

APPENDIX P2.E

First Nation On-Reserve Community Meetings and Summaries

P2.E.1 – Webequie First Nation

- On-Reserve Community Meeting – October 13, 2021
- On-Reserve Community Meeting – October 27, 2021
- On-Reserve Community Meeting – November 10, 2021
- On-Reserve Community Meeting – May 11 – 12, 2023
- On-Reserve Community Meeting – June 7, 2023
- On-Reserve Community Meeting – August 29, 2023
- On-Reserve Community Meeting – September 25, 2023
- On-Reserve Community Meeting – January 12, 2024
- On-Reserve Community Meeting – May 13 – 14, 2024
- On-Reserve Community Meeting – August 20 – 22, 2024
- On-Reserve Community Meeting – December 18, 2024
- On-Reserve Community Meeting – May 20, 2025
- On-Reserve Community Meeting – May 21 – 23, 2025
- On-Reserve Community Meeting – October 24, 2025
- On-Reserve Community Meeting – November 6, 2025

P2.E.2 – Constance Lake First Nation

- On-Reserve Community Meeting – June 22, 2023
- On-Reserve Community Meeting – September 12, 2024
- On-Reserve Community Meeting – January 28, 2025

P2.E.3 – Marten Falls First Nation

- On-Reserve Community Meeting – August 24, 2023
- On-Reserve Community Meeting – July 21, 2025

P2.E.4 – Nibinamik First Nation

- On-Reserve Community Meeting – January 16, 2024

APPENDIX P2.E.1

Webequie First Nation

- On-Reserve Community Meeting – October 13, 2021



WEBEQUIE SUPPLY ROAD
Webequie First Nation – Community Meeting

Socio-Economic and Human Health Study Plans
October 13, 2021 – 12:00-2:00 pm

OVERVIEW

The WSR Project team, consisting of Don Parkinson of SNC-Lavalin and Michael Fox of ICE, visited Webequie First Nation for a community meeting on October 13, 2021 from 12-2 pm.

The purpose of the community meeting was to discuss the socio-economic and human health study plans. These are required as part of the federal impact assessment process and detail the technical approach taken for the respective studies that comprise the basis for the impact assessment.

Don Parkinson delivered a presentation that began with a project update, explaining that the Proposed Environmental Assessment Terms of Reference had been approved and the project's next steps. Next, each of the study plans was discussed, explaining their purpose and providing details of some of the activities associated with each study plan. Finally, upcoming community visits were described and community members were encouraged to participate further in the project by visiting the project website and looking for upcoming events via social media.



SOCIO-ECONOMIC AND HUMAN HEALTH WORK PLANS

01

WHERE WE ARE NOW

Project update and next steps

02

SOCIO-ECONOMIC WORK PLAN FOR THE ENVIRONMENTAL ASSESSMENT (EA)

An explanation of what we plan to do as part of the socio-economic EA work

03

HUMAN HEALTH WORK PLAN FOR THE EA

An explanation of what we plan to do as part of the human health EA work

04

COMING UP

Our next visits and what we will be talking about

Where we are now

- The Webequie Supply Road Environmental Assessment (EA) Terms of Reference (ToR) was approved by MECP this past Friday
- This means that the work plan for the EA has been approved and we can now focus on completing the EA report since we now know what is expected of us
- Over the next few weeks, we will be visiting the community to explain each of the work plans that are required to be prepared as part of the federal impact assessment process

The Socio-Economic Work Plan

What is socio-economics?

Socio-economics gives us information about the jobs, income, and education of a community.

Purpose of the Socio-Economic Impact Assessment (SEIA)

- To understand how (good and bad) and how much community well-being could be affected by the Webequie Supply Road project
- This work is included in the provincial and federal environmental assessment processes

There are 22 Indigenous communities to be consulted as part of the EA process:

Indigenous Community	Identified by WFN	Identified by MECP	Identified by IAAC
Webequie First Nation	✓	✓*	✓*
Aroland First Nation		✓*	✓*
Attawapiskat First Nation	✓	✓*	✓*
Constance Lake First Nation		✓*	✓
Eabametoong First Nation	✓	✓	✓*
Fort Albany First Nation		✓*	✓*
Ginoogaming First Nation		✓	✓
Kasabonika First Nation	✓	✓*	✓*
Kaschechewan First Nation		✓*	✓
Kitchenuhmaykoosib Inninuwug		✓*	✓
Kingfisher Lake First Nation		✓*	
Long Lake #58 First Nation		✓	✓
Marten Falls First Nation	✓	✓*	✓*
Mishkeegogamang First Nation		✓	
Neskantaga First Nation	✓	✓*	✓*
Nibinamik First Nation	✓	✓*	✓*
North Caribou Lake First Nation		✓	
Wapekeka First Nation		✓	
Wawakapewin First Nation		✓*	
Weenusk (Peawanuck) First Nation	✓	✓*	✓*
Wunnumin Lake First Nation		✓*	
Metis Nation of Ontario – Region 2		✓	

Communities marked with an asterisk (in yellow) are those whose Aboriginal and Treaty rights may be affected by the Project.

WHO IS INCLUDED IN THE SEIA?

Gender Based Analysis Plus (GBA+)

- This is a way to collect and analyze the data from a socio-economic survey
- It is required by the federal Impact Assessment Act
- The purpose is to make sure that groups that were previously not treated equally such as Indigenous people, especially Indigenous women, have a voice and can provide input to the socio-economic survey
- The approach provides a way to understand how potential project effects could impact groups such as Indigenous women more than others

Criteria and Indicators

- Valued components are human and physical aspects of the environment that people consider important and therefore require detailed consideration in the EA
- From the valued components, preliminary socio-economic criteria (what to measure) and indicators (how to measure) were developed
- For example, for the criterion housing, indicators could be: (1) changes in housing supply and demand; (2) changes to the number of people living in a home; and (3) changes to housing quality. This information could be collected by interviews with community housing specialists, community surveys and community housing profiles and assessments
- Other criteria could be education, population, social services, transportation, social cohesion (togetherness), safety, regional and local commercial activity, government finances and employment

How will baseline data be collected?

- Baseline data is collected from two types of sources: primary and secondary
- Secondary sources are not direct or first-hand, but are from sources such as studies, books or articles (i.e. Webequie housing assessment, On-Reserve Land Use Plan)
- Primary sources are direct, first-hand sources, such as interviews or surveys
- Most communities will complete surveys online or at community consultation events
- Four communities (Webequie/Neskantaga/Nibinamik/Eabametoong) that potentially more socially and economically impacted by WSR will be given more attention for baseline data collection

What types of questions will be asked in the surveys?

- Questions will be asked about demographics (age, gender, income, education, employment), as well as housing, social services, safety and community togetherness

What kinds of surveys will be done?

- Focus groups (adult women, elders, male and female youth) will be undertaken in the four communities potentially more socially and economically impacted- these allow people to talk longer and provide more input
- Key informant interviews- these are done with people who have special knowledge of certain areas such as housing, infrastructure, economic development and social services.

Identification of Potential Socio-Economic Effects

- Compare baseline conditions to those expected to result from the construction and operation/maintenance of the Project
- Potential effects are described for each criterion (i.e., housing, education, population, social services, transportation, social cohesion (togetherness), safety, regional and local commercial activity, government finances and employment- effects are identified as direct or indirect
- Identification of effects will be view through a GBA+ lens to identify possible effects on women, elders and youth

The Human Health Work Plan (HHWP)

- The core of the Human Health Work Plan is the *Health Impact Assessment*- this is a series of steps that are intended to provide a structural framework for the assessment. The steps are as follows:



Health Impact Assessment (HIA)

- The goal of conducting these steps is to produce a baseline community health profile of both Webequie and other Indigenous communities potentially affected by the WSR
- Once the profile has been done, then potential impacts on health and well-being can be evaluated
- Health areas to be assessed include:
 - Mental health
 - Social well-being
 - Physical well-being
 - Spiritual well-being
 - Public safety
 - Health care services

How will information be gathered?

- Community documents
- Public documents
- Government reports
- Scientific literature
- Assessments from similar projects
- Consultation activities and social research methods
 - Household surveys, key informant interviews, focus groups
 - Indigenous Knowledge and Land Use studies

What are some of the potential effects of the WSR on human health that will be assessed?

- Air quality (vehicle emissions, GHG emissions, dust)
- Noise (from construction, increased vehicle and equipment usage)
- Drinking water (contamination, quality and quantity of available water)
- Soil Quality
- Harvesting and consumption of foods (metals and metalloid contamination in food being consumed, quantity and quality of foods)



How will the effects be assessed?

The assessment will consider the potential interactions between the project components and the criteria (human health), indicators, and valued components identified within the project study area. Valued components will be identified based on what Indigenous communities and groups, the general public and stakeholders find valuable to them in the assessment process, such as climate change, human health, vegetation, etc. A potential effect is considered to occur when the expected future criteria conditions resulting from the Project differ from the baseline criteria conditions identified by the Project Team using the indicators.



Engagement and Consultation

The Project Team will be providing information using communication materials such as:

- Fact sheets
- Project website
- Public notices
- Notification letters

There will be opportunities for public participation and Indigenous engagement and consultation. The Project Team will engage with Indigenous communities to obtain Indigenous Knowledge, determine potential effects on Treaty Rights, and receive input and feedback on the Human Health, Socio-economic and other EA workplans.



Coming Up

Upcoming WSR community meetings and topics:

Acoustic / visual / climate change & air quality / cumulative effects work plans- ***October 27***

Geology, Terrain, Soils / Vegetation / Groundwater & Surface Water / Aquatic Habitat work plans-
November 10

Caribou and Wolverine / Wildlife & Wildlife Habitat / Species at Risks / Breeding Birds work plans-
November 24

COMING UP

WSR
WEBEQUIE
SUPPLY ROAD

APPENDIX P2.E.1

Webequie First Nation

- On-Reserve Community Meeting – October 27, 2021



**WEBEQUIE SUPPLY ROAD
Webequie First Nation – Community Meeting**

**Acoustic Environment, Visual Environment, Climate Change/Air Quality
and Cumulative Effects Study Plans
October 27, 2021 – 12:00 – 2:00 pm**

OVERVIEW

The WSR Project team, consisting of Don Parkinson of SNC-Lavalin and Michael Fox of ICE, visited Webequie First Nation for a community meeting on October 27, 2021 from 12-2 pm.

The purpose of the community meeting was to discuss a number of federal impact assessment study plans, including acoustic environment, visual environment, climate change/air quality and cumulative effects. These are required as part of the federal impact assessment process and detail the technical approach taken for the respective studies that comprise the basis for the impact assessment.

Don Parkinson delivered a presentation that began with a project update, explaining that the Proposed Environmental Assessment Terms of Reference had been approved and the project's next steps. Next, each of the study plans was discussed, explaining their purpose and providing details of some the activities associated with each study plan. Finally, upcoming community visits were described and community members were encouraged to participate further in the project by visiting the project website and looking for upcoming events via social media.



ACOUSTIC, VISUAL, CLIMATE CHANGE/AIR QUALITY AND CUMULATIVE EFFECTS WORK PLANS

01

WHERE WE ARE NOW
Project update and next steps

02

ACOUSTIC ENVIRONMENT WORK PLAN FOR
THE ENVIRONMENTAL ASSESSMENT (EA)
An explanation of what we plan to do as part of the acoustic environment EA work

03

VISUAL ENVIRONMENT WORK
PLAN FOR THE EA
An explanation of what we plan to do as part of the visual environment EA work

04

CLIMATE CHANGE AND AIR QUALITY
WORK PLAN FOR THE EA
An explanation of what we plan to do as part of the climate change and air quality
EA work

05

CUMULATIVE EFFECTS WORK
PLAN FOR THE EA
An explanation of what we plan to do as part
of the cumulative effects EA work

06

COMING UP
Our next visits and what we will be talking about

Where we are now

- The Webequie Supply Road Environmental Assessment (EA) Terms of Reference (ToR) was approved by MECP this past Friday
- This means that the work plan for the EA has been approved and we can now focus on completing the EA report since we now know what is expected of us
- Over the next few weeks, we will be visiting the community to explain each of the work plans that are required to be prepared as part of the federal impact assessment process

The Acoustic Environment Work Plan

What is acoustics?

- A science that deals with the production, control, transmission, reception, and effects of sound

Description of the work

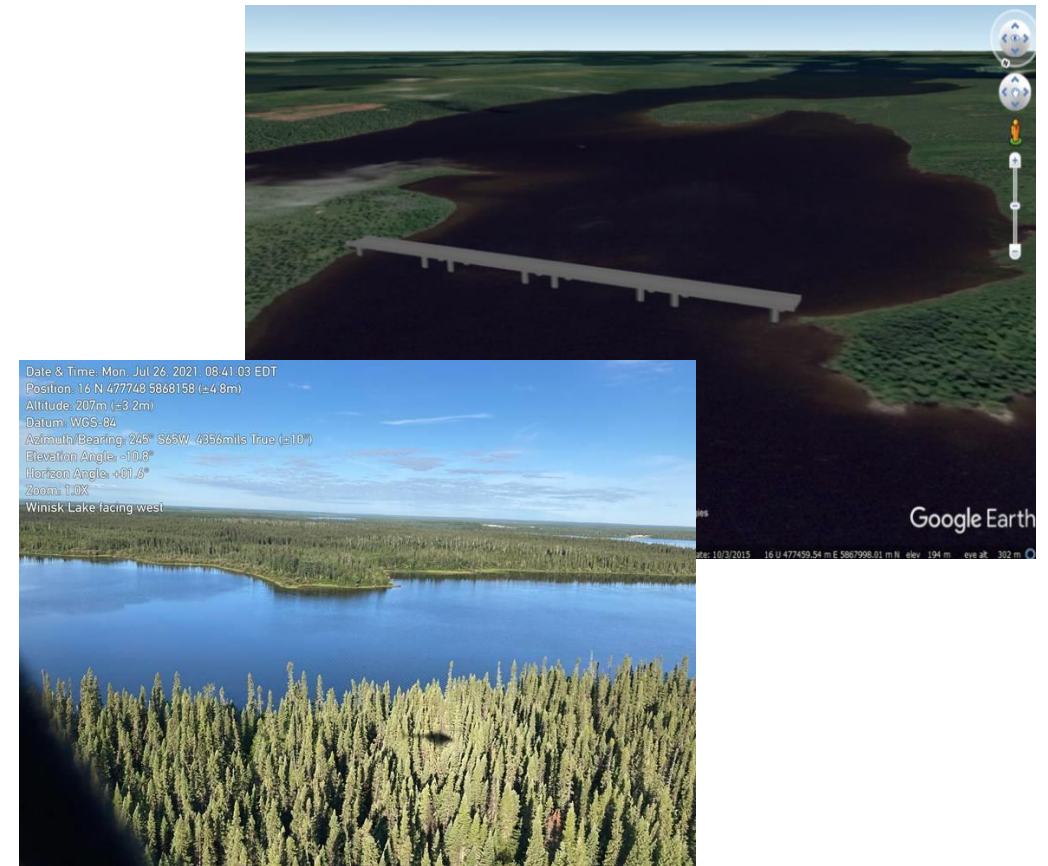
- To understand the potential effects of the project on the current acoustic (noise) environment, such as impacts on traditional activities such as hunting, trapping or fishing)
- Looks at impacts during different project phases (i.e., construction, operations)
- Field team will be installing acoustic recording equipment to determine baseline (current) noise conditions or levels in different locations
- If impacts are identified, practical or realistic ways to control or limit impacts will be identified.



