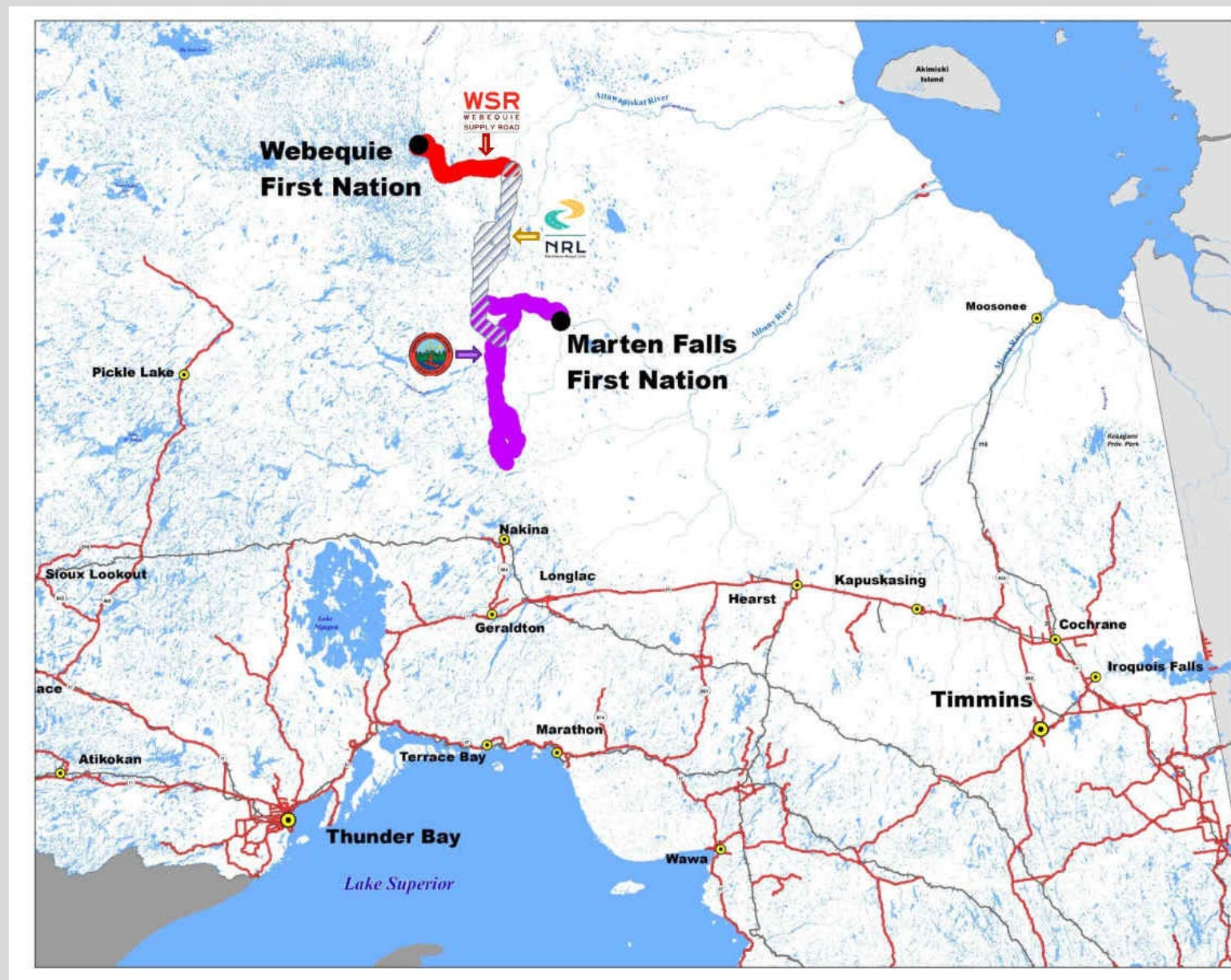
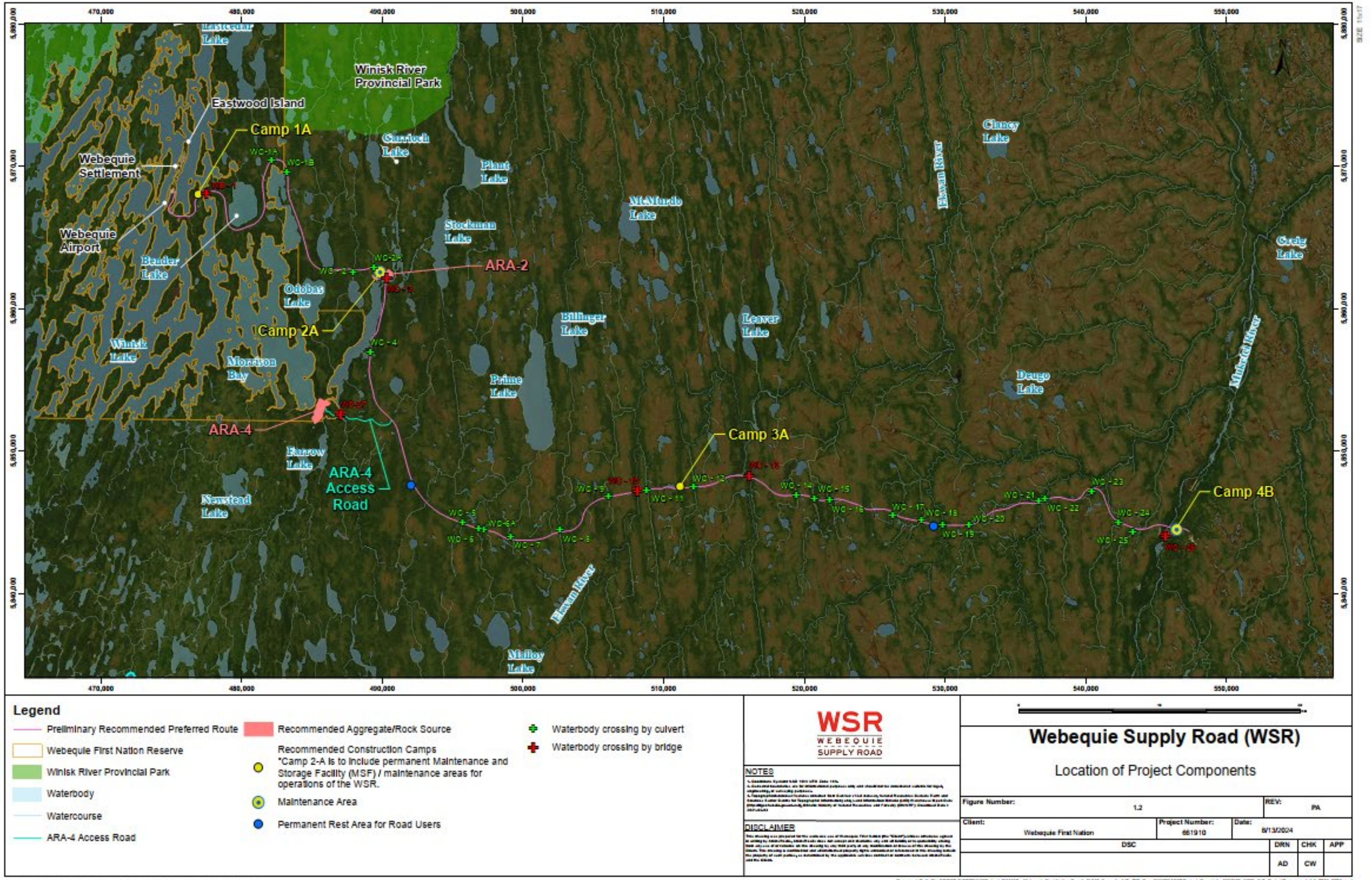
Public Information Centre #4

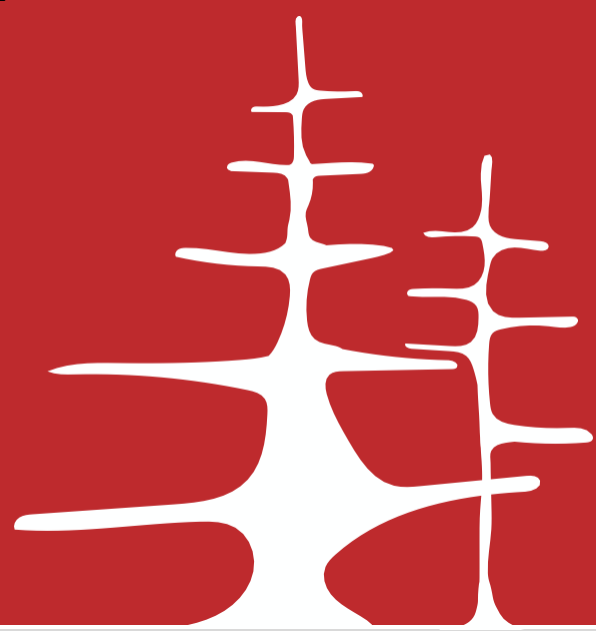
September 22, 2025



WEBEQUIE SUPPLY ROAD

Preferred Route Location and Context





WEBEQUIE SUPPLY ROAD

Project Purpose and Description

PURPOSE OF THE WEBEQUIE SUPPLY ROAD



Move materials, supplies and people from the Webequie Airport to the McFaulds Lake area



Provide employment and economic development opportunities to Webequie while preserving their language and culture



Provide experience/training opportunities for youth to help encourage the pursuit of additional skills through post-secondary education

PROJECT DESCRIPTION



107 km

All-season road from Webequie First Nation (WFN) Airport to McFaulds Lake



17 km

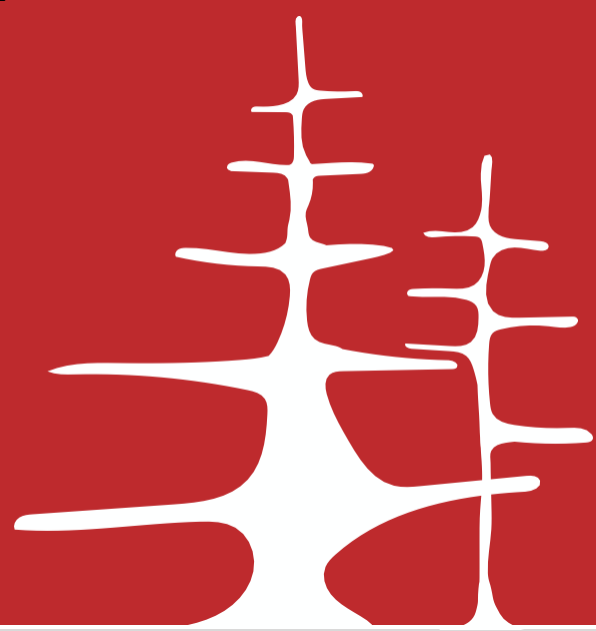
Length of road corridor within WFN Reserve Lands



35 m

Final corridor width (right-of-way) for two lane surface





WEBEQUIE SUPPLY ROAD

Key Points to Remember

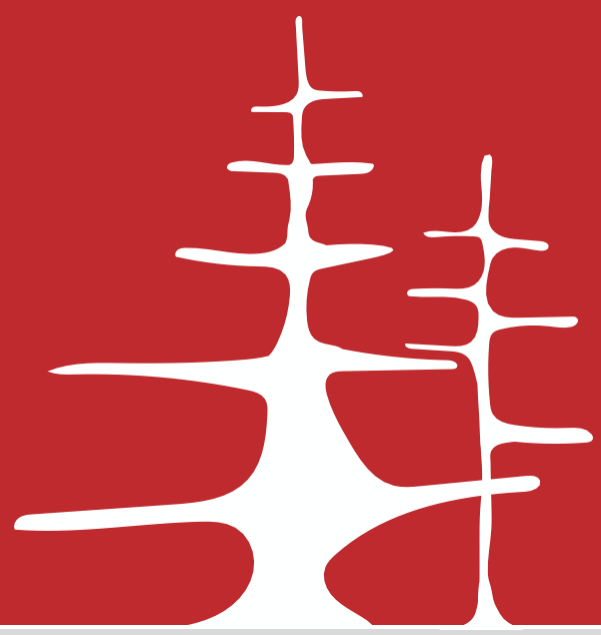
Key Points to Remember about Project:

This is Webequie's Road Webequie First Nation is the proponent of the environmental/impact assessment. They are the caretakers of the lands and waters of their territory. That role of caretaker or steward will continue during construction and operation of the road, offering opportunities for community members to learn and apply new skills that will maintain the environmental health of their territory.

Knowledge Transfer to Webequie The technical team is sharing their knowledge and experience with community members so that the community will eventually assume full responsibility in partnership with Ontario to ensure: (1) the project meets its stated commitments; (2) confirm project effects are within the range of what was expected; and (3) that Construction and Operation Environmental Management Plans with protection measures are implemented.

Every Project Has Effects No single project has no environmental effects- the challenge is making sure the best available methods and practices are being used to reduce or eliminate project adverse effects and maximize positive benefits.





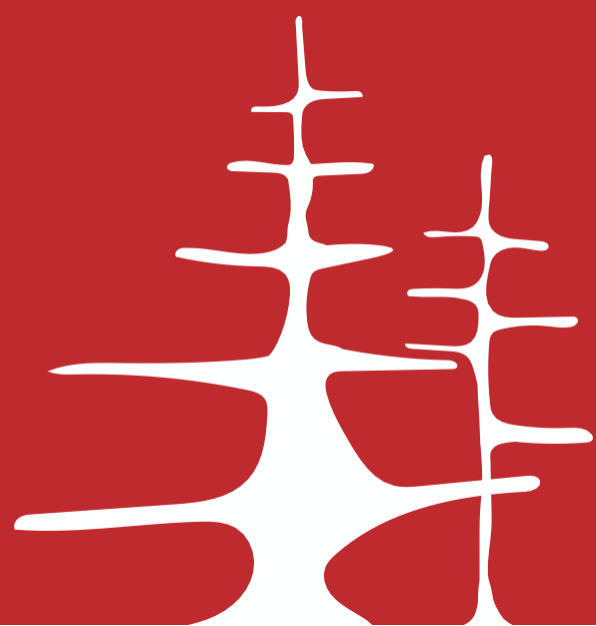
WEBEQUIE SUPPLY ROAD

Environmental Oversight During Construction and Operations

Environmental protection during construction and operations An Environment Committee is proposed to ensure Webequie community members, members of its neighbouring communities and project representatives are in constant communication to jointly manage the project. They will consider Indigenous Knowledge and cultural protocols and will focus on the development and implementation of monitoring programs and management plans related to each valued component (i.e., surface water, fish and fish habitat, etc.).

Indigenous environmental monitors will help ensure road construction and operations activities follow the Construction and Environmental Management Plans. This will focus on ensuring that all project commitments made during the environmental/impact assessment are met and that predicted project effects are within what was expected based on the assessment.





WEBEQUIE SUPPLY ROAD

Potential Project Effects

Potential project effects are identified for each Valued Component (VC). Valued Components are the environmental/health/social/economic conditions of the natural and human environment that could be affected by the project or are of concern or value to Indigenous people, government authorities, interest groups or the general public.

What are potential project effects? These are effects that could be caused construction and/or operations of the project. Each effect has a pathway, the route followed by the effect as it happens.

For example, lowering groundwater levels could occur from site grading (leveling or reshaping the land).

Site Grading → Hardening of ground surface → Decrease in rate of rain soaking into ground → Lowering of groundwater level





WEBEQUIE SUPPLY ROAD

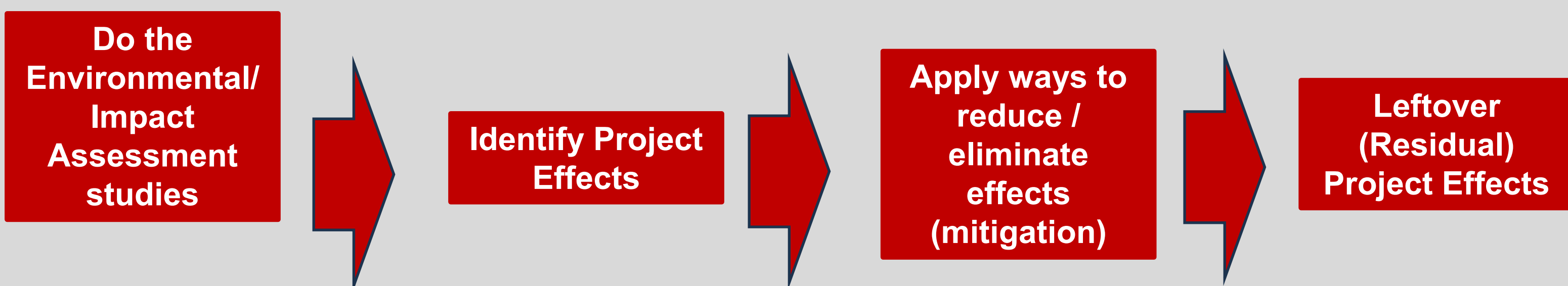
Mitigation and Net Project Effects

What is mitigation? Mitigation is a way of reducing or eliminating potential project effects. Mitigation can be done in different ways- elimination/avoidance of effects, reducing effects or habitat offsetting/compensation

What are net effects? Net project effects are the project effects left over after the application of mitigation measures.

How likely is it that the net effects will occur? Characterization of net effects

It is important to know that even if a project valued component (VC) such as fish and fish habitat has net effects, that doesn't mean it is certain to occur. Net effects are described in many ways: the direction of the changes (positive, negative), the amount of change, the area impacted by the effect, when the effect will occur, how long the effect will be, how often it will occur, the social or cultural effect, whether the effect will be permanent and how likely the effect is to occur.





WEBEQUIE SUPPLY ROAD

An Example- Surface Water

Explanation of Water-Related Construction Terms

Dewatering- Temporary removal of water from the ground or river to create a dry area for construction of bridges or culverts



Water Taking- Using water from a project site for other activities (i.e., dust control)



Water Discharges- Releasing water removed from one area into another area





WEBEQUIE SUPPLY ROAD

Project Activities, Associated Potential Effects and Mitigation Methods for Surface Water

Vegetation Clearing and Grubbing

Potential Effects:

Alterations to land cover such as clearing and grubbing may result in changes to runoff rates and volumes, infiltration rates, and overland flow paths

Mitigation Methods:

Areas temporarily disturbed during construction (i.e., camps) will be restored through decompaction (loosening) of soil and placement of ~~similar~~ native soils (removed or excavated from the same area), where practical.

Planting of vegetation as part of the site rehabilitation will restore or increase infiltration (water being able to enter soil) rates and prevent or reduce soil erosion.





WEBEQUIE SUPPLY ROAD

Project Activities, Associated Potential Effects and Mitigation Methods for Surface Water

Installation of Culverts and Bridges

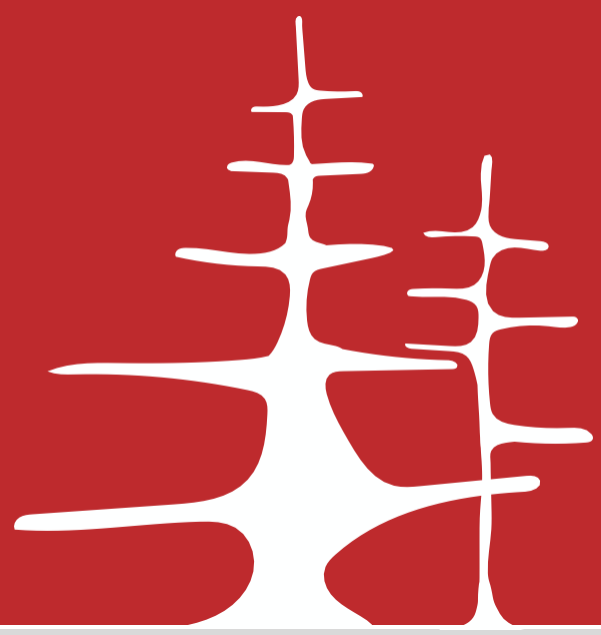
Potential Effects:

- Impacts on stream discharge due to temporary diversions
- Release of sediment into watercourse

Mitigation Methods:

- Erosion and sediment control measures (sediment fences, sedimentation ponds, rock, erosion control fabric)
- Implement spill response and storage and handling procedures for material that could potentially impact water quality
- Time construction activities during low-flow conditions in rivers/streams
- Conduct in-water activities during appropriate timing windows to avoid potential impacts to fish/fish habitat (i.e., spawning season)





WEBEQUIE SUPPLY ROAD

Project Activities, Associated Potential Effects and Mitigation Methods for Surface Water

Roadway Drainage Design

Potential Effects:

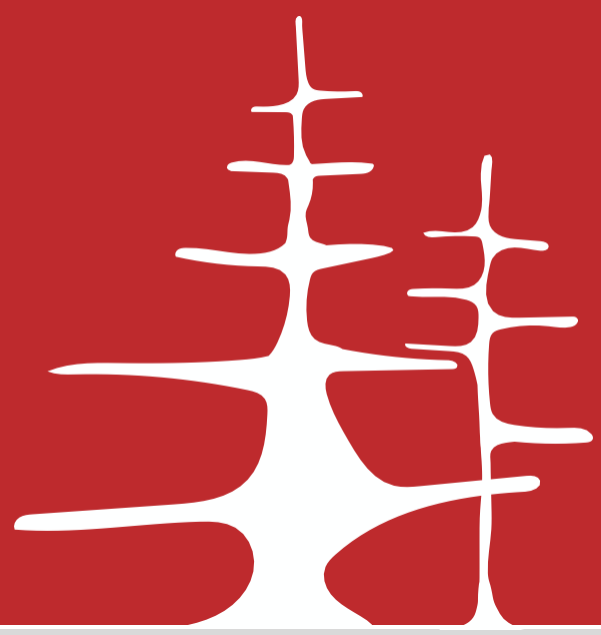
- Release of untreated stormwater runoff from the road that may have sediment/contaminants



Mitigation Methods:

- Installation of permanent enhanced swales designed to direct, treat and slow down stormwater runoff from the road- this allows sediment/associated contaminants from vehicles to settle out





WEBEQUIE SUPPLY ROAD

Project Activities, Potential Effects and Mitigation Methods for Surface Water, Groundwater, Fish, Soil and Wildlife

Accidental Spills and Leaks

Potential Effects:

- Contamination of water bodies from fuel spills, leaks and releases can impact soil, surface water, groundwater, fish and wildlife habitat

Mitigation Methods:

- Implement proper procedures for handling and storage of petroleum and other hazardous materials
- Emergency response plans will be implemented for any spills of hazardous material including documenting of the incident and clean-up response





WEBEQUIE SUPPLY ROAD

Project Activities, Associated Potential Effects and Mitigation Methods for Surface Water

Blasting of Rock

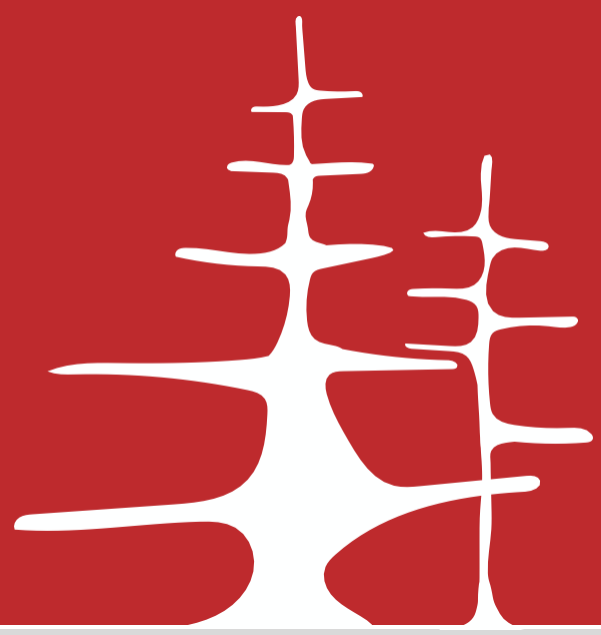
Potential Effects:

- Disturbance to water wells and other environmentally sensitive features

Mitigation Methods:

- Limiting blasting to locations where other options (bedrock ripping, typical or standard drilling, hammering, use of non-explosive agents) are not feasible
- Blasting will be conducted in accordance with provincial regulations
- A pre-blasting survey will be conducted to identify water supply wells and other environmentally sensitive features (i.e., camps) within 250 m from the blasting location. Mitigation measures will be modified or enhanced, if needed, based on the survey results. Blasting will not be conducted within 50 m of water supply wells and will be avoided in shallow groundwater table areas, where possible





WEBEQUIE SUPPLY ROAD

Project Activities, Associated Potential Effects and Mitigation Methods for Surface Water

Construction and Operations Activities

Potential Effects:

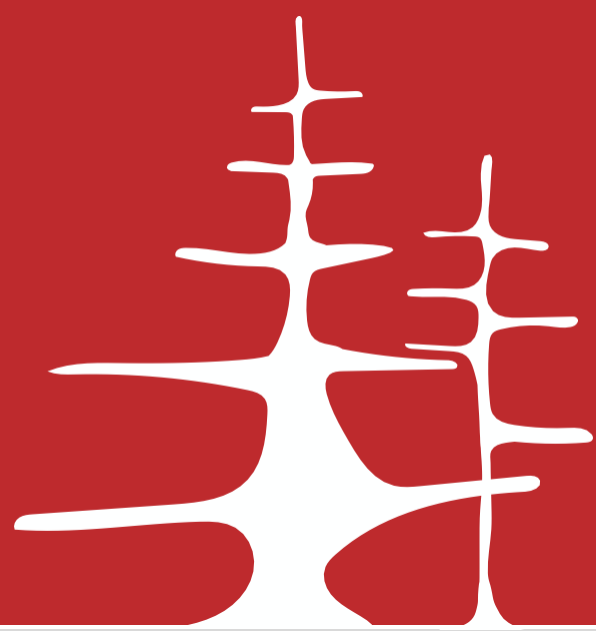
- Construction and operations activities (such as grading/levelling the road) can produce airborne particulate matter (e.g., dust) that has the potential to settle directly onto the water surface, effect air quality and impact nearby vegetation/wildlife habitat



Mitigation Methods:

- When necessary, exposed excavations, disturbed ground surfaces and traffic areas will be sprayed with water
- If chemical dust suppressants (chemicals to reduce dust) are proposed, they will not be applied within 100 m of a waterbody





WEBEQUIE SUPPLY ROAD

Project Activities, Potential Effects and Mitigation Methods for Surface Water, Groundwater, Air Quality, Soils

Disposal of Waste

Potential Effects:

- Inappropriately disposed of waste, both solid and liquid, can impact surface water, groundwater, soil and air quality

Mitigation Methods:

- A construction waste management plan with emphasis on reducing, recycling and reusing will be developed and implemented to minimize the amount of the waste generated, and going to landfills. If waste is incinerated on site, air emission controls will be in place to meet provincial standards
- Domestic wastewater and sewage in the form of liquid generated from portable facilities at construction camps and the Maintenance and Storage Facility will be treated on site using portable treatment facilities (e.g., septic tank) or transported offsite by tanker truck to approved disposal facilities





WEBEQUIE SUPPLY ROAD

Next Steps

October 7, 2025

Completion of Draft Environmental Assessment Report / Impact Statement (EAR/IS) review period to receive comments and feedback from Indigenous communities, stakeholders and the public

Project Team considers feedback and addresses comments and concerns,

Our engagement with neighbouring communities will continue, looking to obtain more feedback. Please do not hesitate to contact the Project Team to request a meeting.