Acoustic recording equipment

The Visual Environment Work Plan

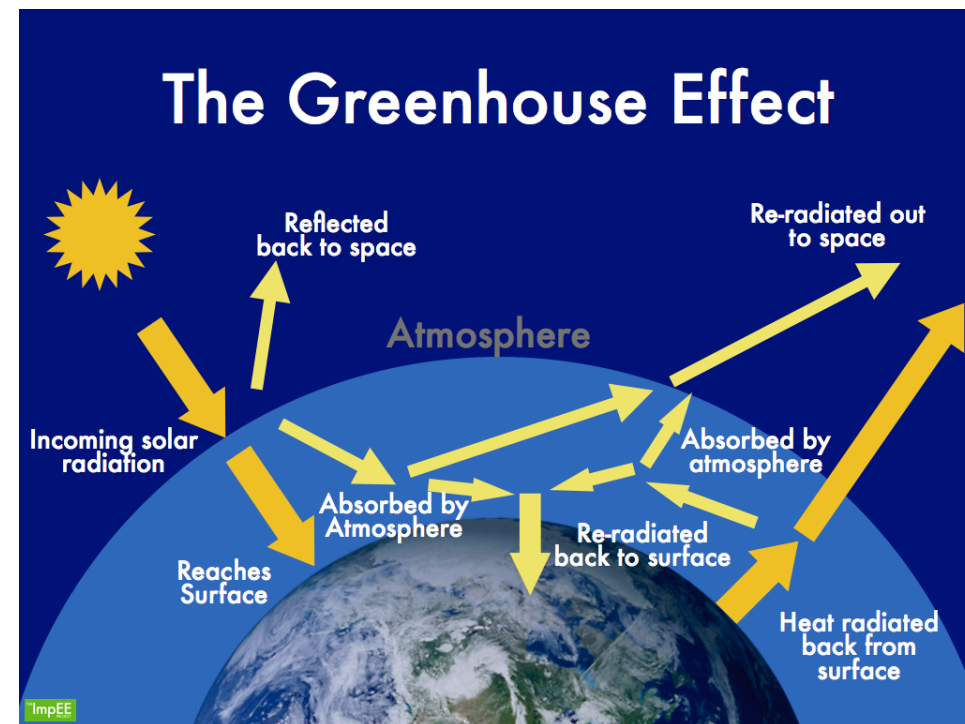
- Examines possible impacts on aspects of the visual environment from the WSR Project. Effects could include impacts on landscape views from important land or water-based viewing locations.
- Example- major water crossings where bridges would be used, locations of pits or quarries
- Looks at visual impacts of project on the landscape during all phases of the project, construction and operations
- Uses tools such as LiDAR data (height of the land) to identify what can be seen from different locations that are important to community members
- Information generated identifies areas where adjustments need to be made to routes or water-crossing structures, for example



The Climate Change and Air Quality Work Plan

There are three key goals of this work:

- (1) Determine the greenhouse gas emissions (GHG) the project is expected to produce.
- (2) Determine how sensitive and durable the Project and its environment are to changing climate conditions.
- (3) Determine the Project's production of air contaminants and their impact on air quality in the project area.



The Climate Change and Air Quality Work Plan

Sources of air contamination/potential emissions:

- Exhaust from construction equipment and road vehicles during the WSR construction phase
- Exhaust from public vehicles along the road, and the vehicles and equipment involved in maintenance of the road during the operations phase
- Heavy machinery used for vegetation clearing, material handling, road construction
- Aggregate extraction and processing during construction
- Blasting activities (dust and explosives) during construction
- Diesel generators (power source) at the construction camps and maintenance yards.



CLIMATE CHANGE AND AIR
QUALITY WORK PLAN-
CONTAMINANT SOURCES

The Climate Change and Air Quality Work Plan

Climate Change considerations for road design:

- Height of road
- Height of bridges
- Size of culvert pipes
- Use of larger stone to protect from high flows

Timeframe for evaluating potential effects:

- Short-term
- Long-term
- Construction phase
- Operations phase



The Cumulative Effects Work Plan

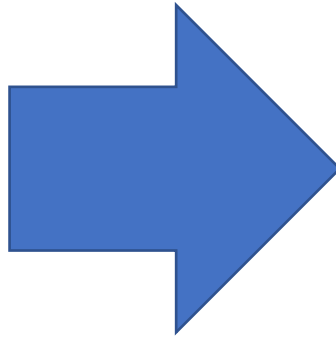
Step 1: Scoping

Step 2: Analysis

Step 3: Mitigation

Step 4: Significance

Step 5: Follow-up



- Does the project affect something that is important to community members (valued component or VC)? If yes, then decide the area to investigate and the timeframe
- Within the area and/or the timeframe, are there other projects (past, present or future) that will affect the VC ?
- If there are VCs that will be affected, these become part of the analysis phase of the process
- The next step is to figure out how the project will affect the valued component
- Next identify how to eliminate or control the effect and how significant it is
- Monitor the area to see if the impact is being controlled

Examples of Cumulative Effects

Fish & Fish Habitat: destruction of habitat of the same fish population from multiple physical activities.

Aquatic Species: shoreline destruction from multiple physical activities resulting in the removal of several patches of a marine plant.

Socio-Economic Conditions: environmental effects from multiple physical activities resulting in the decline of a bivalve population on which an Indigenous group depends as a source of income.

Physical and Cultural Heritage: damage caused to sites associated with the creation of legends, ceremonial functions, personal vision quests etc. as a result of multiple physical activities.

Current Use of Lands and Resources: effects on use of traditional fishing grounds owing to decreased fish population which results from multiple physical activities.

Archaeology: disturbance of an archaeologically significant site due to construction activities associated with multiple physical activities.



Engagement and Consultation

The Project Team will be providing information using communication materials such as:

- Fact sheets
- Project website
- Public notices
- Notification letters

There will be opportunities for public participation and Indigenous engagement and consultation. The Project Team will engage with Indigenous communities to obtain Indigenous Knowledge, determine potential effects on Treaty Rights, and receive input and feedback on the Human Health, Socio-economic and other EA workplans.

Coming Up

Upcoming WSR community meetings and topics:

Geology, Terrain, Soils / Vegetation / Groundwater & Surface Water / Aquatic Habitat work plans-
November 10

Caribou and Wolverine / Wildlife & Wildlife Habitat / Species at Risks / Breeding Birds work plans-
November 24

COMING UP

WSR
WEBEQUIE
SUPPLY ROAD

APPENDIX P2.E.1

Webequie First Nation

- On-Reserve Community Meeting – November 10, 2021



**WEBEQUIE SUPPLY ROAD
INDIGENOUS COMMUNITY MEETING**

**Environmental Assessment, Protocols/Consultation Process
November 10, 2021**

OVERVIEW

Melanie LaForest of Indigenous Community Engagement (ICE) and Don Parkinson and Angela Brooks of SNC-Lavalin (SNC) held a meeting with Webequie First Nation (WFN) community members on November 10, 2021 at the Webequie First Nation Community Centre.

Approximately 25 to 30 Webequie First Nation community members attended the community meeting. The purpose of this meeting was to share information on the Webequie Supply Road (WSR) Project Environmental Assessment (EA) process and give a presentation on WSR Project: Geology, Terrain, Soils, Vegetation, Groundwater & Surface Water, and Aquatic Habitat work plans along with a question and answer period. A WFN community member provided a translation of the information in Ojibway in real-time. The Project Team followed COVID-19 protocols.

Questions and feedback from the community were related to: (1) land use and road construction; (2) incorporating traditional knowledge; (3) climate change; and (4) baseline studies.



GEOLOGY/TERRAIN/SOILS, AQUATIC HABITAT, GROUNDWATER SURFACE STUDY PLANS

01

WHERE WE ARE NOW

Project update and next steps

02

GEOLOGY/TERRAIN/SOILS STUDY/WORK PLAN
FOR THE ENVIRONMENTAL ASSESSMENT (EA)

An explanation of what we plan to do as part of the geology/terrain/soils EA work

03

AQUATIC HABITAT STUDY/WORK
PLAN FOR THE EA

An explanation of what we plan to do as part of the aquatic habitat EA work

04

GROUNDWATER STUDY/WORK
PLAN FOR THE EA

An explanation of what we plan to do as part of the groundwater EA work

05

SURFACE WATER STUDY/WORK
PLAN FOR THE EAAn explanation of what we plan to do as part
of the surface water EA work

06

COMING UP

Our next visits and what we will be talking about

Where we are now

- The Webequie Supply Road Environmental Assessment (EA) Terms of Reference (ToR) was approved by MECP this past Friday
- This means that the work plan for the EA has been approved and we can now focus on completing the EA report since we now know what is expected of us
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Study Areas

- Geographic boundaries of the areas potentially affected by the project
- Change depending on the valued component (the things that are important to community members)

There are three study areas:

Project Footprint: The area directly disturbed (includes road, access roads, pits, quarries, storage yards, access roads)

Local Study Area: Extends about 1 km from the supply road and 500 m from temporary or permanent infrastructure related to the road

Regional Study Area: Includes environmental effects from road on the broader environment such as downstream water quality, caribou, changes to socioeconomic conditions

The Geology/Terrain/Soils Study/Work Plan

What is does it involve?

- Collecting baseline information on the earth's structure and composition, geochemistry, geo-hazards, the height of the land (topography), soils and sediment (bottom lakes and rivers)

Objectives of the work

- Describe the geology locally and regionally
- Describe geological hazards (i.e., erosion)
- Determine the chemistry of construction materials disturbed such aggregate and rock sources
- Describe the potential for contamination of soils or sediments
- Describe soil layers and depths



The Aquatic Habitat Study/Work Plan

Purpose

- Gather information of aquatic conditions at 26 waterbody crossings

Field Surveys

- Fish habitat assessments to describe the biological and physical characteristic at waterbody crossings
- Fish community sampling
- Benthic invertebrate surveys- looking at what lives in the sediment, as it is a good indicator of aquatic health
- Fish spawning surveys

Information Collected

- Fish species present and abundance
- Spawning patterns
- Species sensitivity to habitat changes
- Benthic invertebrate community



The Groundwater Study/Work Plan

Purpose

- Collect groundwater samples to analyze quality and chemical composition
- Analyze how groundwater levels change in areas of peat/organic materials
- Measure how easily water moves through the soil and rock (hydraulic conductivity)

Activities

- Wells have been installed along the road corridor and within the aggregate area (sources of gravel and road for road construction)



The Surface Water Study/Work Plan

Purpose

- Collect surface water samples from 26 waterbody crossings
- Analyze the quality and composition of water samples- results are compared to federal and provincial water quality guidelines



Activities

- Sampling occurs at different times of year
- Water samples tested for physical (i.e., acidity, turbidity) and chemical (i.e., metals, nutrients, organic compounds, sediment)

SURFACE WATER STUDY/WORK
PLAN

WSR
WEBEQUIE
SUPPLY ROAD



Coming Up

Upcoming WSR community meetings and topics:

Caribou and Wolverine / Wildlife & Wildlife Habitat / Species at Risk / Breeding Birds work plans-
November 24

COMING UP

WSR
WEBEQUIE
SUPPLY ROAD

APPENDIX P2.E.1

Webequie First Nation

- On-Reserve Community Meeting – May 11 – 12, 2024



**WEBEQUIE SUPPLY ROAD
INDIGENOUS COMMUNITY MEETING**

**Environmental Assessment, Protocols/Consultation Process
May 11 – 12, 2023**

OVERVIEW

Jennifer Ashawasegai-Pereira of SNC-Lavalin, Faiza Waheed and Elayne Laroque of Intrinsik, and Leslie Spense of Webequie Supply Road (WSR) Project Team visited Webequie First Nation (WFN) from May 11-12, 2023 to conduct engagement activities for the human health assessment. During the first day, the team provide an overview presentation to interested community members with lunch. Conducted a women's focus group, conducted one-on-one interviews with community members apart of the Community Aboriginal Recreational Activator Program, Choose Life Program, School employees and conducted a youth focus group. On the second day, the Project team provided an overview presentation to interested community members with breakfast. Conducted a men and land users focus group, and a one-on-one interview with an individual from the home community care program.

APPENDIX P2.E.1

Webequie First Nation

- On-Reserve Community Meeting – June 7, 2023
- On-Reserve Community Meeting IKLRU – June 7, 2023



**WEBEQUIE SUPPLY ROAD
INDIGENOUS COMMUNITY MEETING**

**Environmental Assessment, Protocols/Consultation Process
June 7, 2023**

OVERVIEW

Don Parkinson and Jennifer Ashawasegai-Pereira of SNC-Lavalin went to Webequie First Nation (WFN) to discuss the Webequie Supply Road (WSR). The community meeting provided a presentation on Consultation Round 2 focusing on the following topics: Summary of Input received from Consultation Round 1, Identification of Evaluation of Alternatives, Preliminary Recommended Preferred Route and Supportive Infrastructure including Rationale for Selection, Preliminary Engineer Design Elements of WSR, and next steps and schedule. The meeting had approximately 12 participants who were given the opportunity to ask questions and provide comments.



**WEBEQUIE SUPPLY ROAD
COMMUNITY MEETING
IKLRU Program
Webequie First Nation
June 7, 2023**

OVERVIEW

Michael Fox and Heather Swan of Indigenous and Community Engagement (ICE), and Tony McGuire of TheyMedia went to Webequie First Nation (WFN) to discuss Indigenous Knowledge. The purpose of the visit was to gather Anishiniimowin Knowledge from Elders, in order to understand unique knowledge systems, practices, and beliefs developed by Indigenous communities over generations. The meeting had approximately 17 participants. Fred Jacob provided translation services.

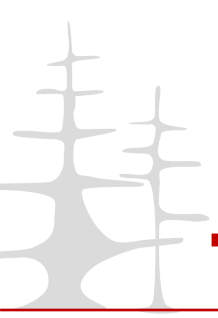


WEBEQUIE SUPPLY ROAD



Consultation Round 2: Part 2 - Alternatives Assessment
Evaluation of Alternative Supporting Infrastructure and Road Design

May 29, 2023



TODAY'S TOPICS

1. Project Information
2. Engagement and Consultation To Date and What We Have Heard
3. Evaluation of Alternatives – Supportive Infrastructure (Aggregate Source Areas, Construction Camps and Access Roads)
4. Road Engineering Design Features
5. 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

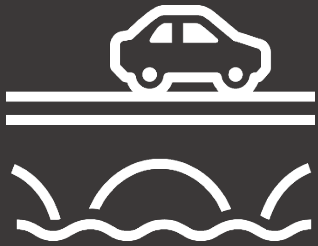
Preliminary corridor width for consideration of Route Alternatives



35 m

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

PROJECT DESCRIPTION



3

Major waterbody crossings (and up to 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)



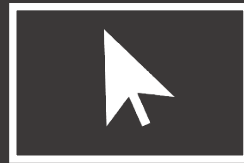
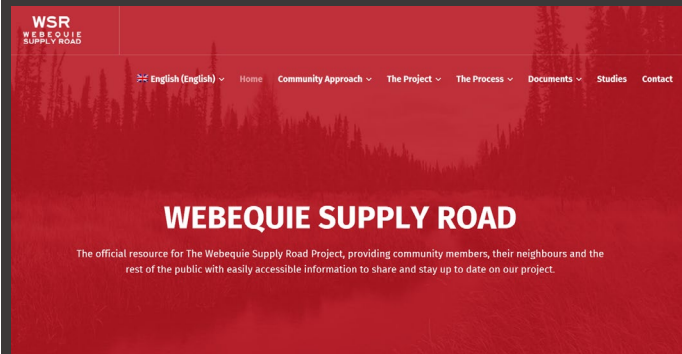
Storage and laydown yards (temporary) for equipment and materials



ENGAGEMENT & CONSULTATION TO DATE

ENGAGEMENT & CONSULTATION

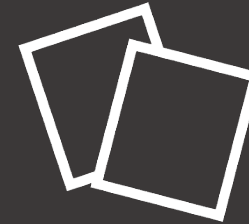
During Consultation Round 1 (2022), the following engagement/consultation activities occurred:



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



Live streams and radio shows on the regional Wawatay Radio Network were done on technical topics that parallel where we in the environmental / impact assessment process



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

A community-specific Consultation Progress Report which summarizes the activities and feedback received during Round 1 of the engagement and consultation program was provided to each Indigenous community in October 2022

WHO WE HEARD FROM CONSULTATION ROUND 1

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.