There are MANY ways to review the EAR/IS: plain language summaries, learning modules, executive summary- all of these are available through our website: www.supplyroad.ca

2026

Submission of Final EAR/IS for review by Indigenous communities, stakeholders and the public

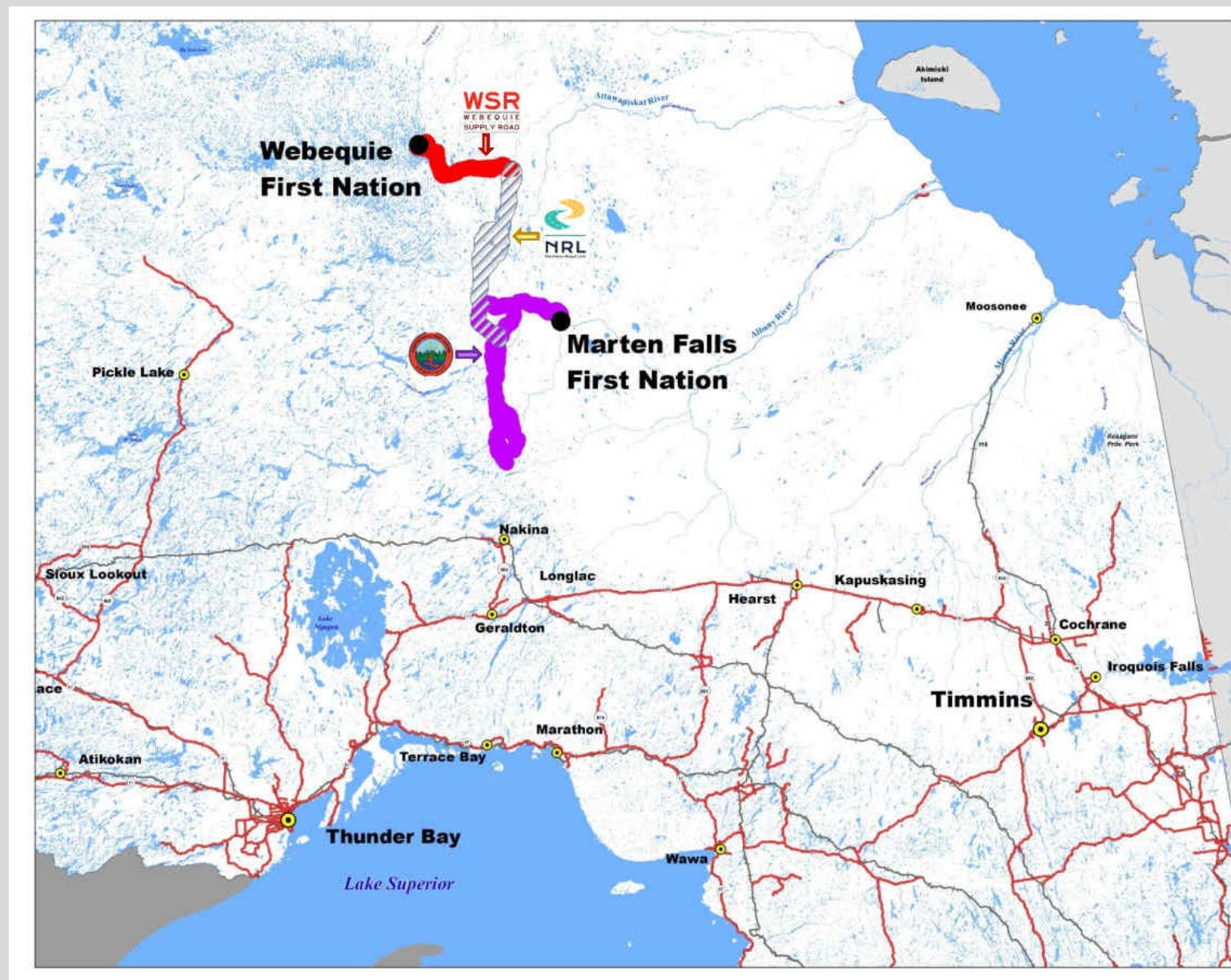
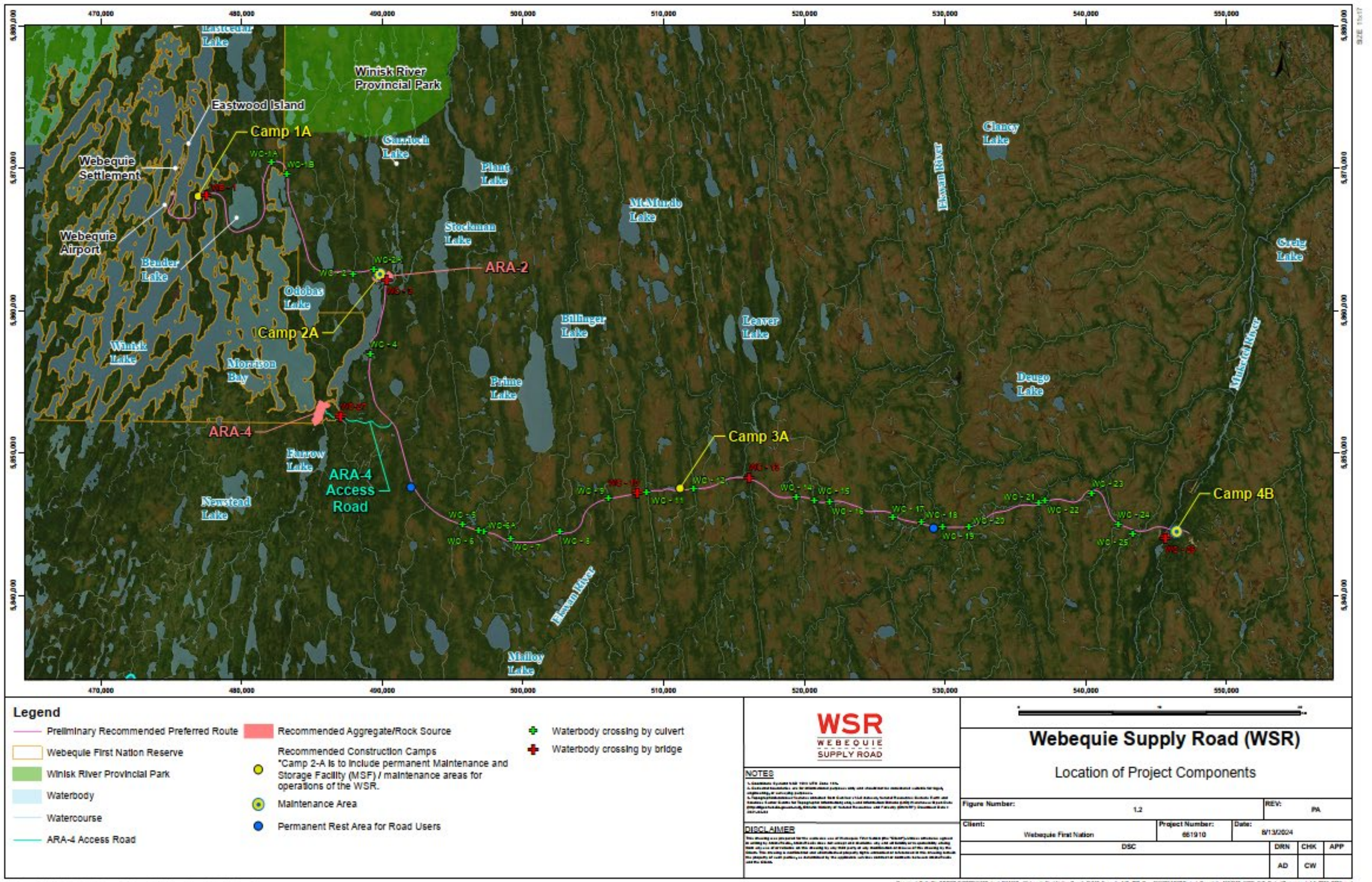
Provincial / Federal decisions on the Environmental Assessment / Impact Assessment for the project





WEBEQUIE SUPPLY ROAD

Preferred Route Location and Context





WEBEQUIE SUPPLY ROAD

Project Purpose and Description

PURPOSE OF THE WEBEQUIE SUPPLY ROAD



Move materials, supplies and people from the Webequie Airport to the McFaulds Lake area



Provide employment and economic development opportunities to Webequie while preserving their language and culture



Provide experience/training opportunities for youth to help encourage the pursuit of additional skills through post-secondary education

PROJECT DESCRIPTION



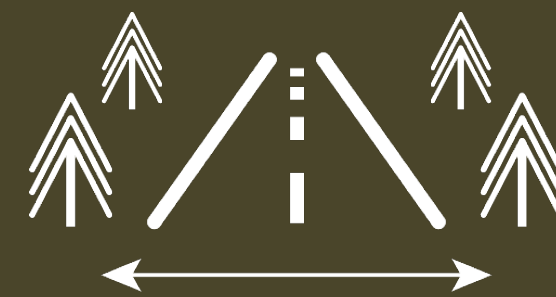
107 km

All-season road from Webequie First Nation (WFN) Airport to McFaulds Lake



17 km

Length of road corridor within WFN Reserve Lands



35 m

Final corridor width (right-of-way) for two lane surface





WEBEQUIE SUPPLY ROAD

Key Points to Remember

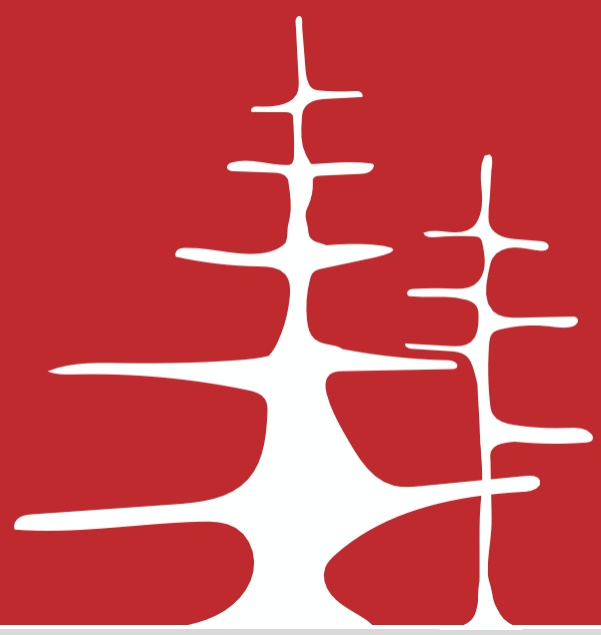
Key Points to Remember about Project:

This is Webequie's Road Webequie First Nation is the proponent of the environmental/impact assessment. They are the caretakers of the lands and waters of their territory. That role of caretaker or steward will continue during construction and operation of the road, offering opportunities for community members to learn and apply new skills that will maintain the environmental health of their territory.

Knowledge Transfer to Webequie The technical team is sharing their knowledge and experience with community members so that the community will eventually assume full responsibility in partnership with Ontario to ensure: (1) the project meets its stated commitments; (2) confirm project effects are within the range of what was expected; and (3) that Construction and Operation Environmental Management Plans with protection measures are implemented.

Every Project Has Effects No single project has no environmental effects- the challenge is making sure the best available methods and practices are being used to reduce or eliminate project adverse effects and maximize positive benefits.



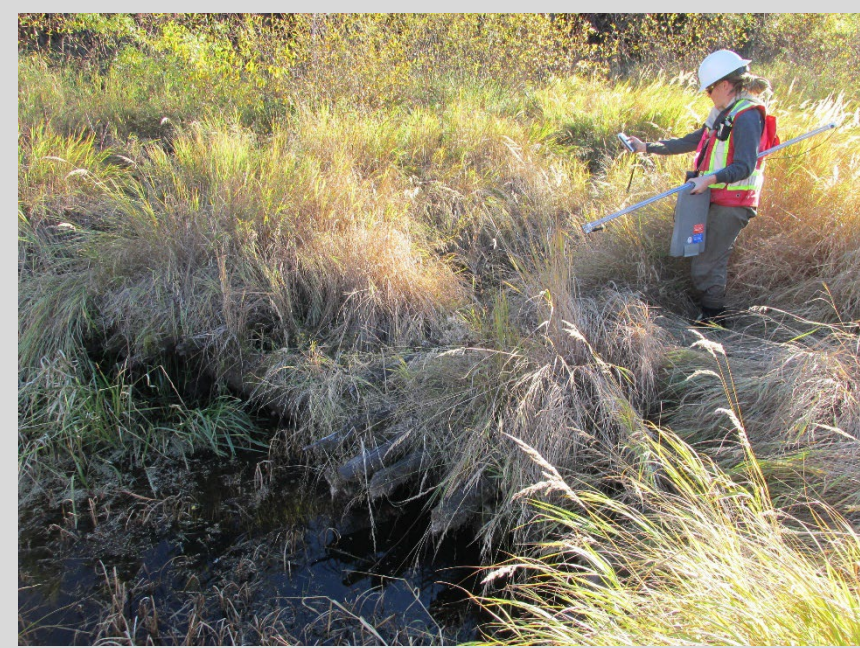


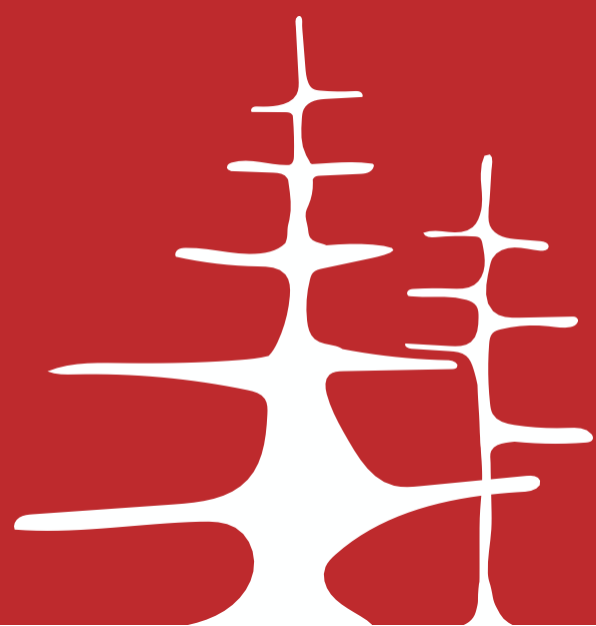
WEBEQUIE SUPPLY ROAD

Environmental Oversight During Construction and Operations

Environmental protection during construction and operations An Environment Committee is proposed to ensure Webequie community members, members of its neighbouring communities and project representatives are in constant communication to jointly manage the project. They will consider Indigenous Knowledge and cultural protocols and will focus on the development and implementation of monitoring programs and management plans related to each valued component (i.e., surface water, fish and fish habitat, etc.).