WHAT WE HEARD – KEY THEMES

- Potential Ownership Models for Road
- Impact on Eskers
- Capital Cost of Road
- Impact of Road on Traplines
- Consideration of Shared Territory
- Estimation of Traffic Volumes
- Measurement of Climate Change Greenhouse Gas (GHG) emissions
- How Indigenous Knowledge (IK) will be Factored into the Assessment
- Measurement of Habitat Availability
- Local Employment Opportunities Associated with Road
- Remediation of Pits and Quarries Post-Construction
- Wildfire Risk and Consideration as Part of Environmental Assessment/Impact Assessment (EA/IA)

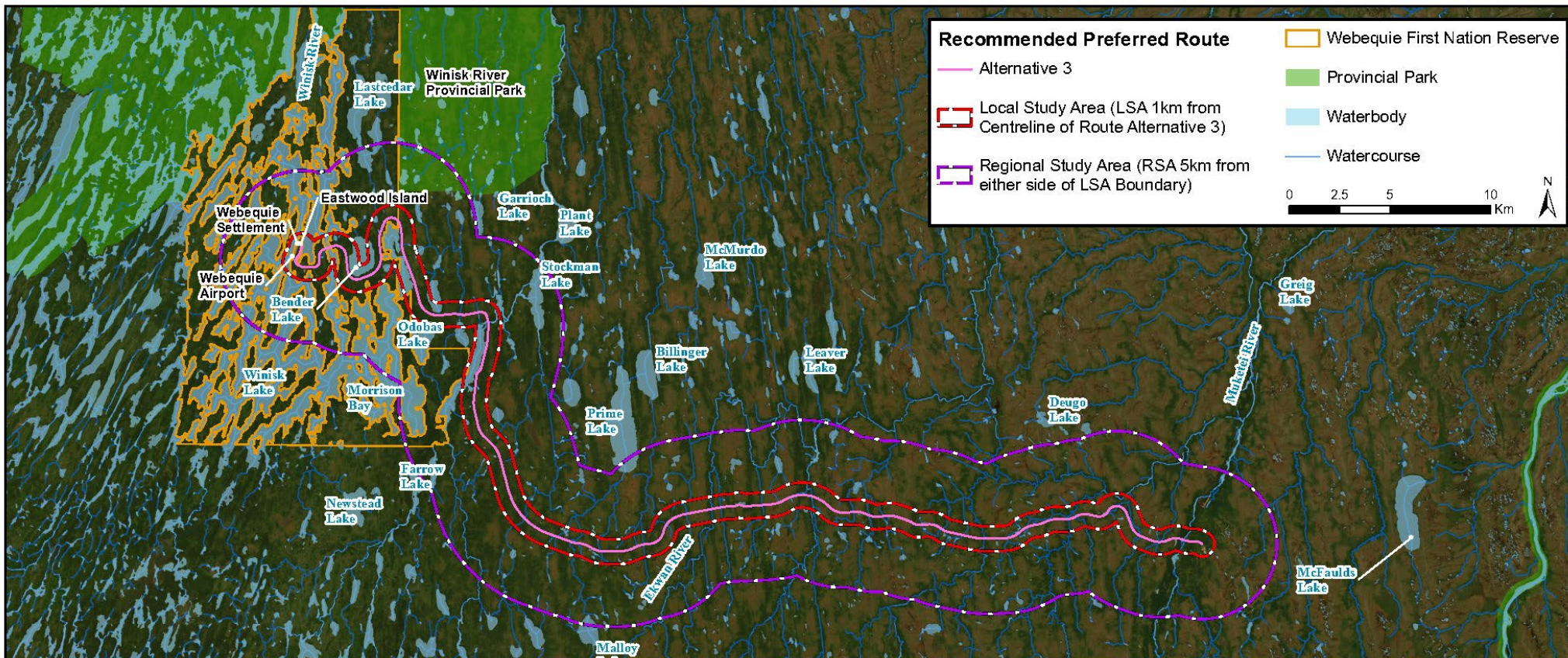


CONSIDERATION AND EVALUATION OF ALTERNATIVES



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 ASSESSMENT – SUPPORTING INFRASTRUCTURE

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





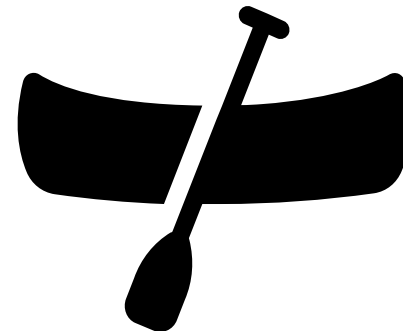
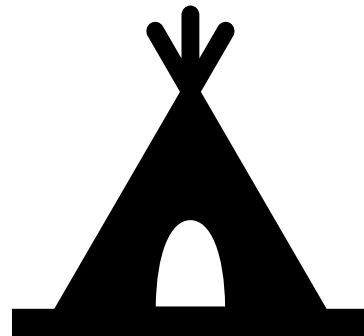
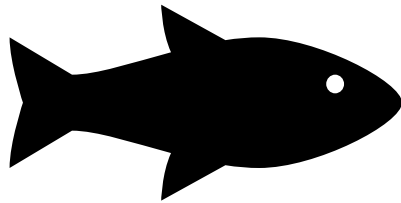
APPROACH FOR EVALUATION OF ALTERNATIVES

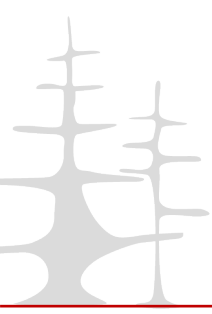
The Process

- A multi-factor analysis has been completed to allow for a comparison of the advantages and disadvantages of alternative locations for aggregate source areas, access roads and construction camps
- To complete the analysis, the Project Team used a computer software tool that is designed to compare alternatives with multiple criteria, different perspectives and mix of qualitative and quantitative data
- As part of the EA/IA process and feedback received to date, indicators to measure change for each valued component/criteria have been identified

APPROACH FOR EVALUATION OF ALTERNATIVES

- The criteria and indicators selected by the Project Team for the evaluation of alternatives are organized under the following factors:
 - Biological Environment
 - Physical Environment
 - Indigenous Land and Resource Use and Interests
 - Socio-Economic Environment (including cultural heritage and archaeology)
 - Technical Considerations





MULTI-FACTOR ANALYSIS – WEIGHTING AND SCORING

- A weighting system has been assigned to the factors and associated criteria and indicators that applies relative level of importance that individual criteria and indicators have to each other, and to the overall decision outcome
- At this time equal weighting has been applied to factors, criteria and indicators
- Based on spatial analysis of the data for alternative locations for supportive infrastructure, a score is assigned where it intersects the various indicators. A low score is preferred as it represents less impacts and a high score has greater impacts and is less preferred

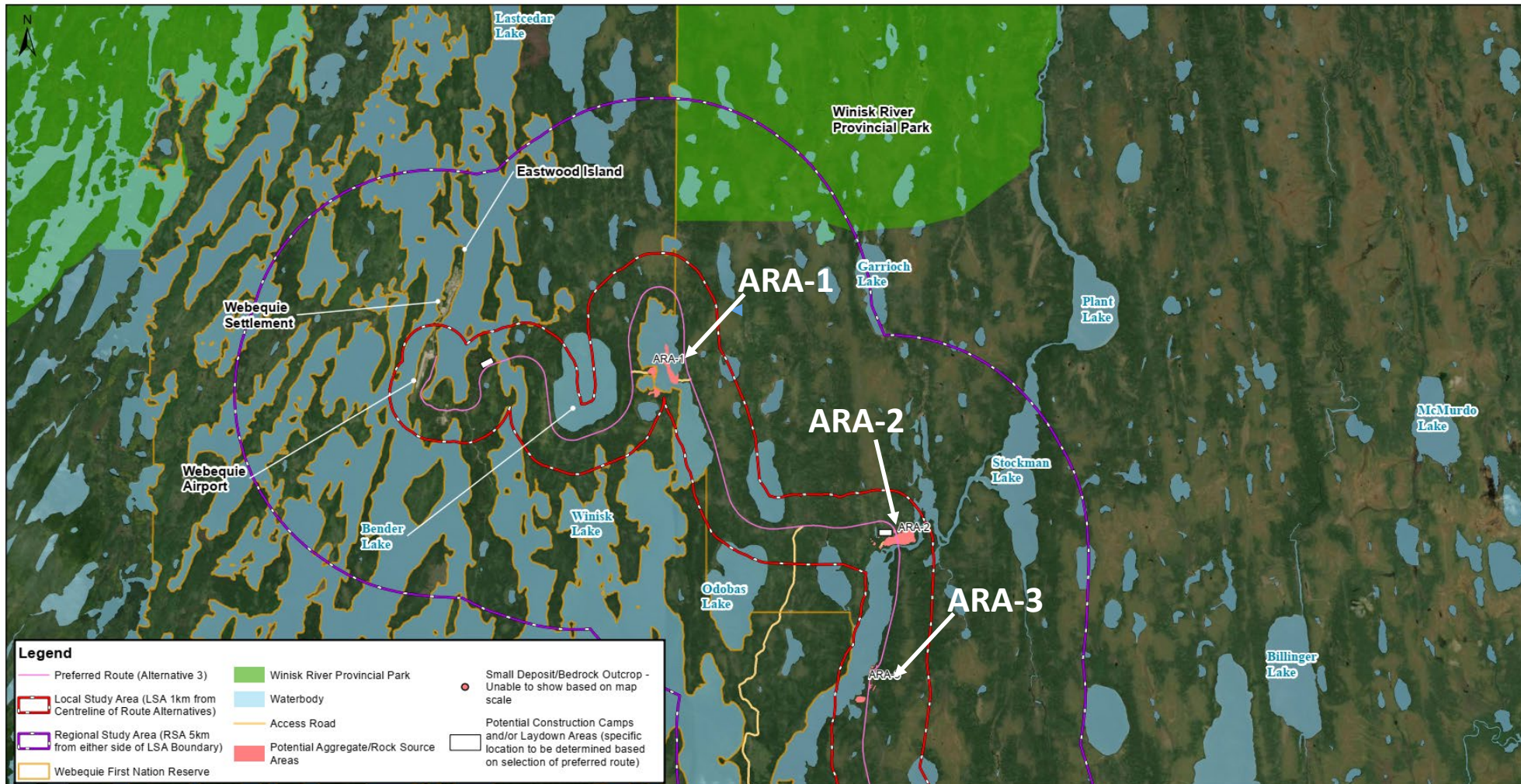
ALTERNATIVE AGGREGATE SOURCE AREAS (PITS/QUARRIES)

Location of potential aggregate/rock source areas (12 - Bedrock and Esker Type Landforms)
Aggregate and Rock Needs for Construction and Operations/Maintenance

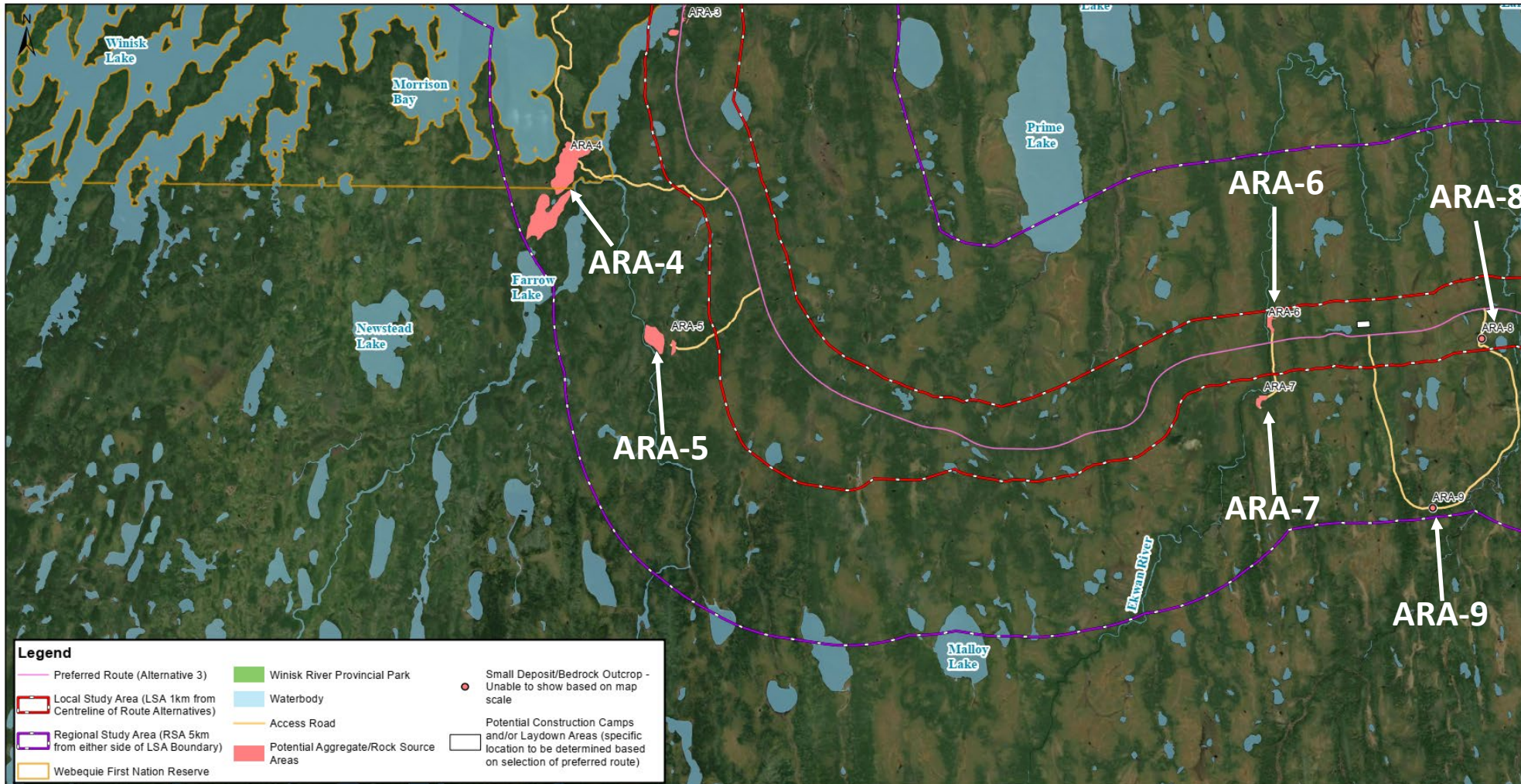
Phase	Earth Fill	Gravel	Rock	Total
Construction	1,551,000 m3 (155,100 dump trucks)	1,297,000 m3 (129,700 dump trucks)	1,500 m3 (150 dump trucks)	2,849,500 m3
Operations and Maintenance		2,000,000 m3	5,000 m3	2,005,000 m3