Indigenous environmental monitors will help ensure road construction and operations activities follow the Construction and Environmental Management Plans. This will focus on ensuring that all project commitments made during the environmental/impact assessment are met and that predicted project effects are within what was expected based on the assessment.





WEBEQUIE SUPPLY ROAD

Potential Project Effects

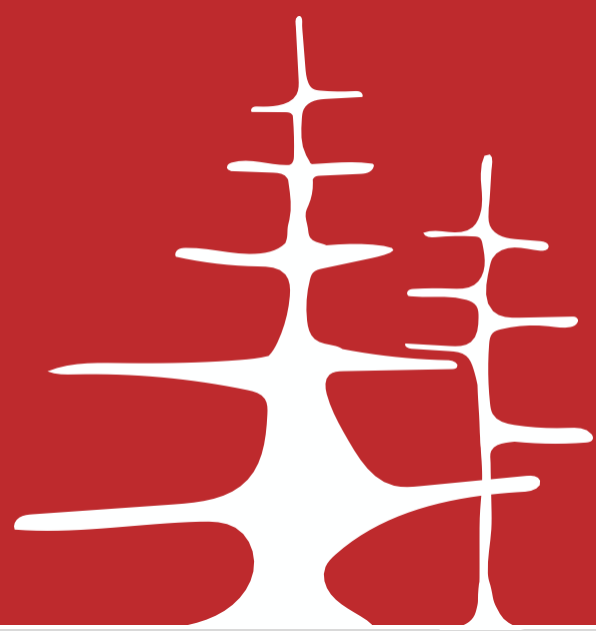
Potential project effects are identified for each Valued Component (VC). Valued Components are the environmental/health/social/economic conditions of the natural and human environment that could be affected by the project or are of concern or value to Indigenous people, government authorities, interest groups or the general public.

What are potential project effects? These are effects that could be caused construction and/or operations of the project. Each effect has a pathway, the route followed by the effect as it happens.

For example, lowering groundwater levels could occur from site grading (leveling or reshaping the land).

Site Grading → Hardening of ground surface → Decrease in rate of rain soaking into ground → Lowering of groundwater level





WEBEQUIE SUPPLY ROAD

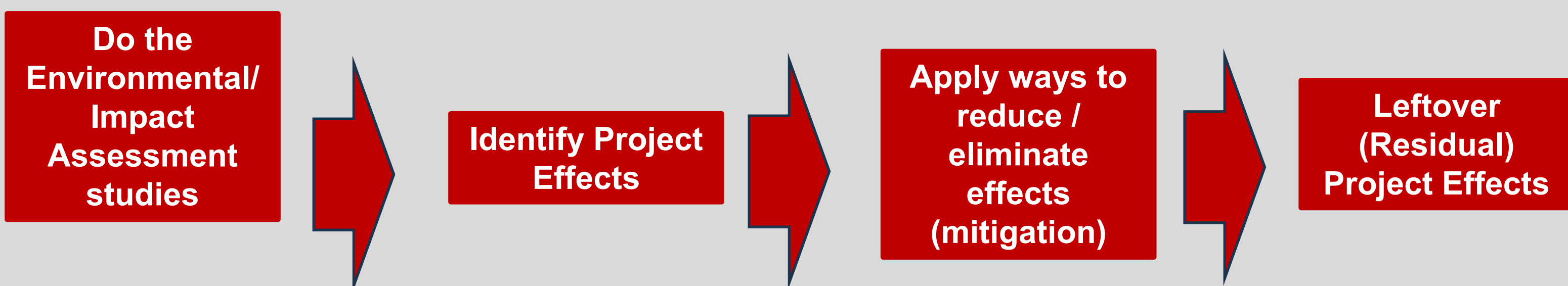
Mitigation and Net Project Effects

What is mitigation? Mitigation is a way of reducing or eliminating potential project effects. Mitigation can be done in different ways- elimination/avoidance of effects, reducing effects or habitat offsetting/compensation

What are net effects? Net project effects are the project effects left over after the application of mitigation measures.

How likely is it that the net effects will occur? Characterization of net effects

It is important to know that even if a project valued component (VC) such as fish and fish habitat has net effects, that doesn't mean it is certain to occur. Net effects are described in many ways: the direction of the changes (positive, negative), the amount of change, the area impacted by the effect, when the effect will occur, how long the effect will be, how often it will occur, the social or cultural effect, whether the effect will be permanent and how likely the effect is to occur.





WEBEQUIE SUPPLY ROAD

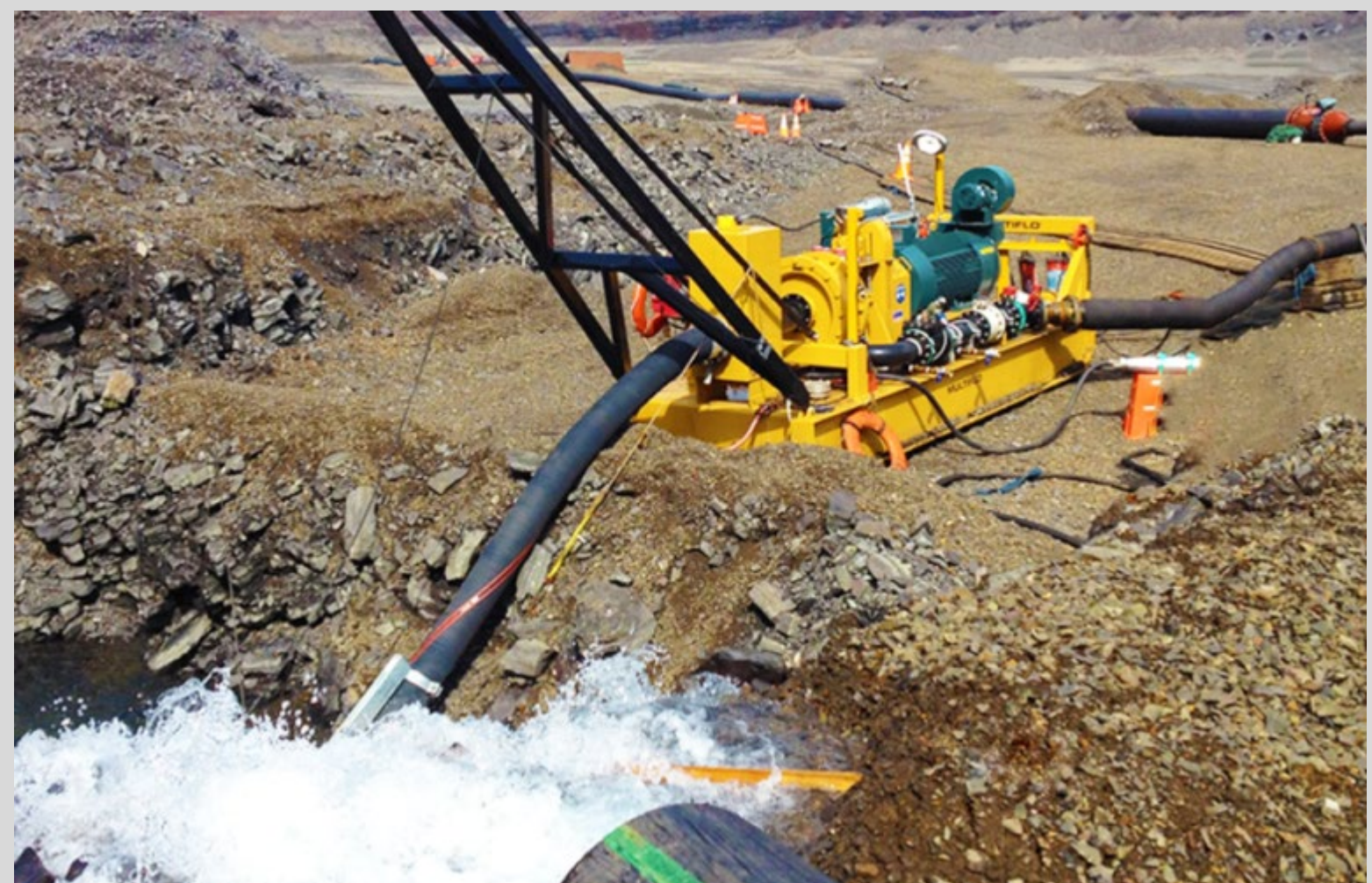
An Example- Surface Water

Explanation of Water-Related Construction Terms

Dewatering- Temporary removal of water from the ground or river to create a dry area for construction of bridges or culverts



Water Taking- Using water from a project site for other activities (i.e., dust control)



Water Discharges- Releasing water removed from one area into another area





WEBEQUIE SUPPLY ROAD

Project Activities, Associated Potential Effects and Mitigation Methods for Surface Water

Dewatering, Water Taking and Discharges

Potential Effects:

- When removing water from one area to another, more sediment (soil particles) can temporarily enter the surface water in the discharge area. This can impact water and sediment quality in rivers or lakes



Mitigation Methods:

- In order to obtain permits for short-term water taking, groundwater studies are required to detail the dewatering and impact assessments, discharge plans, mitigation measures and monitoring plans.
- Discharge water quality must be tested and meet Ontario requirements before being released to the environment

Ontario
Ministry of the Environment and Climate Change

Application for Permit to Take Water
Ce formulaire est disponible en français

Reference number	Permit type	Permit status	Notes

General Information and Instructions

General:
Information requested in this form is collected under the authority of the Ontario Water Resources Act, R.S.O. 1990 (OWRA) and the Environmental Bill of Rights, C. 33, Statutes of Ontario, 1993, (EBR) and will be used to evaluate applications for a Permit to Take Water as required by Section 34 (OWRA).

Instructions:

1. Applicants are responsible for ensuring that they complete the most recent application form. When completing this form, please refer to the "Guide to Permit to Take Water Application Form" (referred to as the Guide). Application forms and supporting documentation are available from your local Regional or District Office of the Ministry of the Environment, and in the "Publications" section of the Ministry of the Environment website at: <http://www.ene.gov.on.ca/index/eng/owra/index.htm>.
2. Questions regarding completion and submission of this application should be directed to local Regional Office of the Ministry of the Environment. Contact information for these offices is available in the Guide or on the Ministry of the Environment website at: <http://www.ene.gov.on.ca/index/eng/owra/index.htm>.
3. This form must be completed with respect to all the requirements of the Guide for it to be considered an application for approval. Incomplete applications will be returned to the applicant.
4. A complete application consists of:
(1) a completed, signed application form
(2) all required supporting information identified in this form and the Guide, and
(3) a certified cheque or money order, in Canadian funds, made payable to the Ontario Minister of Finance for the application fee when required. Payment may also be made by Visa, MasterCard or American Express.
The Ministry may require additional information during the technical review of any application initially accepted as complete.
5. The original application, along with supporting information and the application fee should be sent to:
**Ministry of the Environment,
Assistant Permit to Take Water Director
Division, Environmental Assessment and Approvals Branch,
135 St. Clair Avenue West
1st Floor
Toronto, Ontario M4V 1P6**
6. Information contained in this application form is not considered confidential and will be made available to the public upon request. Information submitted as supporting information may be claimed as confidential but will be subject to the Freedom of Information and Protection of Privacy Act (FIPPA) and the EBR. If you do not claim confidentiality at the time of submitting the information, the Ministry of the Environment may make the information available to the public without further notice to you. If you are identifying confidential material, please indicate why you believe the information is confidential.

1. Permit Administration

Please indicate if this is an application for a:

<input type="checkbox"/>	New Permit
<input checked="" type="checkbox"/>	Amendment to permit attach a photocopy of permit
<input type="checkbox"/>	Renewal of Permit attach a photocopy of permit

MINI00015 Page 1 of 1





WEBEQUIE SUPPLY ROAD

Project Activities, Associated Potential Effects and Mitigation Methods for Surface Water

Vegetation Clearing and Grubbing

Potential Effects:

Alterations to land cover such as clearing and grubbing may result in changes to runoff rates and volumes, infiltration rates, and overland flow paths



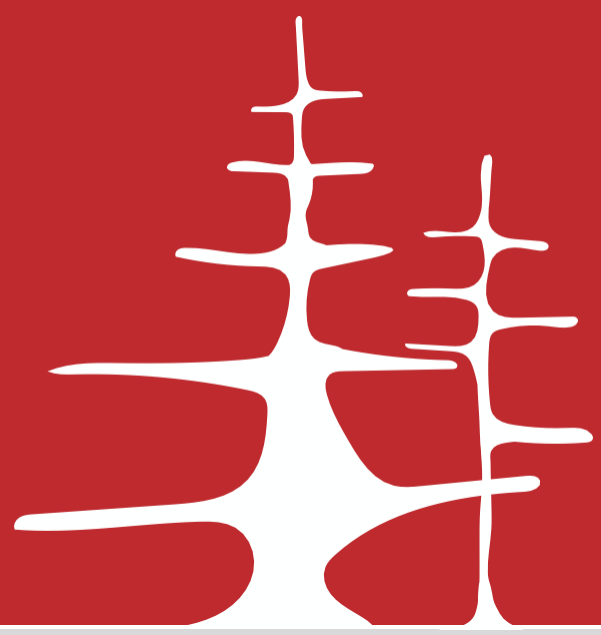
Mitigation Methods:

Areas temporarily disturbed during construction (i.e., camps) will be restored through decompaction (loosening) of soil and placement of native soils (removed or excavated from the same area), where practical.



Planting of vegetation as part of the site rehabilitation will restore or increase infiltration (water being able to enter soil) rates and prevent or reduce soil erosion.





WEBEQUIE SUPPLY ROAD

Project Activities, Associated Potential Effects and Mitigation Methods for Surface Water

Installation of Culverts and Bridges

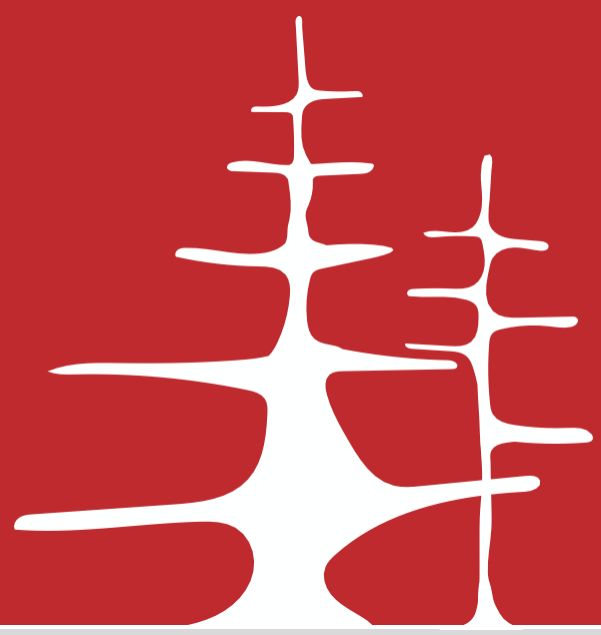
Potential Effects:

- Impacts on stream discharge due to temporary diversions
- Release of sediment into watercourse

Mitigation Methods:

- Erosion and sediment control measures (sediment fences, sedimentation ponds, rock, erosion control fabric)
- Implement spill response and storage and handling procedures for material that could potentially impact water quality
- Time construction activities during low-flow conditions in rivers/streams
- Conduct in-water activities during appropriate timing windows to avoid potential impacts to fish/fish habitat (i.e., spawning season)





WEBEQUIE SUPPLY ROAD

Project Activities, Associated Potential Effects and Mitigation Methods for Surface Water

Roadway Drainage Design

Potential Effects:

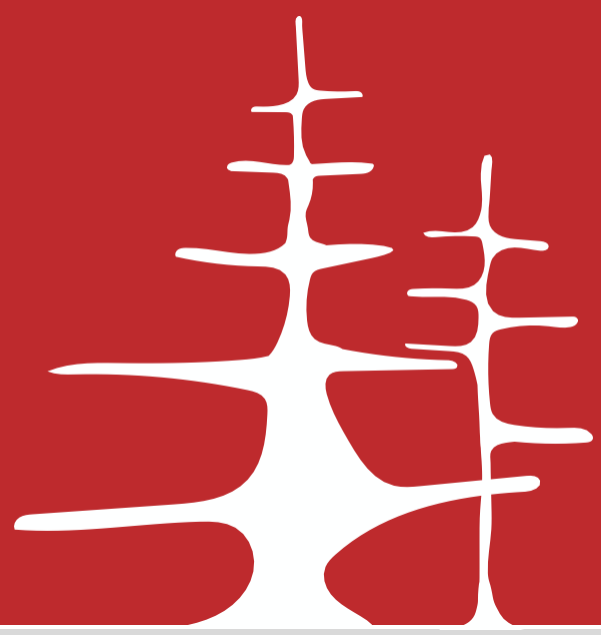
- Release of untreated stormwater runoff from the road that may have sediment/contaminants



Mitigation Methods:

- Installation of permanent enhanced swales designed to direct, treat and slow down stormwater runoff from the road- this allows sediment/associated contaminants from vehicles to settle out





WEBEQUIE SUPPLY ROAD

Project Activities, Potential Effects and Mitigation Methods for Surface Water, Groundwater, Fish, Soil and Wildlife

Accidental Spills and Leaks

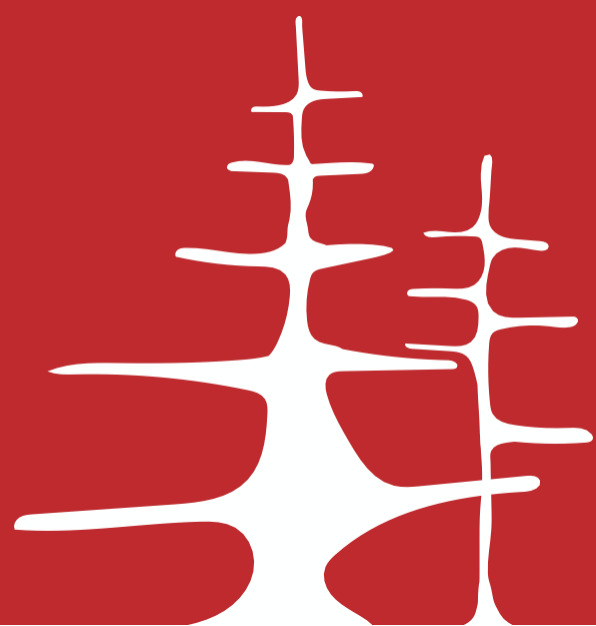
Potential Effects:

- Contamination of water bodies from fuel spills, leaks and releases can impact soil, surface water, groundwater, fish and wildlife habitat

Mitigation Methods:

- Implement proper procedures for handling and storage of petroleum and other hazardous materials
- Emergency response plans will be implemented for any spills of hazardous material including documenting of the incident and clean-up response





WEBEQUIE SUPPLY ROAD

Project Activities, Associated Potential Effects and Mitigation Methods for Surface Water

Blasting of Rock

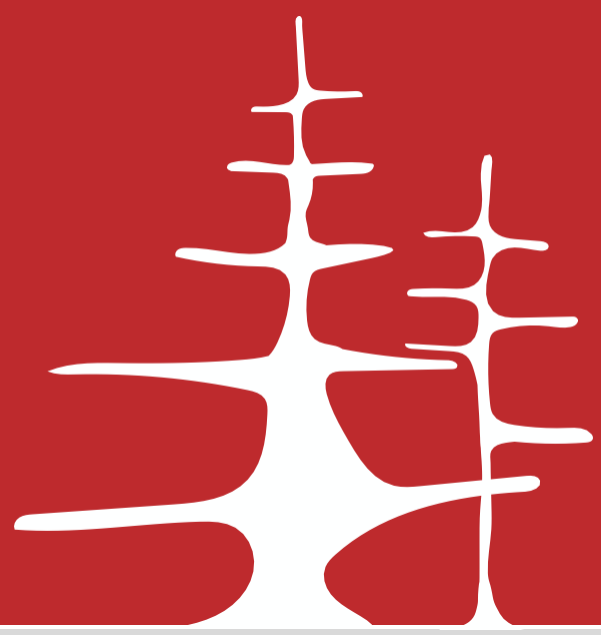
Potential Effects:

- Disturbance to water wells and other environmentally sensitive features

Mitigation Methods:

- Limiting blasting to locations where other options (bedrock ripping, typical or standard drilling, hammering, use of non-explosive agents) are not feasible
- Blasting will be conducted in accordance with provincial regulations
- A pre-blasting survey will be conducted to identify water supply wells and other environmentally sensitive features (i.e., camps) within 250 m from the blasting location. Mitigation measures will be modified or enhanced, if needed, based on the survey results. Blasting will not be conducted within 50 m of water supply wells and will be avoided in shallow groundwater table areas, where possible





WEBEQUIE SUPPLY ROAD

Project Activities, Associated Potential Effects and Mitigation Methods for Surface Water

Construction and Operations Activities

Potential Effects:

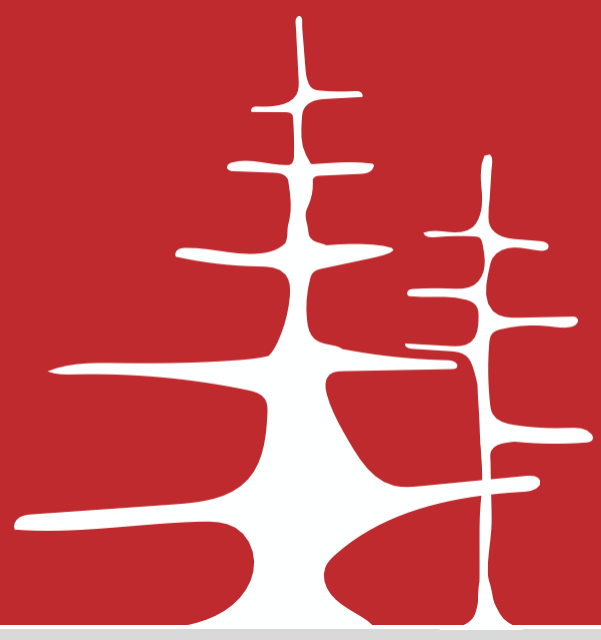
- Construction and operations activities (such as grading/levelling the road) can produce airborne particulate matter (e.g., dust) that has the potential to settle directly onto the water surface, effect air quality and impact nearby vegetation/wildlife habitat



Mitigation Methods:

- When necessary, exposed excavations, disturbed ground surfaces and traffic areas will be sprayed with water
- If chemical dust suppressants (chemicals to reduce dust) are proposed, they will not be applied within 100 m of a waterbody





WEBEQUIE SUPPLY ROAD

Project Activities, Potential Effects and Mitigation Methods for Surface Water, Groundwater, Air Quality, Soils

Disposal of Waste

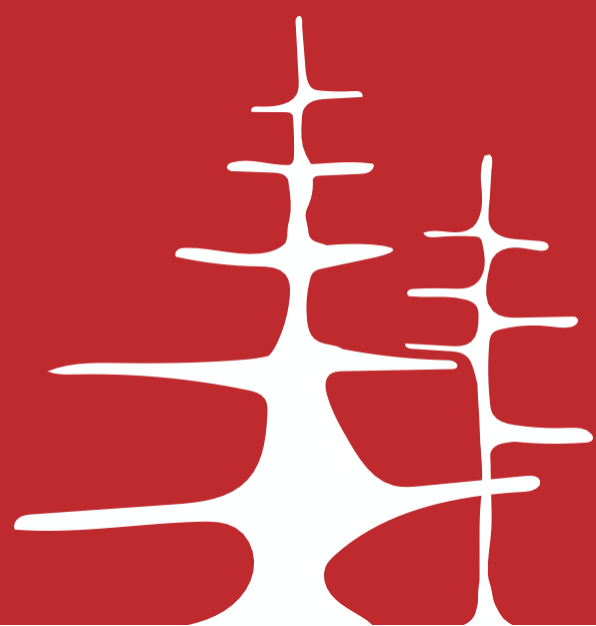
Potential Effects:

- Inappropriately disposed of waste, both solid and liquid, can impact surface water, groundwater, soil and air quality

Mitigation Methods:

- A construction waste management plan with emphasis on reducing, recycling and reusing will be developed and implemented to minimize the amount of the waste generated, and going to landfills. If waste is incinerated on site, air emission controls will be in place to meet provincial standards
- Domestic wastewater and sewage in the form of liquid generated from portable facilities at construction camps and the Maintenance and Storage Facility will be treated on site using portable treatment facilities (e.g., septic tank) or transported offsite by tanker truck to approved disposal facilities





WEBEQUIE SUPPLY ROAD

Next Steps

October 7, 2025

Completion of Draft Environmental Assessment Report / Impact Statement (EAR/IS) review period to receive comments and feedback from Indigenous communities, stakeholders and the public

Project Team considers feedback and addresses comments and concerns,

Our engagement with neighbouring communities will continue, looking to obtain more feedback. Please do not hesitate to contact the Project Team to request a meeting.

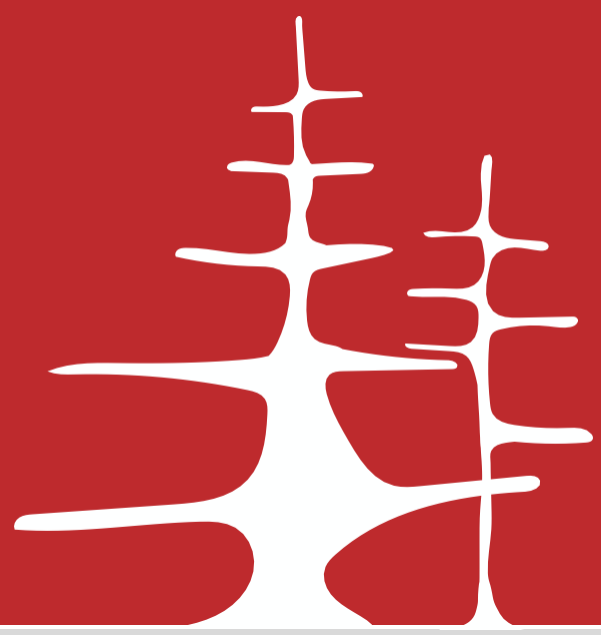
There are MANY ways to review the EAR/IS: plain language summaries, learning modules, executive summary- all of these are available through our website: www.supplyroad.ca

2026

Submission of Final EAR/IS for review by Indigenous communities, stakeholders and the public

Provincial / Federal decisions on the Environmental Assessment / Impact Assessment for the project