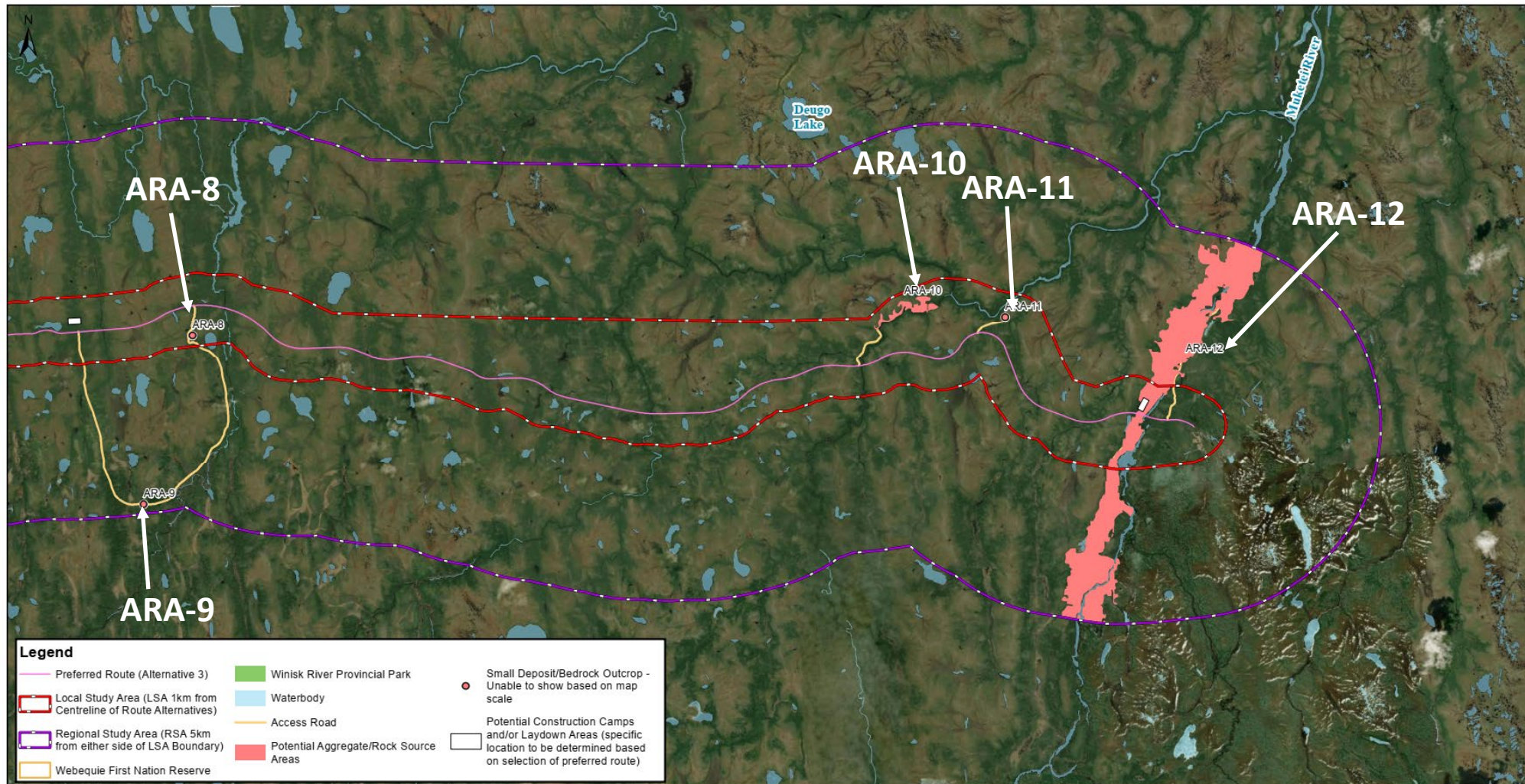
POTENTIAL AGGREGATE SOURCE AREAS (WEST)



POTENTIAL AGGREGATE SOURCE AREAS (WEST-CENTRAL)



POTENTIAL AGGREGATE SOURCE AREAS (EAST)



ALTERNATIVE AGGREGATE SOURCE AREAS (SCREENING)

- ARA-2 and ARA-3: good quality material (medium to coarse sand and rock) and are close to the preferred route with only short access roads needed.
- ARA-4: large area of good quality material (gravel and sand) further away from WSR preferred route and requires a longer access road.
- ARA-5 and ARA-12: no suitable aggregate material – can not be used for construction.
- ARA-1, ARA-8, ARA-9: limited suitable material (small areas, such as rock outcrops) and efforts to use (access roads, set-up aggregate & quarry facility) make these sites not worth pursuing. Too much disturbance for too little material.
- ARA-6 and ARA-7: limited suitable quality material. Not feasible to access for majority of road construction in western portion, as road needs to start from the community of Webequie

Preferred Sites with Suitable Quality and Quantity of Material
Sites Not Suitable

ALTERNATIVE AGGREGATE/ROCK SOURCE AREAS (RESULTS)

Estimated Volumes of Aggregate/Rock

- ARA-2 - 500,000 to 1,000,0000 m³
- ARA-3 - 150,000 to 500,000 m³
- ARA-4 - 4,000,000 to 8,000,000 m³

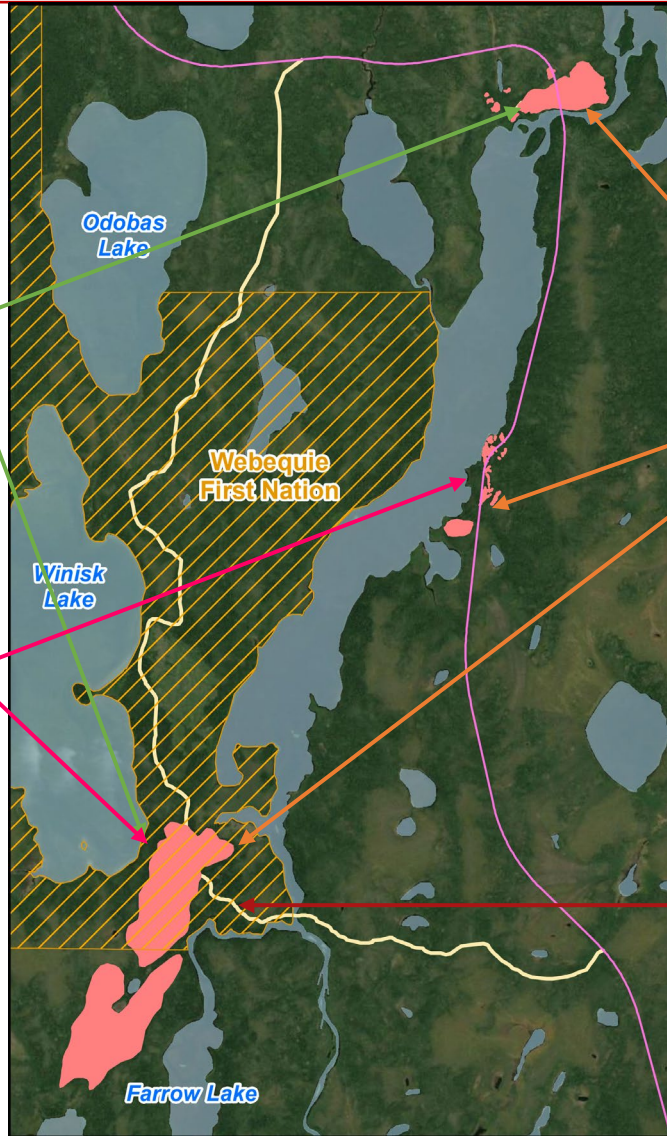
Estimated Volume Required for Construction and Operation (4,850,0000 m³)

Alternatives that Meet the Required Volume:

- Option 1 – Use ARA-3 and ARA-4
- Option 2 – Use ARA-2 and ARA-4
- Option 3 – Use ARA-2, ARA-3 and ARA-4
- Option 4 – Use ARA-4 Only



POTENTIAL AGGREGATE SOURCE AREAS (EAST)



Option 2 – Use ARA-2 and ARA-4

Option 3 – Use ARA-2, ARA-3 and ARA-4

Option 1 – Use ARA-3 and ARA-4

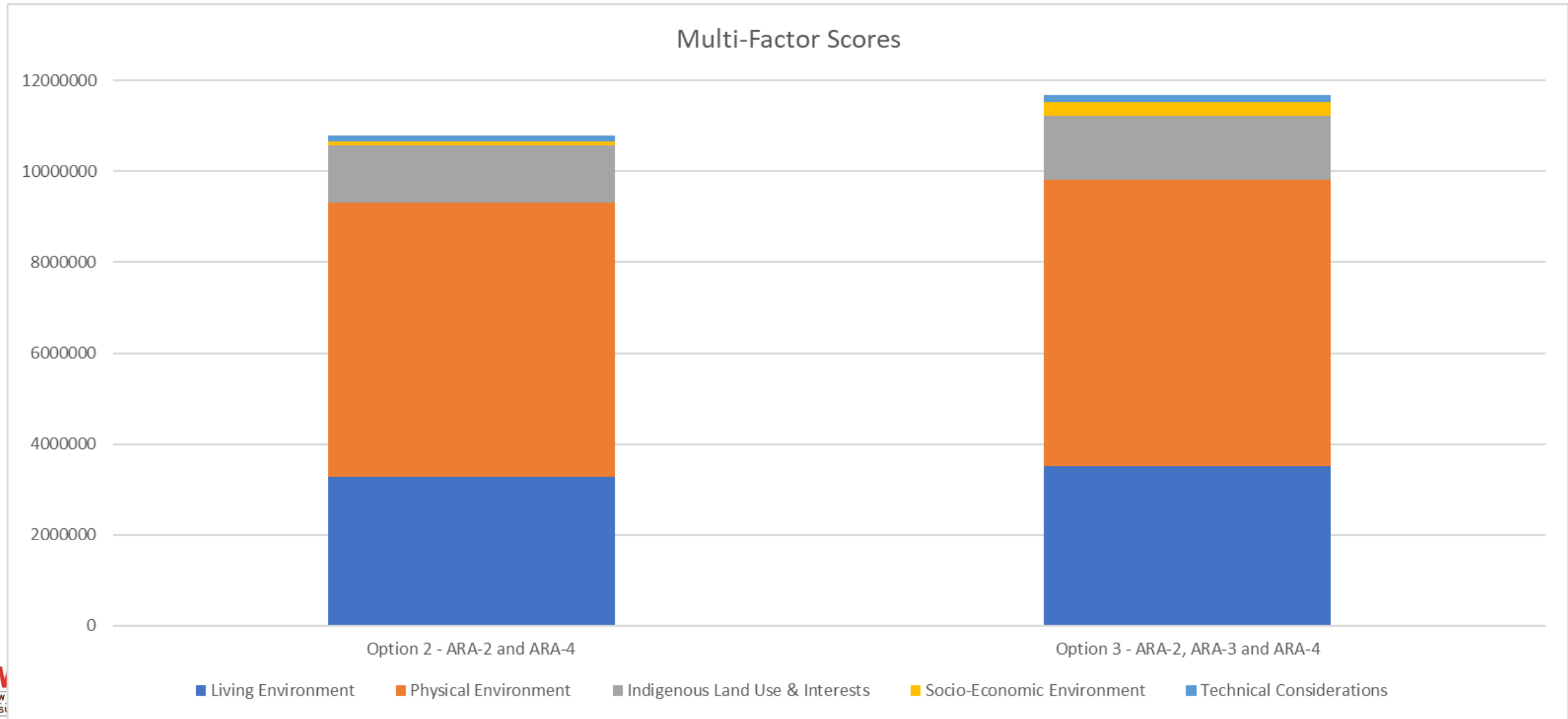
Option 4 – Use ARA-4 Only

ALTERNATIVE AGGREGATE SOURCE AREAS (RESULTS)



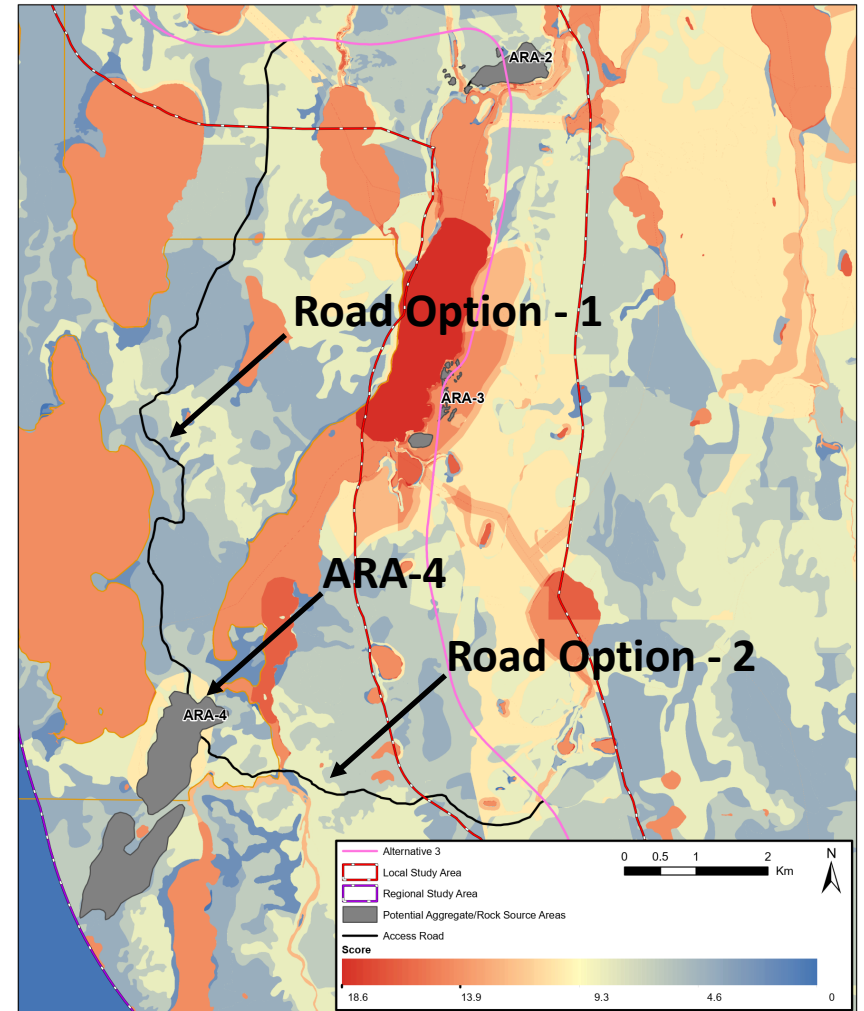
Option	Meets Quantity	Ability to Access	Proximity to Start of Construction (Webequie)	Long-term Source of Aggregates	Multi-Factor Score Ranking	Overall Rank
Option 1 - ARA-3 and ARA-4	YES	ARA-3 requires minimal access ARA-4 requires significant access road/bridge	NO	SCREENED OUT BECAUSE TOO FAR FROM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

ALTERNATIVE AGGREGATE SOURCE AREAS (RESULTS)



AGGREGATE ACCESS ROADS

- Alternative access routes for aggregate/rock source areas ARA-2 and ARA-3 were also not considered as the source areas are within the footprint of the road or immediately nearby
- In above cases the routes for access roads minimized or avoided known environmental sensitivities or features of value (e.g., watercourse, habitat for wildlife, etc.)
- Two access road alternatives were evaluated for development of ARA-4:
 - Road Option - 1 (R-1) is 10 km in length with no watercourse crossings
 - Road Option - 2 (R-2) is 3.5 km in length with one major watercourse crossing





ALTERNATIVE ARA-4 AGGREGATE ACCESS ROAD (RESULTS)

Option	Route	Footprint	Multi-Factor Score Ranking	Overall Rank
Option 1 - 10 km in length with no watercourse crossings	No Watercourse Crossing 10 km Road	Larger	2 (Higher)	RANK 2
Option 2 - 3.5 km in length with one major watercourse crossing	Major Watercourse Crossing 3.5 km Road	Smaller	1 (Lower)	RANK 1

ALTERNATIVE ARA-4 AGGREGATE ACCESS ROAD (RESULTS)



CONSTRUCTION CAMPS

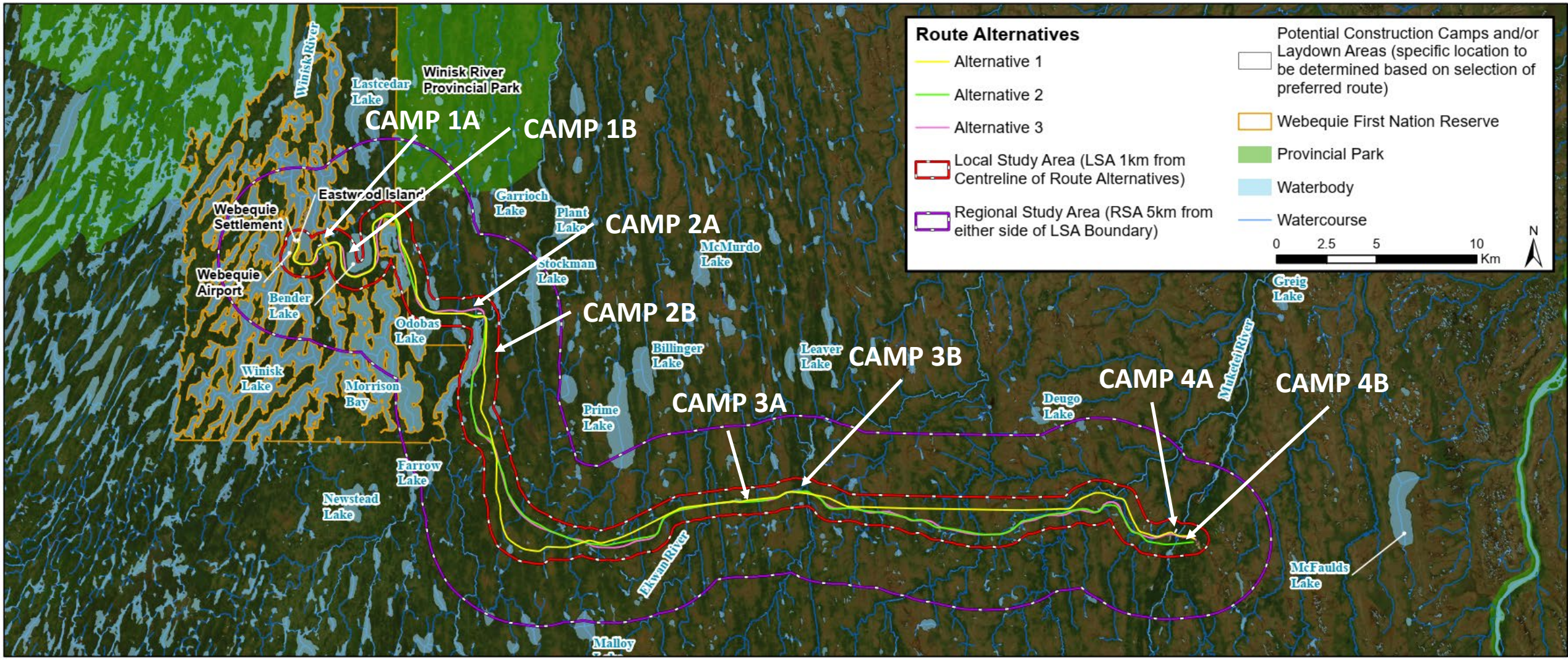
The construction camps may include:

- Accommodations (bunkhouse) for workers
- Construction office(s)
- Kitchen and dining hall
- First aid station
- Communications system
- Wastewater treatment system
- Groundwater water supply well
- Waste handling and storage facility area
- Electricity supply from diesel generators
- Above ground fuel storage tanks and refueling area
- Laydown/storage areas for equipment and materials

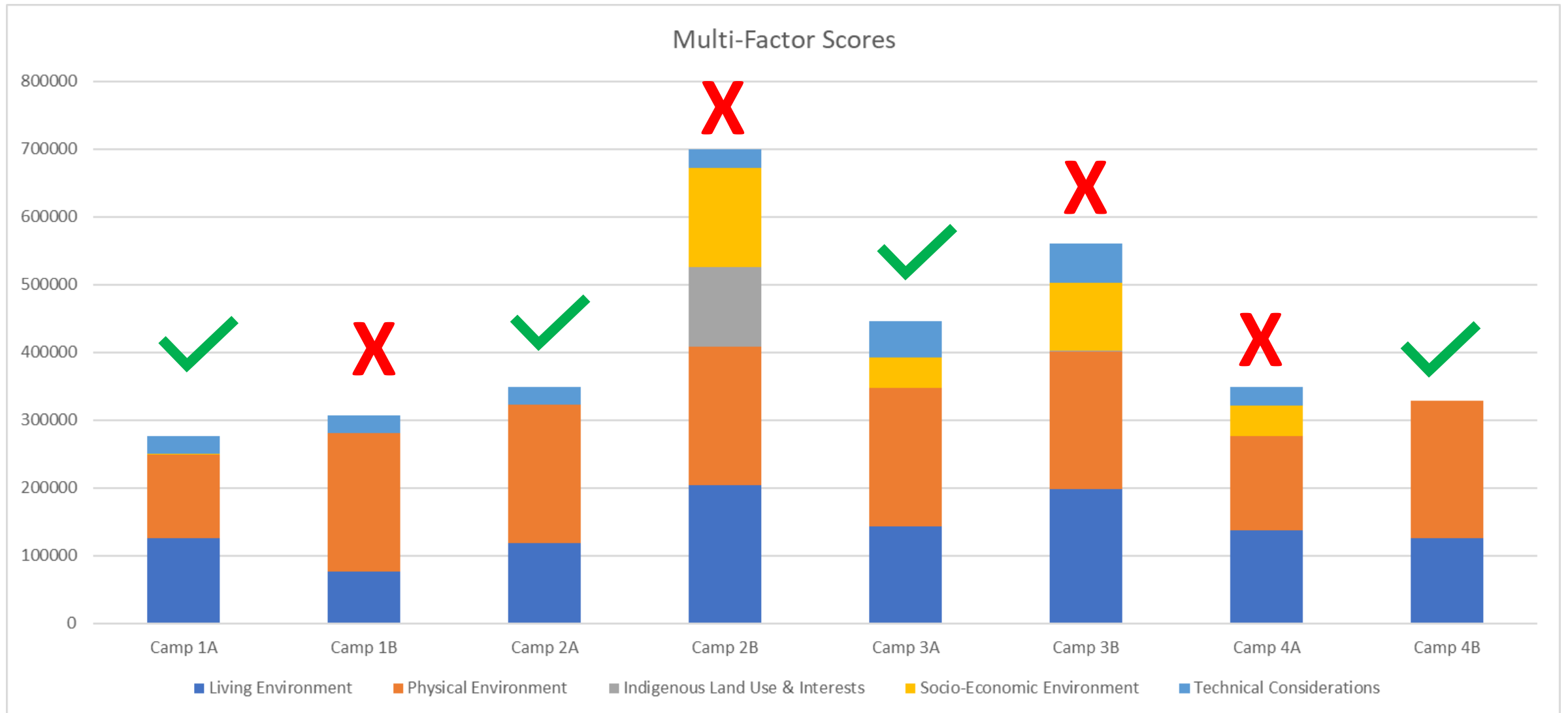


To allow for safety of workers and productive construction of the road, 4 construction camps are needed along the length of the route (2 in north to south section and 2 in west to east section)

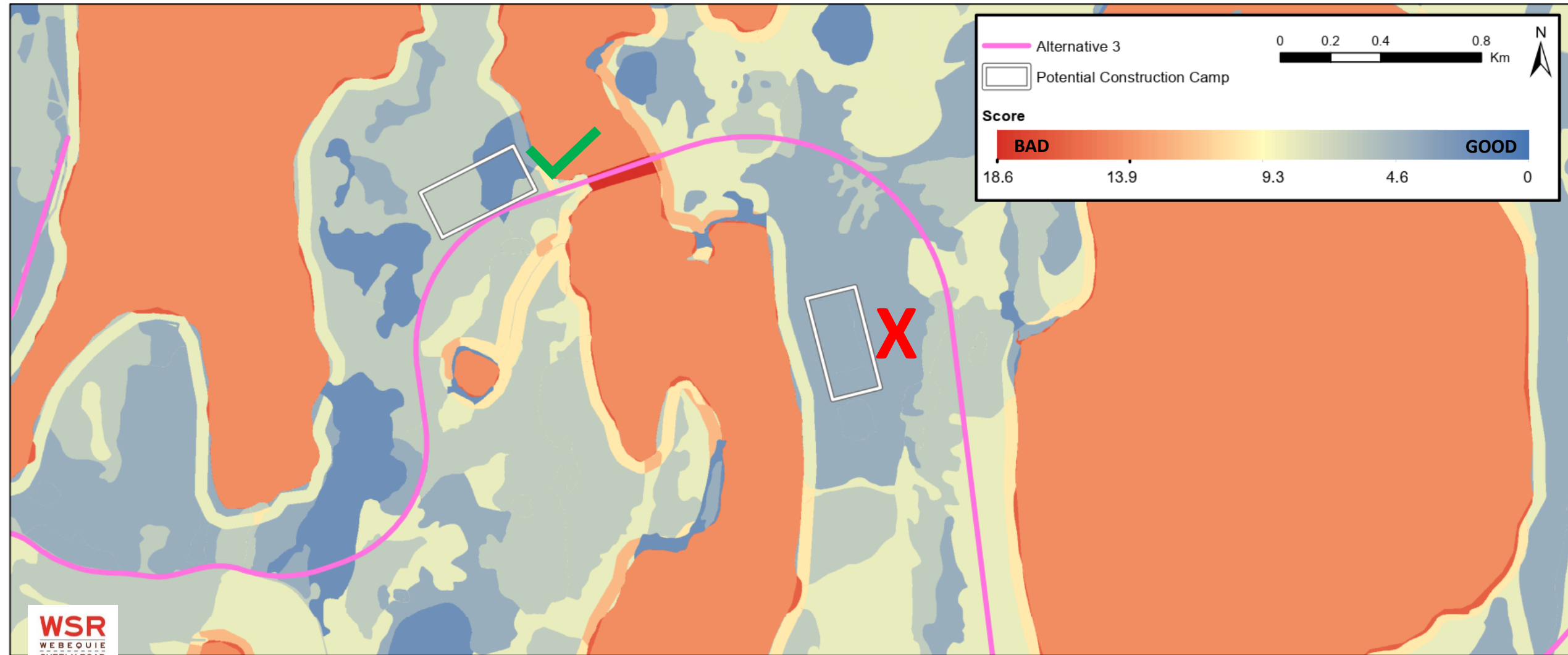
POTENTIAL CONSTRUCTION CAMP LOCATIONS



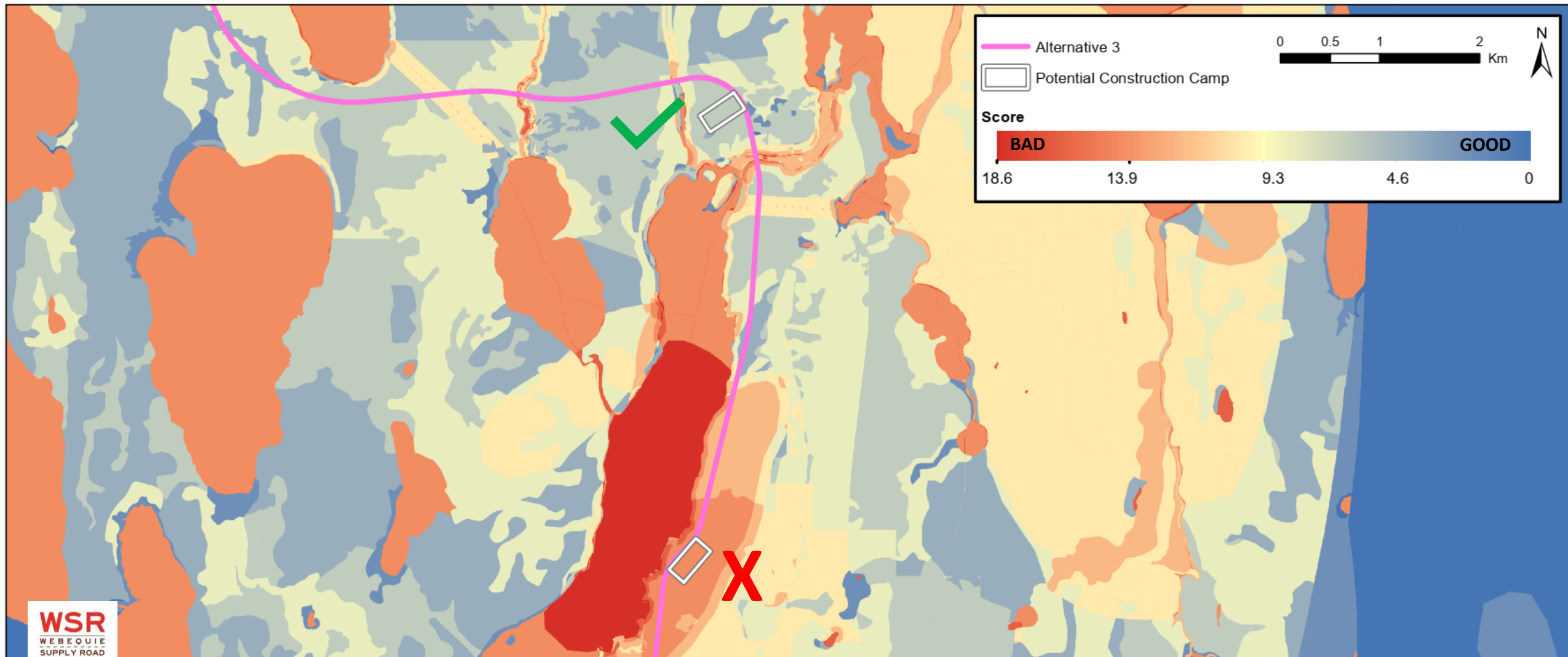
ALTERNATIVE CAMP AREAS (RESULTS)