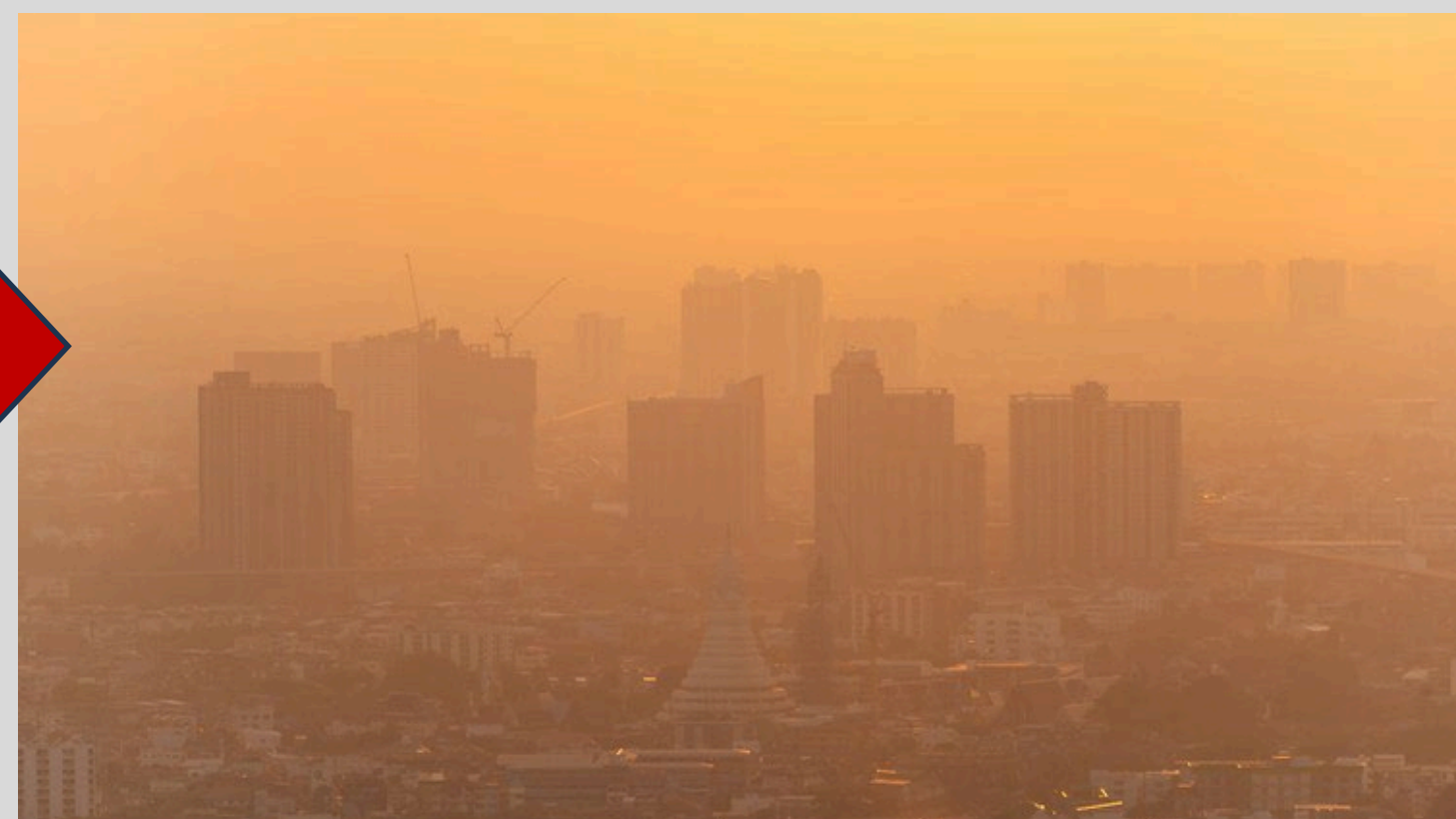
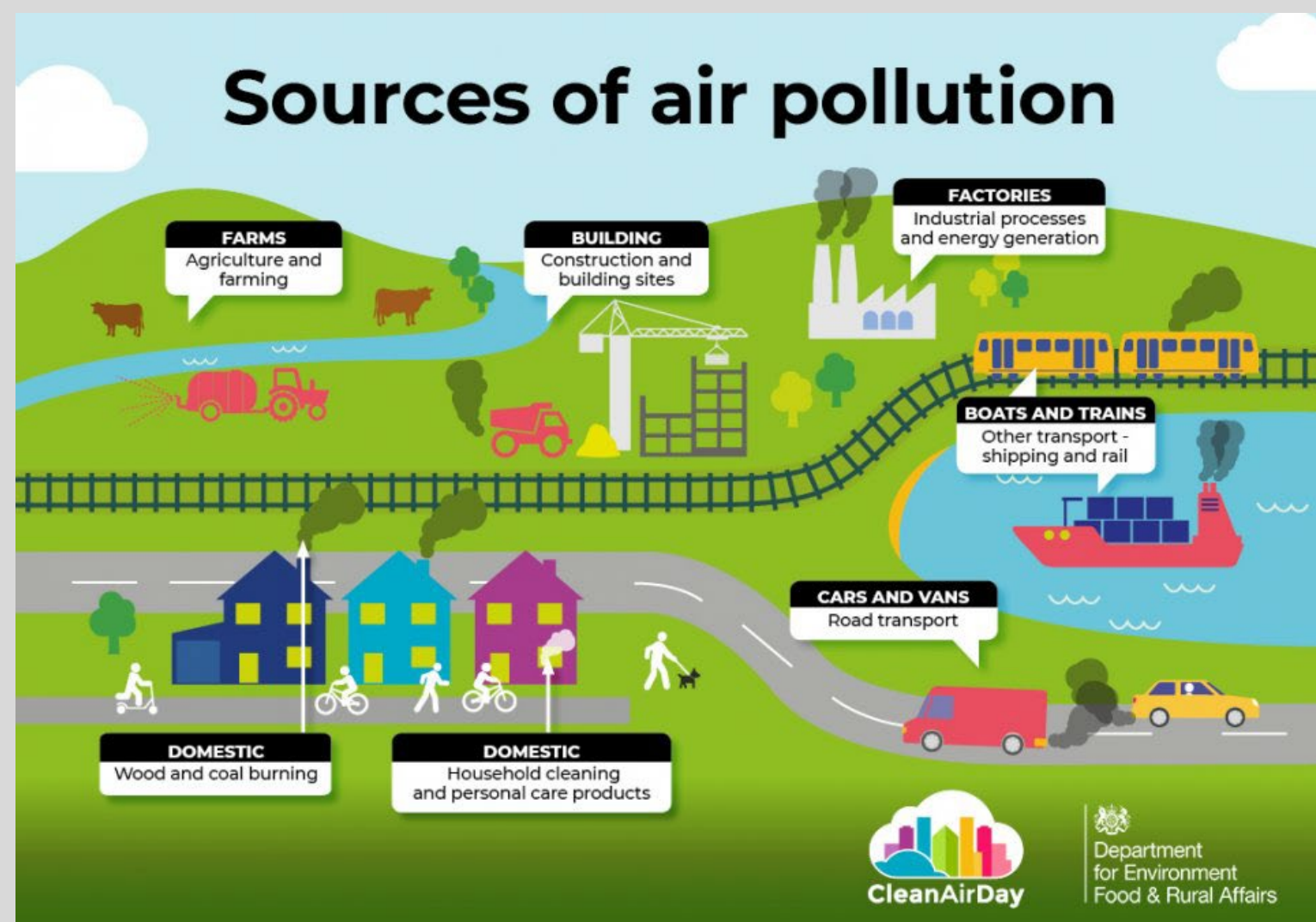
WEBEQUIE SUPPLY ROAD

What are Cumulative Effects?

Cumulative Effects

- The combined impact of multiple projects over time
- Takes the net (leftover) effects of all project in a region and adds them together, then mitigations are applied- what is leftover after mitigation (eliminating or reducing impacts) efforts

An Example:



Different sources of air pollution (factories, vehicles)

Poor air quality affecting public health and the environment





WEBEQUIE SUPPLY ROAD

Social Environment Potential Effects

An Example- Housing and Temporary Infrastructure

An Example using One Valued Component: Housing and Temporary Infrastructure

Potential Effects:

Change to housing and temporary accommodations:

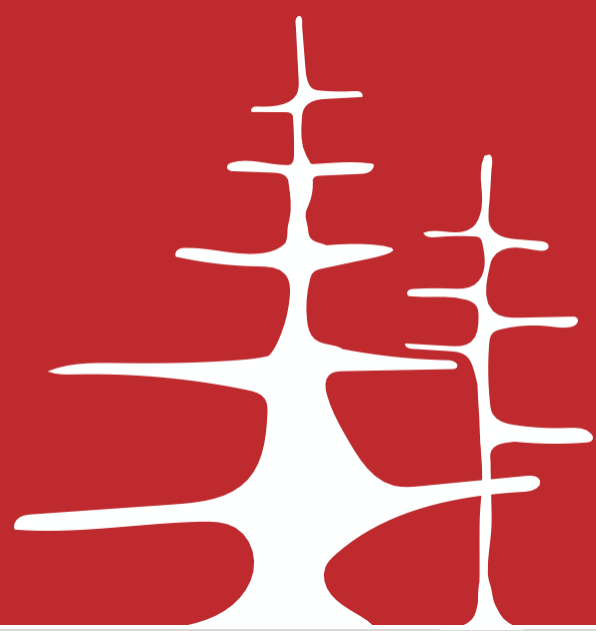
- Reduced supply in existing temporary accommodations
- Increased demand on existing supply of housing; reduced availability



Mitigation Methods:

- The Community Readiness Plan will include plans for enhancing housing stock to address housing capacity issues
- Installation of four construction camps to accommodate temporary workers





WEBEQUIE SUPPLY ROAD

Human Health Potential Effects

An Example- Racism and Social Exclusion

An Example using One Valued Component: Racism and Social Exclusion

Potential Effects:

Construction Phase- Racism from external workers may contribute to negative health outcomes, which can be a catalyst for family violence or stress

Mitigation Methods:

The contractor will be advised to work with Webequie First Nation to promote respectful relationships between Webequie First Nation members and construction workers by implementing regular mandatory in-person cultural and Indigenous awareness training to increase awareness and knowledge of Indigenous history and culture among workers and on raising awareness for the safety of Indigenous women and girls

The contractor will establish and enforce zero-tolerance policies on racism and violence in the workplace, which can help to provide a safer, more understanding work environment for Indigenous employees and encourage the potential Indigenous employees.



APPENDIX P2.C.4

Public Information Centre #4

- P2.C.4.2 – Public Information Centre Summary





**WEBEQUIE SUPPLY ROAD
Public Information Centre #4
Thunder Bay, Ontario
September 16 - 17, 2025**

OVERVIEW

The Webequie Supply Road (WSR) Project Team hosted Public Information Centre #4, using an open house format, on September 16 and 17, 2025, at the DaVinci Centre in Thunder Bay, Ontario, with the event held from 2:00 – 4:00 PM and 6:00 – 8:00 PM each day. These sessions were promoted through various outreach methods, including the project website (supplyroad.ca) the Supply Road Facebook page, Wawatay Radio, CKPR-FM and CJSD-FM. Formal notification of the session was also sent to all those Indigenous communities and organizations, stakeholders and other interested parties on the project contact list. In addition, a notice of PIC #4 was published in the Thunder Bay Chronicle Journal on September 12, 2025, and the Sioux Lookout Bulletin on September 10, 2025 to raise awareness. A range of participants attended the sessions, including: Webequie First Nation elders and community members, representatives from government such as the Ministry of Natural Resources (MNR) and Ministry of Energy and Mines; and Alderville First Nation.

Don Parkinson from AtkinsRéalis delivered a presentation on the WSR project, which is a proposed 107 km all-season road connecting Webequie First Nation to Ring of Fire mineral area near McFaulds Lake. The presentation highlighted the project's goals of moving materials, supplies and people from the Webequie Airport to the proposed mine development and mineral exploration activities in the McFaulds Lake that will support and promote economic development, creating youth training and employment opportunities, while preserving Indigenous language and culture. Don provided updates on the coordinated provincial environmental assessment (EA) and federal impact assessment process for the project and emphasized the importance of Indigenous leadership and stewardship throughout the project lifecycle. The presentation also addressed potential environmental and social impacts of construction and operations, including effects on water, air, soil, wildlife, housing, and human health. A range of mitigation strategies were outlined, such as erosion control, water quality monitoring, waste management, and cultural awareness training. The concept of cumulative effects was explained, along with the role of community engagement in shaping project outcomes. The presentation was live streamed, with access via the project website (supplyroad.ca) and Facebook page. A recording of the presentation was posted on the project website.

Attendees were encouraged to ask questions and share feedback, which led to meaningful discussions around construction timelines, tendering processes, and First Nation business opportunities. Concerns were raised about ensuring equitable participation of Indigenous businesses in joint ventures, avoiding the

exploitation of Indigenous contributions during bidding, and guaranteeing long-term financial benefits for First Nations in the region. The project team reiterated its commitment to planning, partnership, and maximizing local involvement, and assured attendees that feedback would be considered to protect First Nation interests.

Communication materials, including presentation slides, poster boards, and feedback forms, were made available to attendees and are included in the appendix of the session documentation. Five printed copies of the Plain Language Summary of the Environmental Assessment Report/Impact Statement were made available and a copy of the entire, multi-volume document was available for viewing by attendees.

QUESTIONS FROM ATTENDEES

Session 1, September 16, 2025, (2–4pm):

- Discussion with Webequie First Nation Community Based Land Use Plan (CBLUP) Coordinator (MNR):
 - Provided formal comments suggesting the project team use and consider the updated CBLUP for the Webequie First Nation.
 - Recommended adding a statement indicating the CBLUP document is being currently updated.
-

Session 2, September 16, 2025, (6–8pm):

- A participant asked whether there would be work at the two endpoints of the Webequie Supply Road—Webequie Airport Limits and Wyloo’s proposed Eagle’s Nest mine site. The response clarified that the scope of work is limited to the construction of the road itself, with no additional infrastructure or development planned at either endpoint as part of this project.
-

Session 1, September 17, 2025, (2–4pm):

- No Questions or comments were received during this session directly related to the Project.
-

Session 2, September 17, 2025 (6–8pm):

- Questions from Alderville First Nation member:
 - Q: Potential construction date?
 - A: Possibly late 2026/early 2027.
 - Q: Will there be a public tender for road construction?
 - A: Yes, typically public tender with a process to identify qualified firms.
- Interest in learning about JV opportunities with Webequie; concern about prior commitments.
 - R: No JV process has occurred yet. Aim is to prioritize Webequie members, then neighboring communities. Process will assess business capabilities and address gaps.
- Emphasis on ensuring financial benefits return to First Nations, not just contractors.
 - R: Planning is key to prevent exclusion. Partnerships with affected communities are essential.
- Concern about contractors using First Nations' data to win bids but hiring others.
 - R: This must be prevented. Webequie will be protected and involved from the beginning.