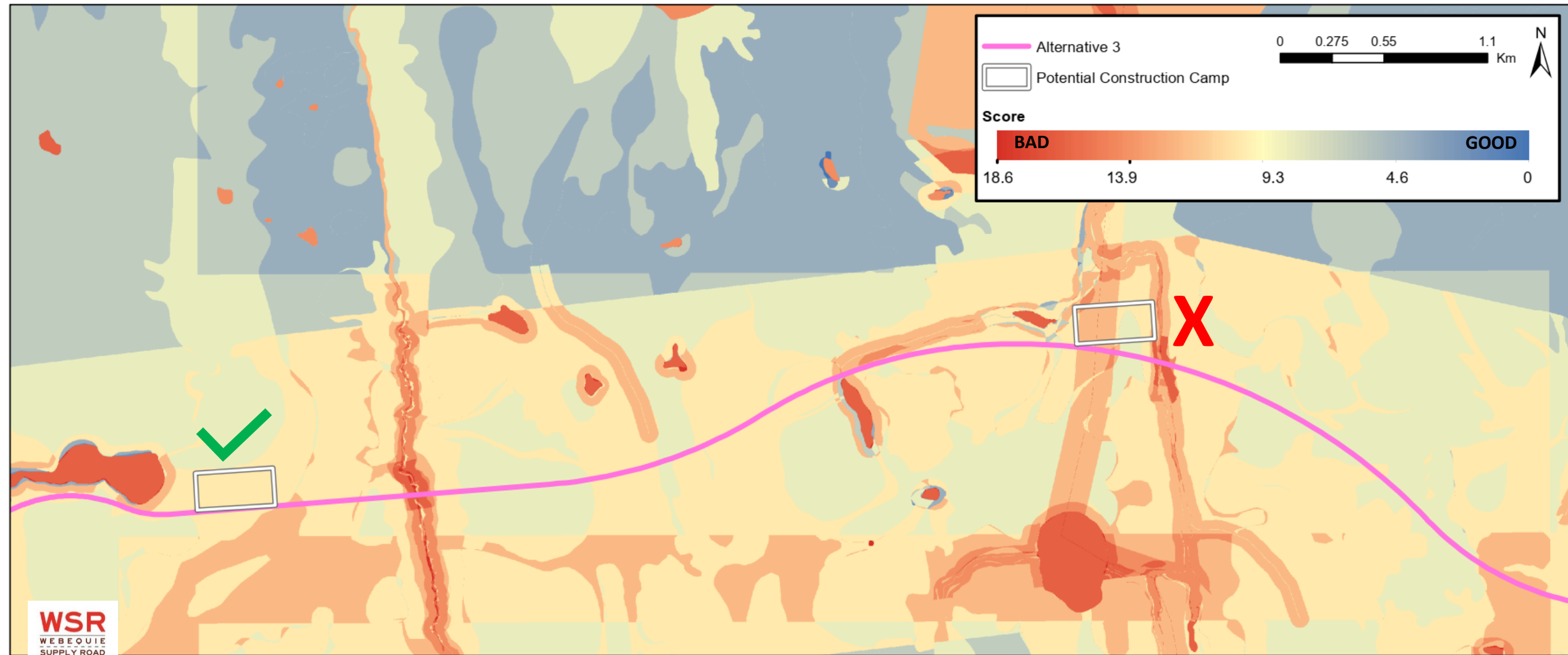
EVALUATION OF POTENTIAL CAMP LOCATIONS (1A AND 1B)



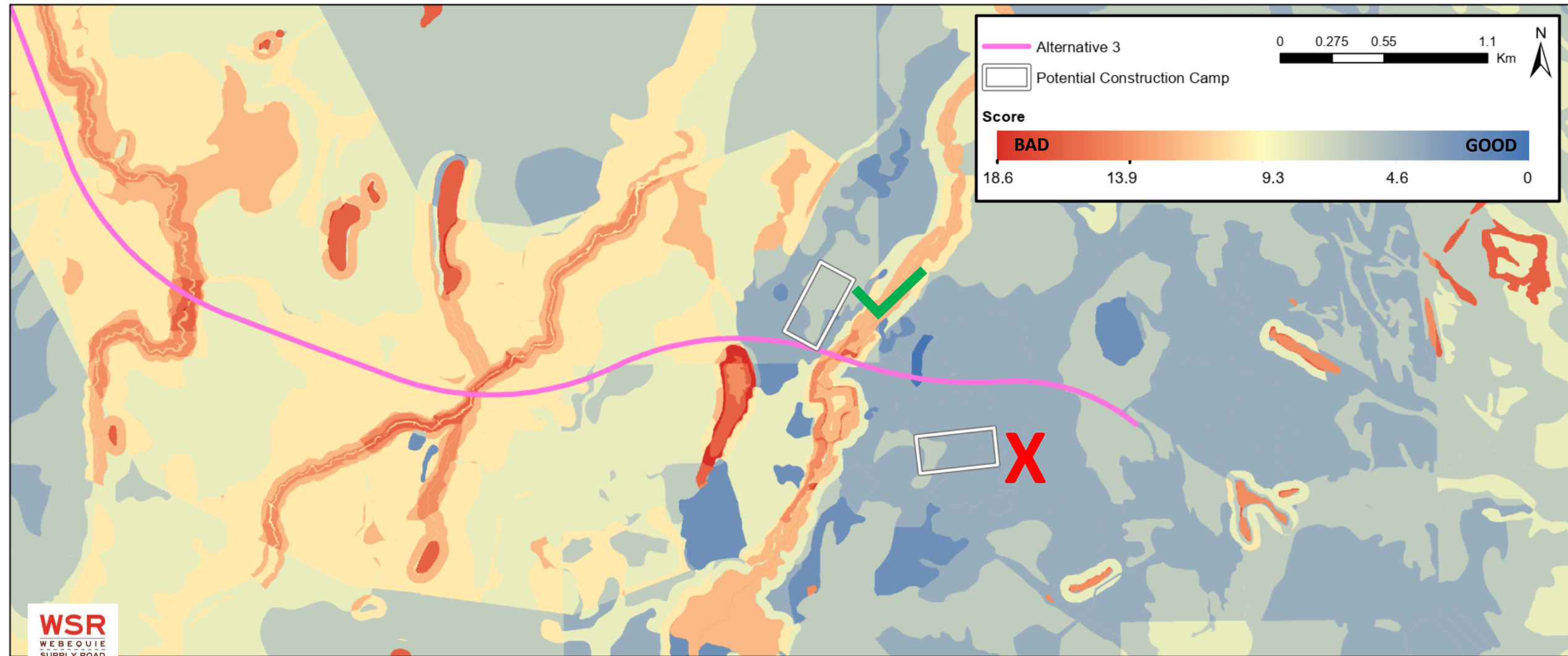
EVALUATION OF POTENTIAL CAMP LOCATIONS (2A AND 2B)



EVALUATION OF POTENTIAL CAMP LOCATIONS (3A AND 3B)



EVALUATION OF POTENTIAL CAMP LOCATIONS (4A AND 4B)



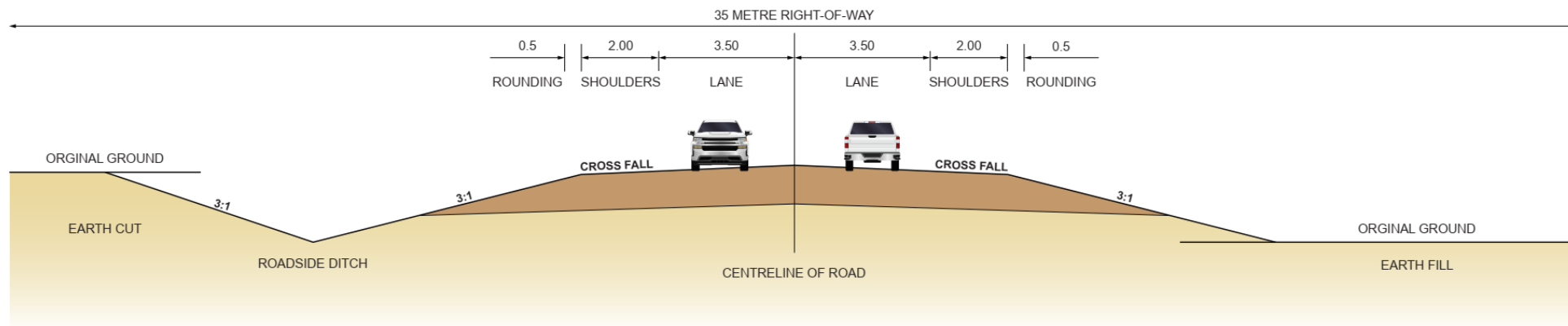


ROAD ENGINEERING DESIGN FEATURES

ROAD CROSS-SECTION DESIGN

The cross-section for the road will consist of:

- Two travelled lanes of 3.5 m in width
- Shoulders of 2 m in width for each lane
- Total width of 11 m, excluding rounding of road shoulders



WEBEQUIE SUPPLY ROAD

TYPICAL SECTION

ALL DIMENSION ARE IN METRES

ROAD FOUNDATION DESIGN

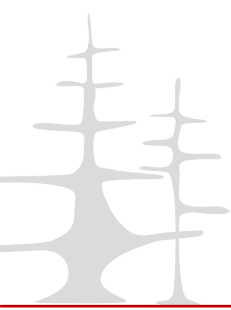


The west half of the road in upland area has “fair to good soil conditions” and east half of the road in lowland area (peatland/muskeg) has “poor to very poor soil conditions” for building a road

The road in lowland area is designed as a “floating road” which will be constructed directly on top of the peat relying on the strength of the peat to support the road

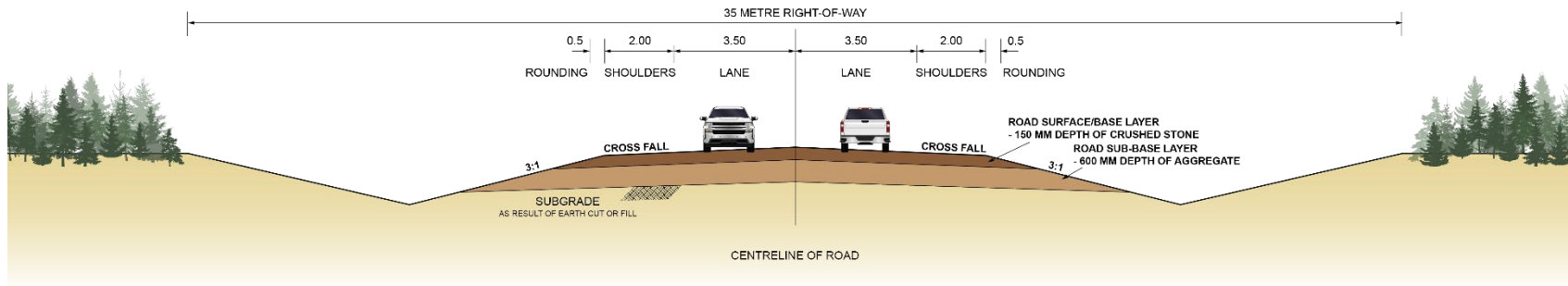


- The road does not actually “float” on the peat but rather an equilibrium builds up between the weight of the road and the strength of peat whereby the combined system comes into balance
- Engineering a floating road uses geotextile fabric and/or geogrid layer placed on the surface of the peat before the road is constructed to give it a working platform to evenly distributed the weight/load of the material placed

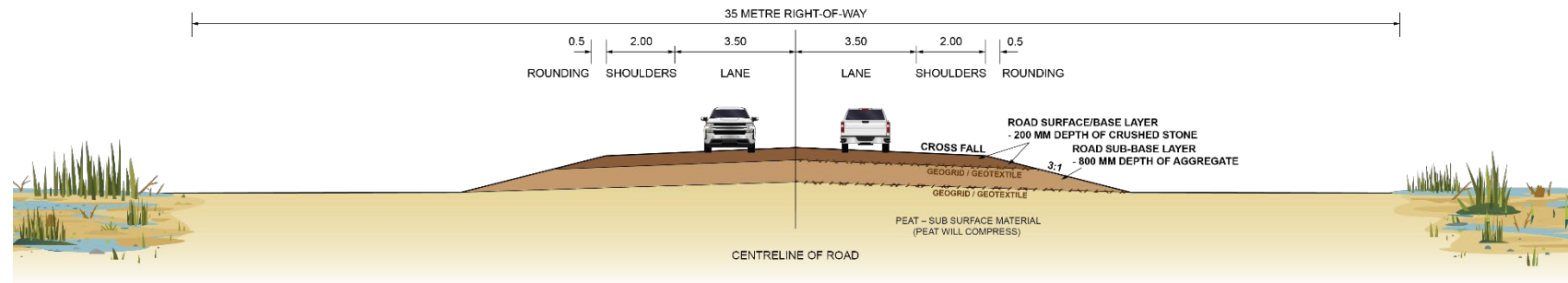


ROAD FOUNDATION DESIGN

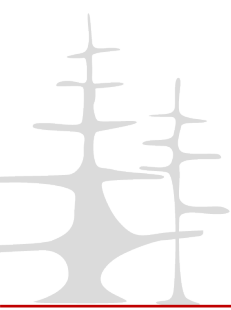
The road will have a surface layer/base layer and sub-base layer with various size of gravel/aggregate for each layer



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

The WSR will require 25 watercourse crossings and 1 lake crossing (Winisk Lake)

- Bridges are proposed over 5 large waterbodies
- Culverts are proposed at 21 smaller waterbodies

In selecting the type and size of structures for water crossings numerous factors were considered

- Constructability and remoteness of location
- Maintenance and life cycle of structure type
- Hydrology/surface water flow
- Physical and biological characteristics at waterbody sites (e.g., soil conditions, width of waterbody, fish/fish habitat sensitivity)
- Navigation of waterways by boats

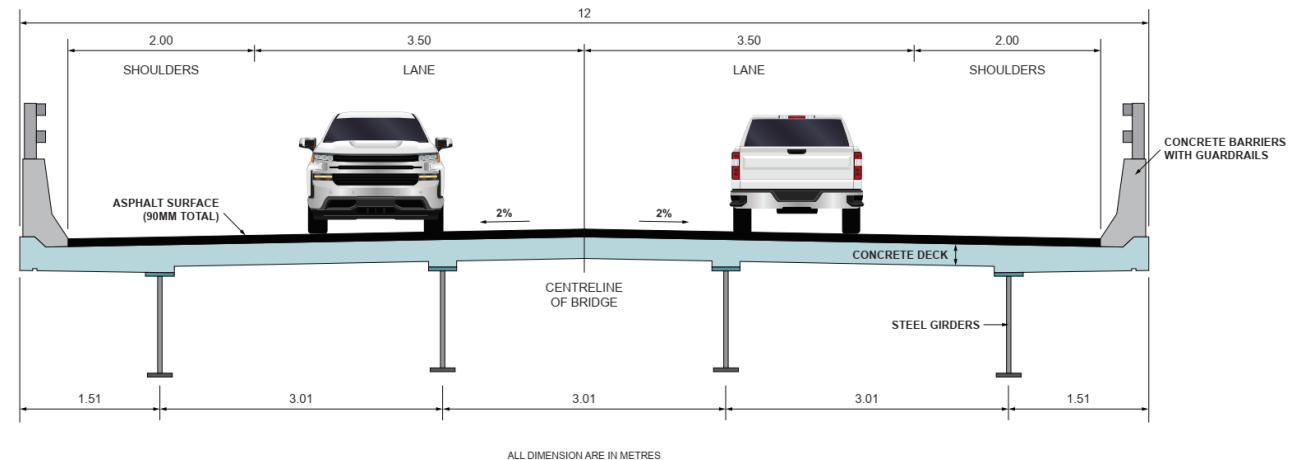
WATERCOURSE CROSSINGS - BRIDGES

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

WATERCOURSE CROSSINGS - CULVERTS

Three types of culverts are proposed for the WSR

- Open Bottom Steel Arch Culvert
- Steel Arch Culvert
- Corrugated Steel Pipe



Open Bottom Steel Arch Culvert Under Construction



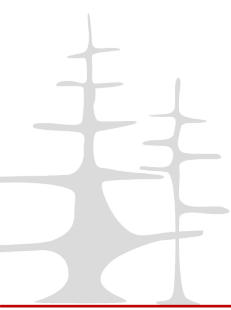
Open Bottom Steel Arch Culvert In Service



Corrugated Steel Pipe



Steel Arch Culvert



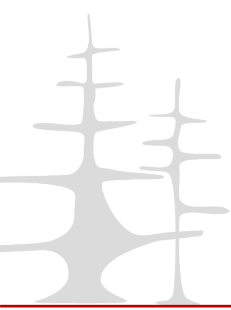
WINISK LAKE CROSSING

BEFORE



AFTER





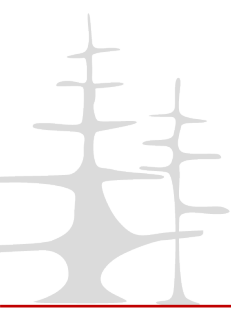
WINISKESIS CHANNEL CROSSING

BEFORE



AFTER





MUKETEI RIVER 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

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

WINTER 2025/ SPRING 2026

- 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

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**THANK YOU
MEEGWETCH**

APPENDIX P2.E.1

Webequie First Nation

- On-Reserve Community Meeting – August 29, 2023



WEBEQUIE SUPPLY ROAD INDIGENOUS KNOWLEDGE INTERVIEWS

**Webequie First Nation
August 29th – 31st, 2023**

OVERVIEW

The Webequie Supply Road Project Team conducted Indigenous Knowledge interviews with Elders and Land Users, focusing on governance.