FEEDBACK/COMMENTS

Two participants submitted feedback forms, one in person and one via QR code. Their responses are below.

Questions/Answers on Feedback forms:

1. How did you hear about this Open House?
 - a. Notice - 1
 - b. Word of mouth – 0
 - c. Radio – 0
 - d. Website - 0
 - e. Other – 1 (Email)

2. What was your main reason for attending?
 - a. Have not heard of this Project – 0
 - b. Interested in the Project – 2
 - c. Want to ask questions or express my concerns – 0
 - d. Want to know how this Project will impact me – 0

3. What are the good things about the Supply Road?

- a. Employment opportunities - 1
- b. Business opportunities – 1
- c. Training opportunities – 1
- d. Accessibility – 2

4. What are the bad things about the Supply Road?

- a. Outside access – 1
- b. Disruption to communities - 0
- c. Change in traditional land and resources – 0

- d. Potential environmental impacts – 1
- e. Changes to way of life – 0

5. Do you have any comments on the preferred route and the preliminary effects assessment for the Webequie Supply Road or supportive infrastructure?

No comments

6. Did the meeting help with your understanding of the Project?

- a. Yes - 2
- b. Somewhat - 0
- c. No - 0

7. Is there any information that you would like to be provided that was not presented at the meeting?

- a. Yes – 0
- b. Somewhat - 0
- c. No – 1

8. Were you given the opportunity to participate in the meeting – ask questions or express interest/concern?

- a. Yes – 2
- b. Somewhat – 0
- c. No – 0

9. What would help the Webequie Project Team improve these community meetings in the future?

- a. Additional material (handouts, etc) - 0

- b. One-on-one discussions with the Project Team - 0
- c. More time for questions and answers - 0
- d. Breakout sessions – 1
- e. Provide more information – 0

10. Additional comments

- Would be useful to include estimated timeline for construction.

ISSUES AND CONCERNS

The public information sessions for the Webequie Supply Road project revealed several important concerns from attendees, particularly around equitable participation and long-term benefits for Indigenous communities. While the project team emphasized Indigenous leadership in the proposed development of the project and outlined mitigation strategies for environmental and social impacts, participants voiced apprehensions about the potential misuse of Indigenous data by contractors during the construction bidding process, and the risk of First Nations being sidelined in joint ventures. Questions about construction timelines, tendering transparency, and business capacity-building highlighted the need for clearer communication and stronger safeguards to ensure that financial and employment benefits remain within affected communities. Environmental concerns, such as outsiders accessing Indigenous territories and potential impacts on water and wildlife, were also noted, alongside suggestions to improve future engagement sessions through breakout discussions and more detailed timelines.

ACTION ITEMS

The Webequie Supply Road public sessions identified a range of concerns that highlight the need for stronger transparency, protection of Indigenous interests, and opportunities for deeper engagement. Key issues included the need to consider updated planning documents (i.e., CBLUP), clarify construction timelines, and ensure fair access to joint venture opportunities and procurement process. Participants emphasized the importance of safeguarding Indigenous data from misuse and securing long-term financial benefits for First Nations. Environmental concerns and the desire for more interactive engagement formats also emerged. Addressing these items will be critical to maintaining trust, ensuring equitable participation, and advancing the project in a way that respects Indigenous leadership and community priorities.

1. **Update Community-Based Land Use Plan (CBLUP) Reference**

- Incorporate the latest version of the Webequie CBLUP and include a statement indicating it is currently being updated.

2. **Clarify Construction Timeline**

- Provide a clear and accessible estimated timeline for construction phases, including key milestones.

3. **Enhance Tendering Transparency**

- Share detailed information on the public construction tendering process, including criteria for qualified firms and timelines.

4. **Develop Joint Venture (JV) Guidelines**

- Create a transparent framework for JV opportunities prioritizing Webequie members and neighboring First Nations.

5. **Protect Indigenous Data Use**

- Establish safeguards to prevent misuse of Indigenous knowledge and data by external contractors during bidding process.

6. **Ensure Financial Benefits for First Nations**

- Define mechanisms to guarantee long-term financial returns to Indigenous communities involved in the project.

7. **Strengthen Community Engagement**

- Incorporate breakout sessions and one-on-one discussions in future meetings to deepen dialogue and understanding.

8. **Expand Communication Channels**

- Continue using diverse outreach methods and consider adding email newsletters and community liaisons.

9. **Monitor Environmental Concerns**

- Address concerns about outside access and potential environmental impacts with ongoing monitoring and reporting.

10. **Document and Respond to Feedback**

- Ensure all feedback is reviewed and integrated into project planning, with follow-up communications to communities.

Sign in Sheet

No.	Date	Name	Signature
1.	Sept 16, 2025	Michael Pelli	
2.	Sept 16, 2025	Jason Frodette	
3.	Sept 16/2025	Jessica Puchalski	J-Puchalski
4.	Sept 16/2025	Larry Baxter	
5.	9.16.2025	Teighlor B-G	TBX
6.		Michael I	
7.	9.16.2025	DAVE MACINNIS	
8.		CARY WESS	
9.	09/16/2025	Londyn Atlock**	
10.	17-16/2025	BRIGGIAN SUGANQUEB	
11.	09/16/2025	Lucy Shevachko	
12.	Sept 16/25	Jason Frodette	
13.	Sept 17 2025	Harold Wilson in ^{all} _{part}	
14.	Sept 17	Jason Frodette	
15.	Sept 17	Ryan Tooni	
16.	17th September	Fortune Adkue	!Affluence!
17.	Sept 17	Alain Joseph MNR	
18.	Sept 17	Don Trent MNR	
19.	Sept 17	Shannon Costigan	
20.	Sept 17	Leslie Spence	
21.	Sept 17	Kelby Suganqueb	

7
 2-4pm
 7
 6-8pm
 7
 2-4pm

No.	Date	Name	Signature
22.	Sept 17	Karen Wapoose	Karen W
23.	" "	Ida mokanala	
24.		Kathleen Joseph	
25.	" "	MIKE DEILEY	Mike Deiley
26.	" "	Neil Dawson	Neil Dawson
27.	" "	Justin Skinner	Justin Skinner
28.	" "	Marsha Smoke	Marsha Smoke
29.		TERRY SMOKE	Terry Smoke
30.	" "	BRIC RUTHERFORD	Bric Rutherford
31.	" "	MARTINE RUTHERFORD	Martine Rutherford
32.		Shae Eugene	Shae Eugene
33.			
34.			
35.			
36.			
37.			
38.			
39.			
40.			
41.			
42.			
43.			
44.			
45.			

2-4pm

6-8pm

Beardmore



**WEBEQUIE SUPPLY ROAD PROJECT
PUBLIC INFORMATION CENTER #4
FEEDBACK FORM**

Thank you for your participation at the Public Information Center #4 of the Webequie Supply Road Project. We value your input and feedback. Comments will become part of the public record with the exception of your personal information.

1) How did you learn about this Open House?

- Notice
- Word of mouth
- Radio
- Website
- Other: _____

2) What was your main reason for attending this meeting?

- Have not heard of this Project
- Interested in the Project
- Want to ask questions or express my concerns
- Want to know how this Project will impact me
- Other: _____

3) What are the good things about the supply road?

- Employment opportunities
- Business opportunities
- Training opportunities
- Accessibility
- Other: _____

4) What are the bad things about the supply road?

- Outsider access
- Disruption to the communities
- Change in traditional land and resources
- Potential environmental impacts
- Changes to way of life
- Other: _____

5) Do you have any comments on the preferred route and preliminary effects assessment for the Webequie Supply Road or supportive infrastructure (aggregate source areas, construction camps and access road(s))?

6) Did the meeting help you with your understanding of the Project?

- Yes
- Somewhat
- No

7) Is there any information that you would like to be provided that was not presented at the meeting?

- Yes
- Somewhat
- No

8) Were you given the opportunity to participate in the meeting – ask questions or express your interest/concern?

- Yes
- Somewhat
- No

9) What would help the Webequie Project Team improve these community meetings in the future?

- Additional material (handouts, etc.)
- One-on-one discussions with the Project Team
- More time for questions and answers
- Breakout sessions
- Provide more information
- Other: _____

ADDITIONAL COMMENTS

Please provide any additional comments that you may have about the Webequie Supply Road Project.

*Would be useful
to include ~~an~~
estimated time line
for construction.*

If you would like to receive a written response to your comments, please provide us with the following information. This information will be kept confidential.

Name:

Address:

Email:

Please check if you wish to be added to the electronic mailing list
(with e-mail provided above)

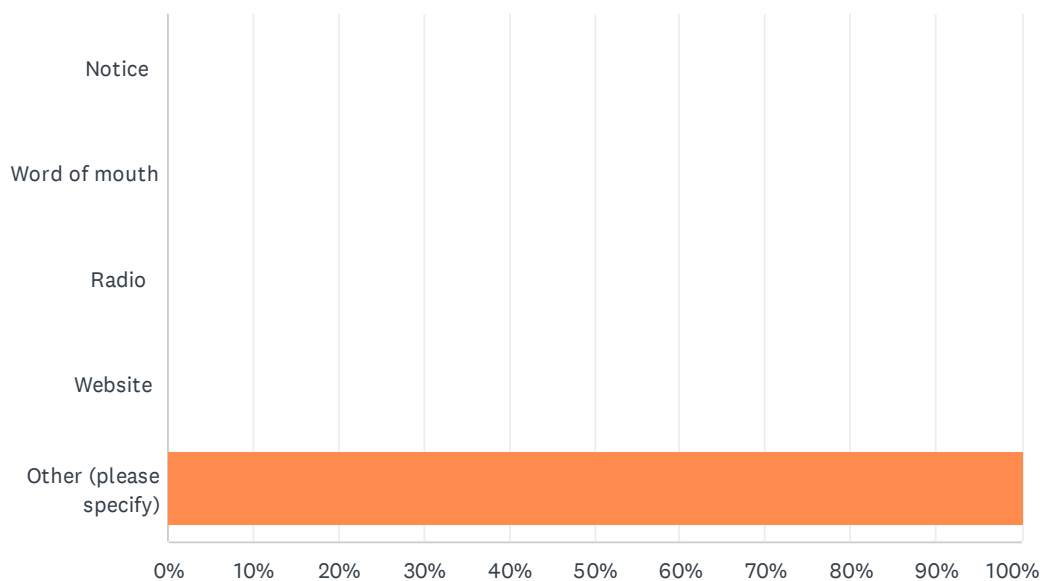
PLEASE LEAVE YOUR COMPLETED FEEDBACK FORM WITH THE WEBEQUIE
PROJECT TEAM OR EMAIL IT TO US AT Don.Parkinson@atkinsrealis.com

Miigwetch!

Thank you for taking the time to complete this feedback form.

Q1 How did you learn about this Open House?

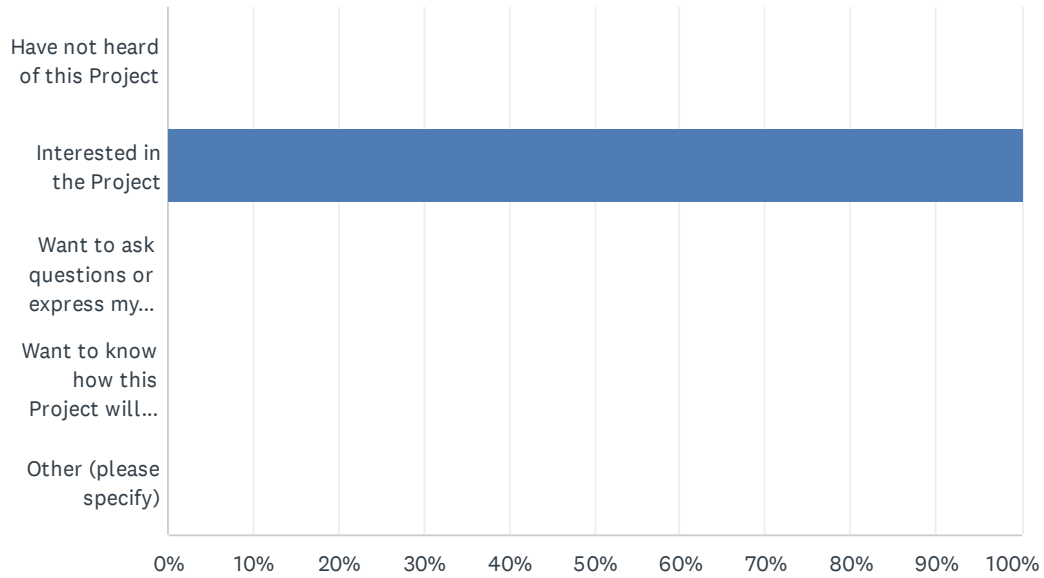
Answered: 1 Skipped: 0



ANSWER CHOICES	RESPONSES	
Notice	0.00%	0
Word of mouth	0.00%	0
Radio	0.00%	0
Website	0.00%	0
Other (please specify)	100.00%	1
TOTAL		1

Q2 What was your main reason for attending this meeting?

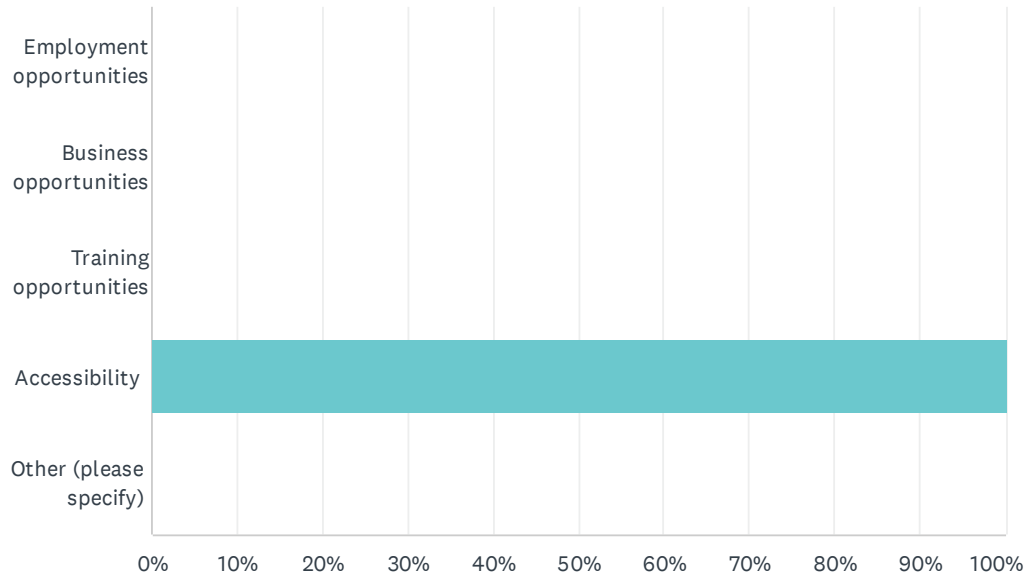
Answered: 1 Skipped: 0



ANSWER CHOICES	RESPONSES	
Have not heard of this Project	0.00%	0
Interested in the Project	100.00%	1
Want to ask questions or express my concerns	0.00%	0
Want to know how this Project will impact me	0.00%	0
Other (please specify)	0.00%	0
TOTAL		1

Q3 What are the good things about the supply road?

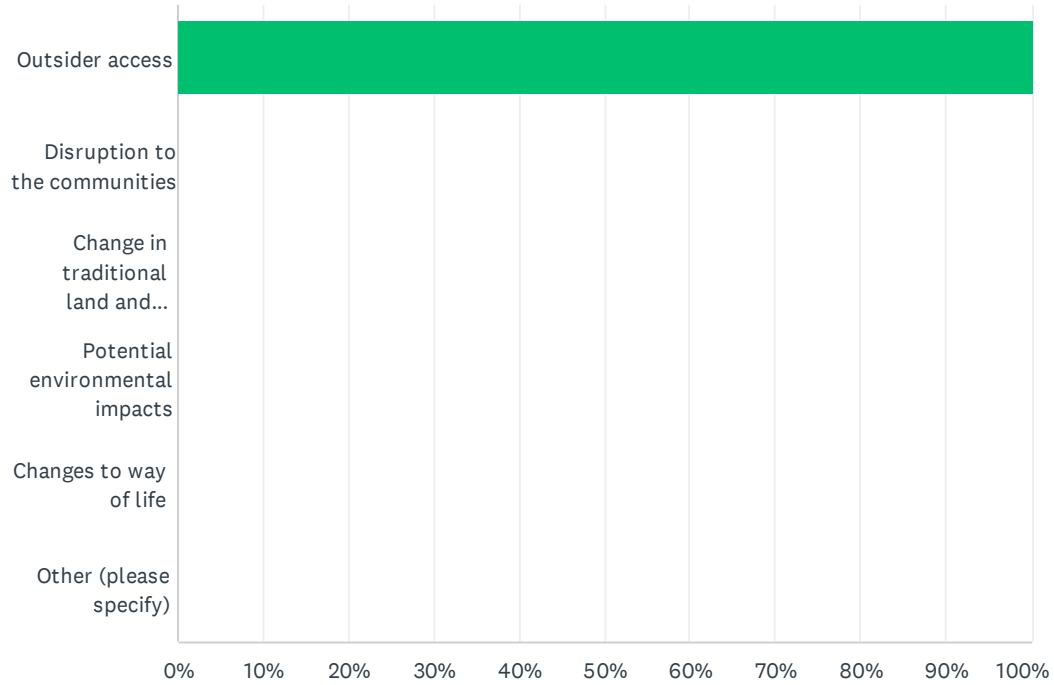
Answered: 1 Skipped: 0



ANSWER CHOICES	RESPONSES	
Employment opportunities	0.00%	0
Business opportunities	0.00%	0
Training opportunities	0.00%	0
Accessibility	100.00%	1
Other (please specify)	0.00%	0
TOTAL		1

Q4 What are the bad things about the supply road?

Answered: 1 Skipped: 0



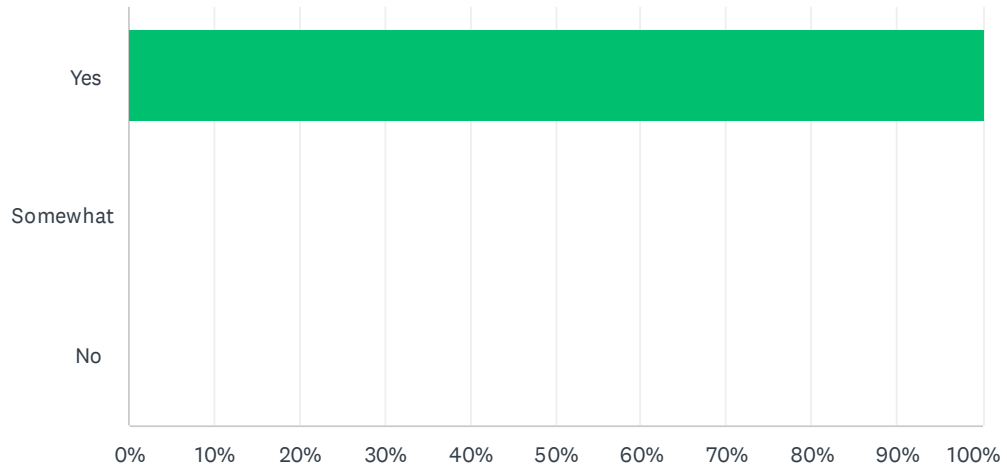
ANSWER CHOICES	RESPONSES	
Outsider access	100.00%	1
Disruption to the communities	0.00%	0
Change in traditional land and resources	0.00%	0
Potential environmental impacts	0.00%	0
Changes to way of life	0.00%	0
Other (please specify)	0.00%	0
TOTAL		1

Q5 Do you have any comments on the preferred route and preliminary effects assessment for the Webequie Supply Road or supportive infrastructure (aggregate source areas, construction camps and access road(s))?

Answered: 0 Skipped: 1

Q6 Did the meeting help you with your understanding of the Project?

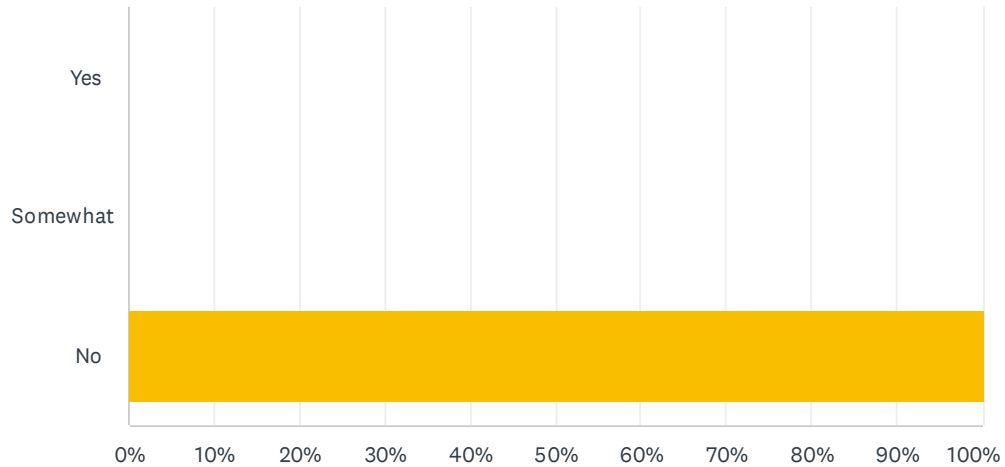
Answered: 1 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	100.00%	1
Somewhat	0.00%	0
No	0.00%	0
TOTAL		1

Q7 Is there any information that you would like to be provided that was not presented at the meeting?

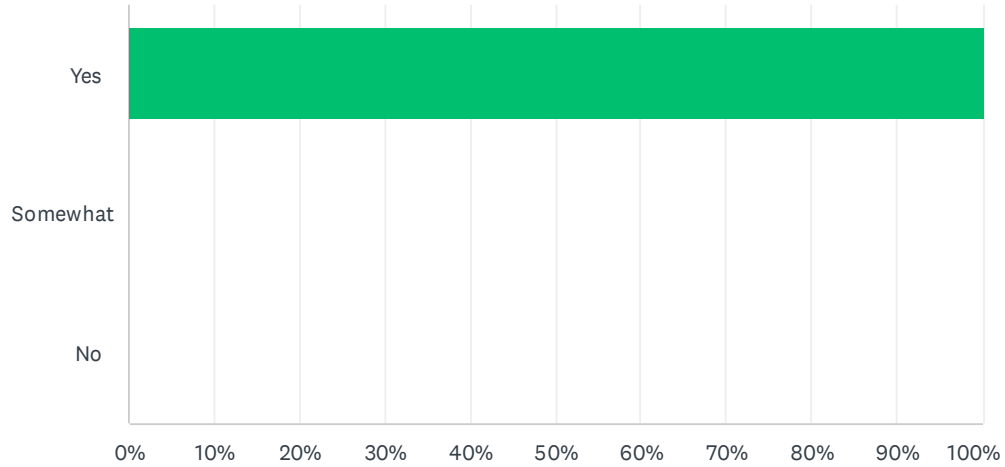
Answered: 1 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	0.00%	0
Somewhat	0.00%	0
No	100.00%	1
TOTAL		1

Q8 Were you given the opportunity to participate in the meeting – ask questions or express your interest/concern?

Answered: 1 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	100.00%	1
Somewhat	0.00%	0
No	0.00%	0
TOTAL		1

Q9 What would help the Webequie Project Team improve these community meetings in the future?

Answered: 0 Skipped: 1

 No matching responses.

ANSWER CHOICES	RESPONSES	
Additional material (handouts, etc.)	0.00%	0
One-on-one discussions with the Project Team	0.00%	0
More time for questions and answers	0.00%	0
Breakout sessions	0.00%	0
Provide more information	0.00%	0
Other (please specify)	0.00%	0
TOTAL		0

Q10 ADDITIONAL COMMENTS Please provide any additional comments that you may have about the Webequie Supply Road Project.

Answered: 0 Skipped: 1

Q11 If you would like to receive a written response to your comments, please provide us with the following information. This information will be kept confidential.

Answered: 0 Skipped: 1

ANSWER CHOICES	RESPONSES	
First name	0.00%	0
Last name	0.00%	0
	0.00%	0
	0.00%	0
	0.00%	0

Q12 Address

Answered: 1 Skipped: 0

ANSWER CHOICES	RESPONSES	
Street address	0.00%	0
Street address line 2	0.00%	0
City	0.00%	0
Province	0.00%	0
Postal Code	0.00%	0
Country	100.00%	1

Q13 Email

Answered: 0 Skipped: 1

ANSWER CHOICES	RESPONSES	
Email address	0.00%	0

Q14 Please check if you wish to be added to the electronic mailing list

Answered: 0 Skipped: 1

 No matching responses.

ANSWER CHOICES	RESPONSES
(with e-mail provided above)	0.00% 0
Total Respondents: 0	



**WEBEQUIE SUPPLY ROAD
Public Information Centre #4
Timmins, Ontario
September 22, 2025**

OVERVIEW

The Webequie Supply Road (WSR) Project Team hosted Public Information Centre #4, using an open house format, on September 22, 2025, at the Cedar Meadows Resort and Spa in Timmins, Ontario, with the event held from 2:00 – 4:00 PM and 6:00 – 8:00 PM. These sessions were promoted through various outreach methods, including the project website (supplyroad.ca), the Supply Road Facebook page, Wawatay Radio, and 103 FM Moose Radio. Formal notification of the session was also sent to all Indigenous communities and organizations, stakeholders and other interested parties on the project contact list. In addition, a notice of PIC #4 was published in the Timmins Daily Press on September 11, 2025, to raise awareness.

Don Parkinson from AtkinsRéalis delivered a presentation on the WSR project, which is a proposed 107 km all-season road connecting Webequie First Nation to Ring of Fire mineral area near McFaulds Lake. The presentation highlighted the project's goals of moving materials, supplies and people from the Webequie Airport to the proposed mine development and mineral exploration activities in the McFaulds Lake that will support and promote economic development, creating youth training and employment opportunities, while preserving Indigenous language and culture. Don provided updates on the coordinated provincial environmental assessment (EA) and federal impact assessment process for the project and emphasized the importance of Indigenous leadership and stewardship throughout the project lifecycle. The presentation also addressed potential environmental and social impacts of construction and operations, including effects on water, air, soil, wildlife, housing, and human health. A range of mitigation strategies were outlined, such as erosion control, water quality monitoring, waste management, and cultural awareness training. The concept of cumulative effects was explained, along with the role of community engagement in shaping project outcomes. This presentation was live streamed, with access via the project website (supplyroad.ca) and Facebook page. A recording of the presentation was posted on the project website.

Attendees were encouraged to ask questions and share feedback. Communication materials, including presentation slides, poster boards, and feedback forms, were made available to attendees and are included in the appendix of the session documentation.

QUESTIONS FROM ATTENDEES

Session 1, September 22, 2025, (2–4pm):

- There were no attendees at this session.
-

Session 2, September 22, 2025, (6–8pm):

- There were four attendees at this session.
- No questions were received from the attendees.

FEEDBACK/COMMENTS

None of the participants submitted feedback forms





ISSUES AND CONCERNS

No issues and concerns about the project were raised.

ACTION ITEMS

No action items were identified from either of the sessions.

Sign in Sheet

No.	Date	Name	Signature
1.	Sept 22	Randy Rice	
2.	"	Troy Columbus	
3.	"	Sauyer Columbus	
4.	"	LAURENT ROBICHAN	
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
13.			
14.			
15.			
16.			
17.			
18.			
19.			