Groups of two or more were interviewed at a time over the course of day and half. In total, 18 people were interviewed. TheyMedia recorded the interviews.

Sample questions included:

1. How do you govern the areas in your Homelands (i.e., protocols around sustainable harvesting)?
2. How was this historically done?
3. I understand that some people have their dodems – or clans – has that been a way of governance for community or families?
4. Information on family structures and relationships between families sought.
5. Before the traplines were established in Ontario, how was business conducted between families?
6. During Treaty time, how did the people talk with each other to decide to sign the Treaty?
7. Before the traplines and before the Treaty – do you know how families in different areas talked with each other and what would have been their business to talk about?
8. How is knowledge passed down? What kind?
9. Having talked with people in the community, culture is being reclaimed – what kind of effect do you think this has had on the governance of the community?
10. Is there any other information you would like to share with us?
11. Are there any sites of great family significance or places where families met?
12. Has climate change affected your way of life?
13. How does the community communicate now when it comes to changes on the land and keeping community safe?

SUMMARY

Before traplines, families were spread across a large area, and not necessarily in a 'community' setting. However, they did visit the area for purposes of trade. Each family had their own areas, and shared territories if game was scarce. When children grew up, they branched out.

Principles of sustainability was and continues to be built into culture and is a part of Natural Law. Understanding of this was passed down through generations. For instance, over-harvesting was frowned upon, and resulted in a deficit which created hardship for all.

There was an awareness that families were a part of a dodem (clan); however, due to the effects of Indian Residential School, some of this was lost and is currently being reclaimed.

Men and women had their respective roles. Men went out and did the hunting and trapping while the women looked after their homes and children.

Currently, people maintain their traplines, which are registered. The system was implemented in the 1940s. Typically, trapline areas are not trespassed upon by others. There used to be a harvesting quota and people relied on this economy; however, the prices for furs dropped and the price of gas has significantly increased.

Fishing and hunting areas, however, have not been treated the same as traplines, and there are no formal agreements between families. The team was told that people have set up and continue to set up gill nets where they know there are good fish populations.

Youth in the community have been very active on land and have expressed interest in the project and sharing information.

ISSUES AND CONCERNS

Climate change

- Winters aren't as cold as they used to be. Ice conditions can be unsafe because there isn't as much blue ice as there used to be. Safety is a concern.

Training

- It was mentioned that although there is a lot of consultations with respect to the road and other areas, training has not yet been set up for those who want to enter a local job force.

Information

- Two community members mentioned that it would be good if there was more information getting into the hands of all community members.

NEXT STEPS

There needs to be a focus on Natural Law. The Impact Assessment process requires some information on Natural Law and Governance for the regulator.

APPENDIX P2.E.1

Webequie First Nation

- On-Reserve Community Meeting – September 25, 2023



**WEBEQUIE SUPPLY ROAD
COMMUNITY INFORMATION SESSION
AND DATA COLLECTION EXERCISE**

**Webequie First Nation
September 25, 2023**

COMMUNITY INFORMATION SESSION

The Webequie Supply Road (WSR) Project Team conducted a community open house for members of Webequie First Nation at the community hall. A total of 34 Webequie First Nation community members attended the open house. The WSR Consultation Round 2 Part 2 presentation entitled *Evaluation of Alternative Supporting Infrastructure and Road Design* was delivered by Don Parkinson of AtkinsRealis and a question and answer period followed.

Information packages consisting of the presentation slides were made available to community members as handouts. Questions and comments about the Project were received from the membership and fielded by Don Parkinson. Comments received were consistent with previous engagement exercises and reflected below.

DATA COLLECTION

After the presentation to community members, a Indigenous Knowledge data collection exercise with a group of six community members in the age range of 40-55 was conducted. Maps of the project area were made available, and data was collected in the project study. Comments were made about the increasing trend of women accessing the land for hunting, fishing and other harvesting purposes. Community members expressed that relationships with neighbouring community members such as Nibinamik have been maintained but some concerns were mentioned about potential over-harvesting practices by some members of neighbouring communities.

ISSUES, CONCERNS AND COMMENTS

- Aggregate resources – rehabilitation of closed pits and quarries and the possibility of generating revenue for the community through the supply of aggregate used for road construction and maintenance

- Outside people accessing WFN traditional territory after WSR construction, potentially impacting fish and wildlife populations
- Training opportunities for youth to allow them to participate in WSR construction and associated environmental monitoring activities
- Increased access to drugs and alcohol after road construction
- Climate change
- Community control over WSR road access

NEXT STEPS

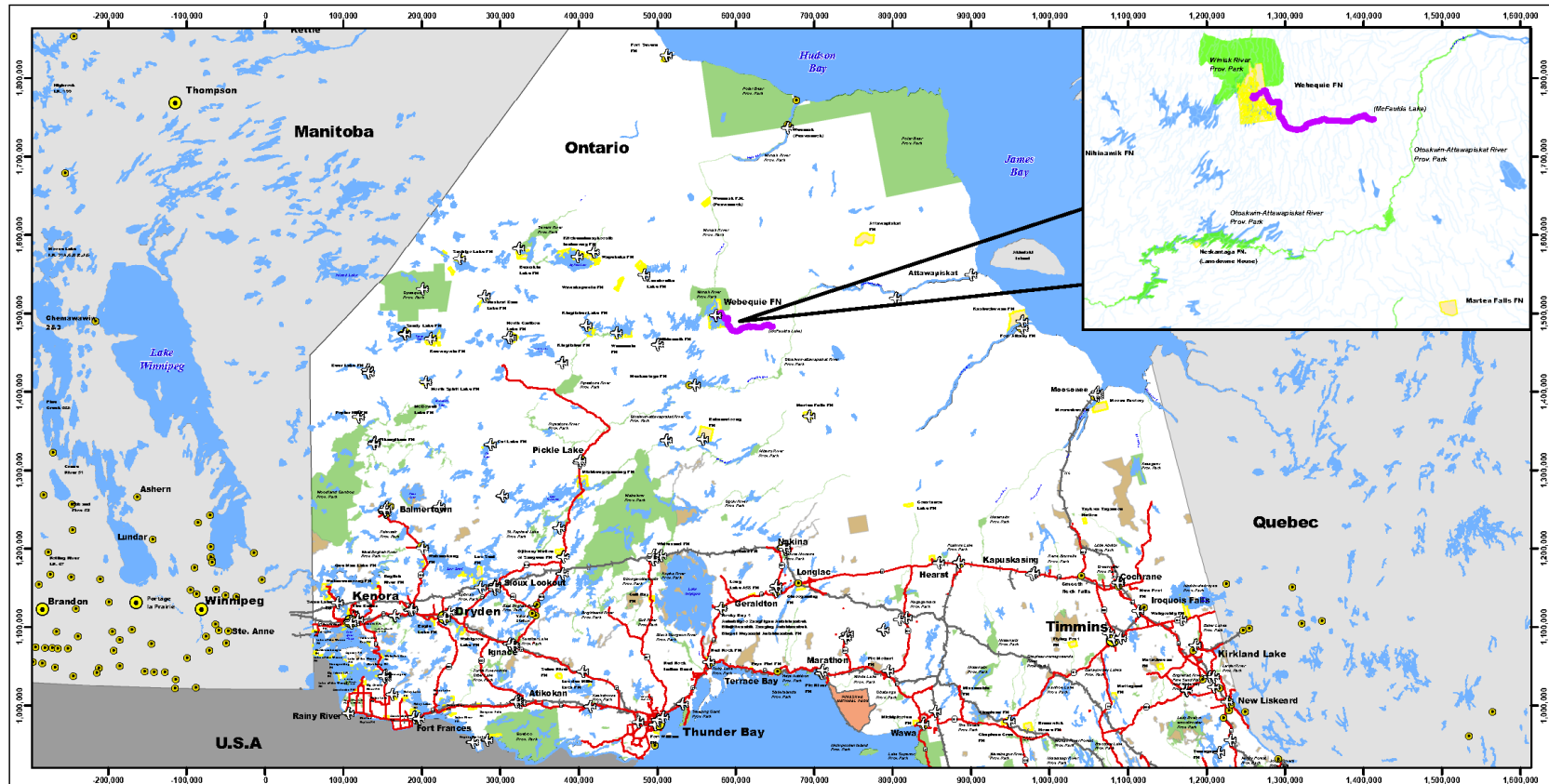
- Upcoming Consultation Round 2 Open House/Public Information Centre (PIC) on October 3 and 4 in Thunder Bay and October 12 in Timmins



WEBEQUIE SUPPLY ROAD



PROJECT LOCATION



Legend:

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

DRAFT

WSR
WEBEQUIE
SUPPLY ROAD

NOTES

- Consultation Report (Canada) is attached (CD/001/001/001).
- Call sheet to be provided to all interested parties (owners and consultants) and should not be considered a contract.
- Final design and construction details are subject to change without notice.
- Final design and construction details are subject to change without notice.

DISCLAIMER

This document is prepared for the exclusive use of the Client. The Client is responsible for the accuracy and completeness of the information provided. The Client is responsible for the accuracy and completeness of the information provided. The Client is responsible for the accuracy and completeness of the information provided.

Webequie Supply Road (WSR)
Project Location

SCALE: 1:4,000,000

Figure Number:	1	REV:	PA
Client:	Webequie First Nation	Project Number:	061910
	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



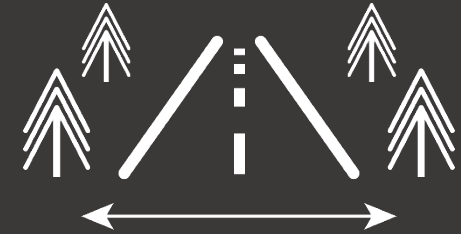
17 km

Length of road corridor within WFN Reserve Lands



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 up to 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



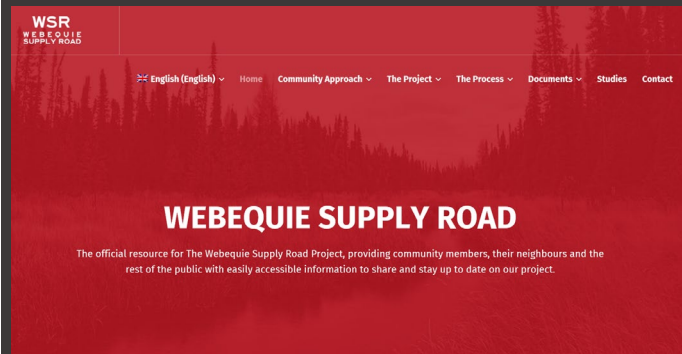
Construction camps (temporary) to accommodate construction crews and operation/maintenance office (permanent) including supportive facilities (wastewater treatment plant, potable water storage)



Storage and laydown yards (temporary) for equipment and materials

ENGAGEMENT & CONSULTATION

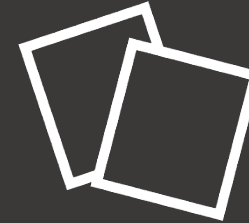
During Consultation Round 1 (2022), the following engagement/consultation activities occurred:



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



Live streams and radio shows on the regional Wawatay Radio Network were done on technical topics that parallel where we in the environmental / impact assessment process



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).

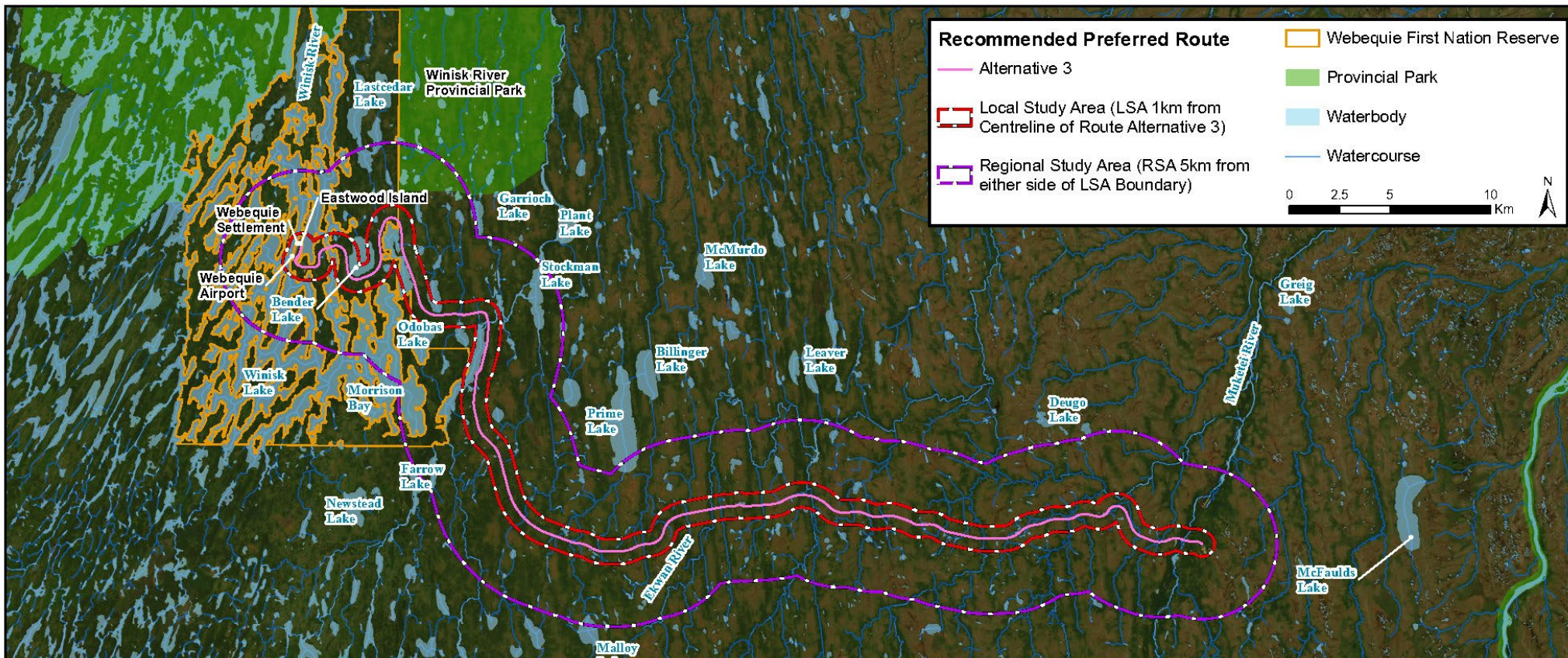


In-person and virtual meetings, open houses, community-specific meetings, and streaming sessions were facilitated with Indigenous communities, the public, and stakeholders. Communication materials and follow-ups were distributed.

A community-specific Consultation Progress Report which summarizes the activities and feedback received during Round 1 of the engagement and consultation program was provided to each Indigenous community in October 2022

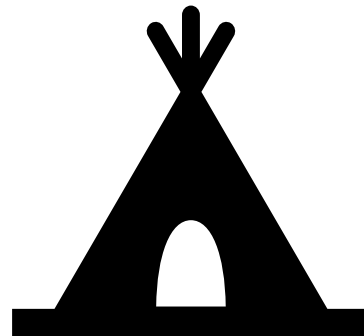
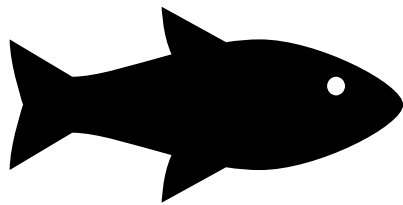
RECOMMENDED PREFERRED ROUTE

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



APPROACH FOR EVALUATION OF ALTERNATIVES

- The criteria and indicators selected by the Project Team for the evaluation of alternatives are organized under the following factors:
 - Biological Environment
 - Physical Environment
 - Indigenous Land and Resource Use and Interests
 - Socio-Economic Environment (including cultural heritage and archaeology)
 - Technical Considerations



ALTERNATIVE AGGREGATE SOURCE AREAS (PITS/QUARRIES)

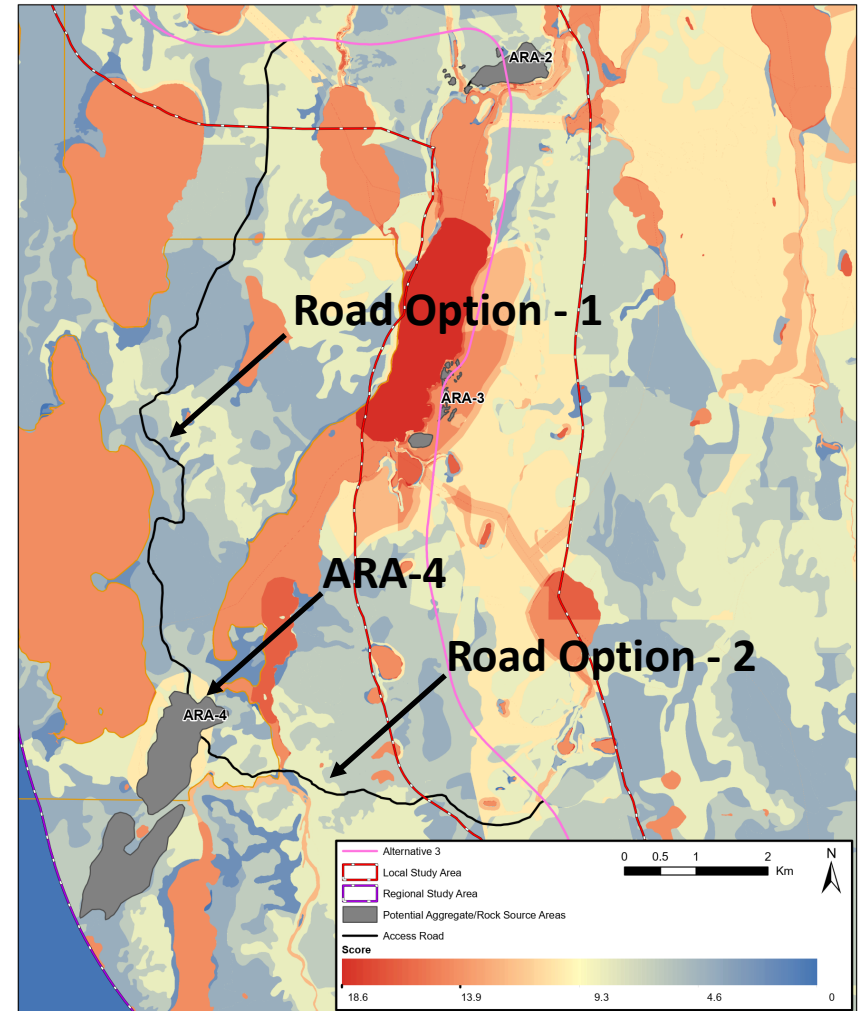
Location of potential aggregate/rock source areas (12 - Bedrock and Esker Type Landforms)
Aggregate and Rock Needs for Construction and Operations/Maintenance

Phase	Earth Fill	Gravel	Rock	Total
Construction	1,551,000 m3 (155,100 dump trucks)	1,297,000 m3 (129,700 dump trucks)	1,500 m3 (150 dump trucks)	2,849,500 m3
Operations and Maintenance		2,000,000 m3	5,000 m3	2,005,000 m3



AGGREGATE ACCESS ROADS

- Alternative access routes for aggregate/rock source areas ARA-2 and ARA-3 were also not considered as the source areas are within the footprint of the road or immediately nearby
- In above cases the routes for access roads minimized or avoided known environmental sensitivities or features of value (e.g., watercourse, habitat for wildlife, etc.)
- Two access road alternatives were evaluated for development of ARA-4:
 - Road Option - 1 (R-1) is 10 km in length with no watercourse crossings
 - Road Option - 2 (R-2) is 3.5 km in length with one major watercourse crossing



ROAD FOUNDATION DESIGN

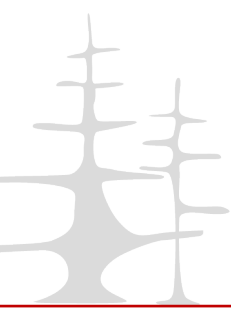


The west half of the road in upland area has “fair to good soil conditions” and east half of the road in lowland area (peatland/muskeg) has “poor to very poor soil conditions” for building a road

The road in lowland area is designed as a “floating road” which will be constructed directly on top of the peat relying on the strength of the peat to support the road



- The road does not actually “float” on the peat but rather an equilibrium builds up between the weight of the road and the strength of peat whereby the combined system comes into balance
- Engineering a floating road uses geotextile fabric and/or geogrid layer placed on the surface of the peat before the road is constructed to give it a working platform to evenly distributed the weight/load of the material placed



MUKETEI RIVER 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

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

WINTER 2025/ SPRING 2026

- 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

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**THANK YOU
MEEGWETCH**

APPENDIX P2.E.1

Webequie First Nation

- On-Reserve Community Meeting – January 12, 2024



**WEBEQUIE SUPPLY ROAD
COMMUNITY INFORMATION SESSION**

**Webequie First Nation
January 12, 2024**

COMMUNITY INFORMATION SESSION

The Webequie Supply Road (WSR) Project Team conducted a community project update meeting for members of Webequie First Nation at community hall. A total of 35 Webequie First Nation community members including Chief Wabasse and members of the Council attended the community meeting. A WSR project update presentation was delivered by Don Parkinson of AtkinsRealis and a question and answer period followed. Particular emphasis was made on progress to date and upcoming activities as the project moves into the later stages of the environmental/impact assessment and advanced design stages. Questions and comments received are reflected below.



ISSUES, CONCERNS AND COMMENTS

- A number of comments reflected support for the project and identified the importance of maintaining project momentum through the initiation of training opportunities and other preparatory activities as the project moves toward an eventual decision on the environmental assessment and advanced design.

NEXT STEPS

- The WSR Project Team committed to returning in February/March to present the findings of the Draft WSR Health Impact Assessment
- Upcoming presentation to community in spring/summer as part of Consultation Round 3 *Preliminary Effects Assessment, Mitigation and Monitoring*



WEBEQUIE SUPPLY ROAD



Webequie Supply Road Community Meeting
January 12, 2024

WSR240-WEB-PR-PN-0089

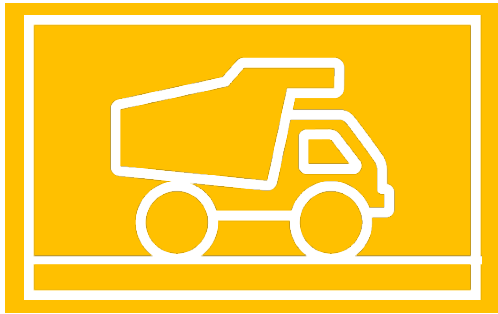
WSR-WFN Community Meeting Presentation-2024-01-12



OTHER ROAD PROJECTS IN THE AREA



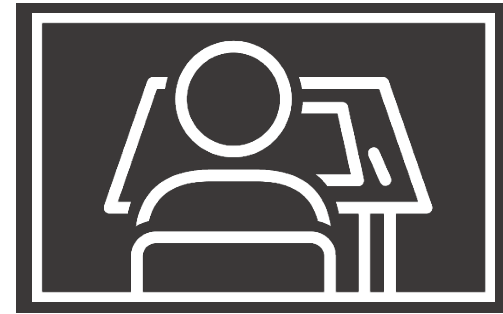
PURPOSE OF THE WEBEQUIE SUPPLY ROAD



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



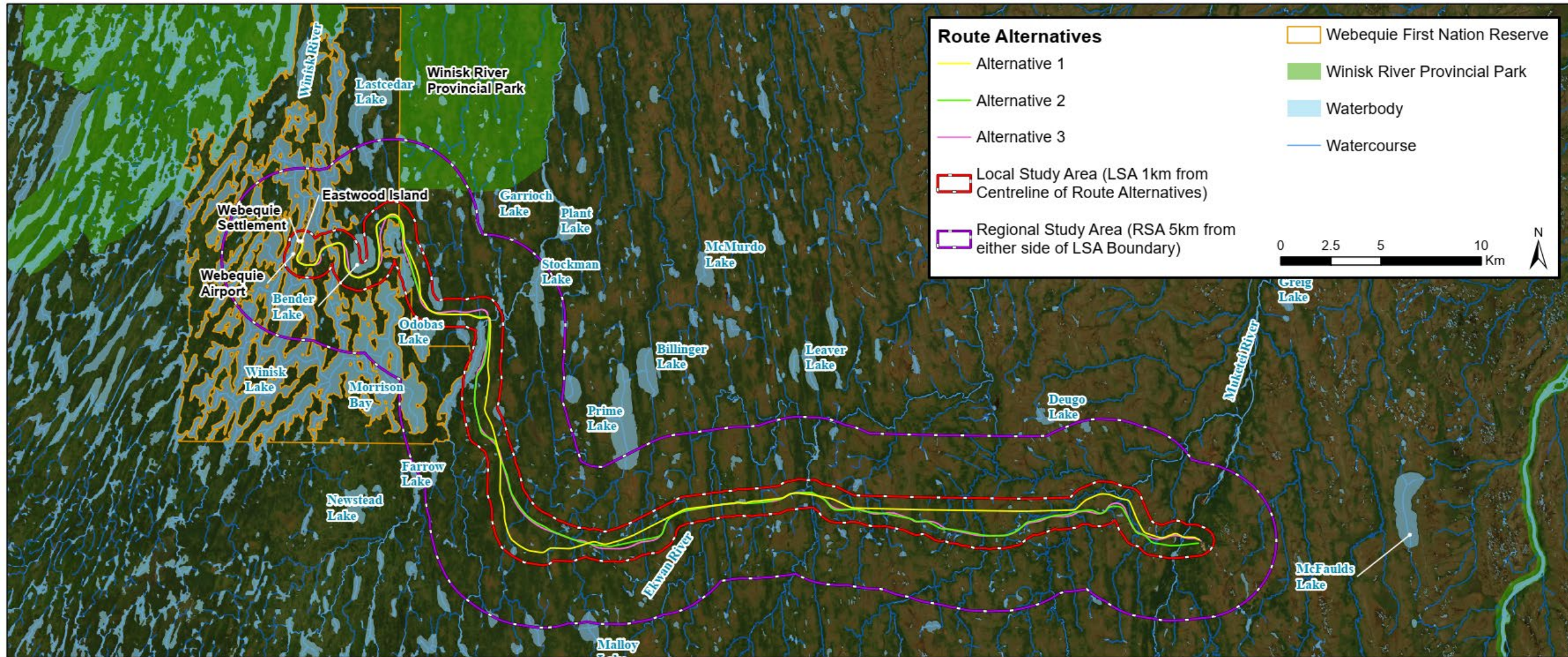
Consultation Round 2 (March-October 2023)- *Who We Heard From*

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.

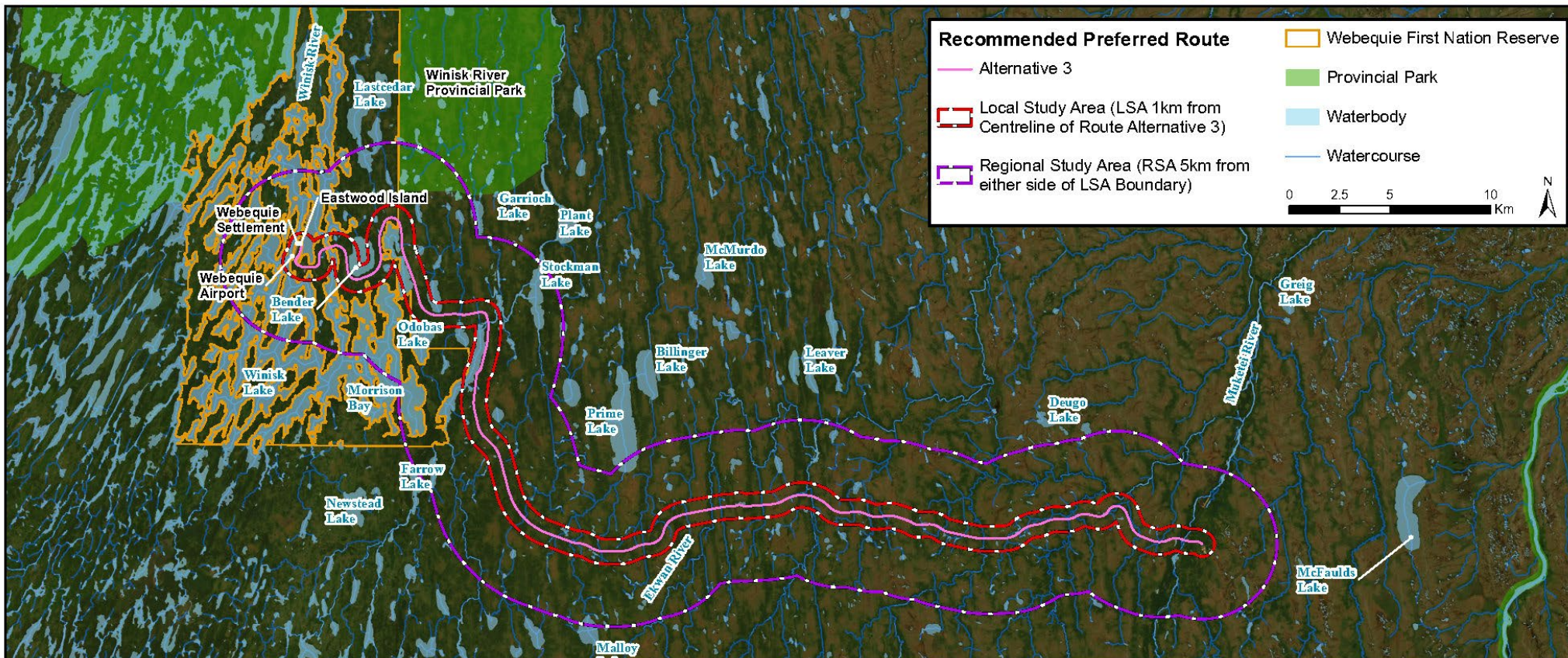


ALTERNATIVE ROUTES IN THE PREFERRED CORRIDOR



RECOMMENDED PREFERRED ROUTE

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



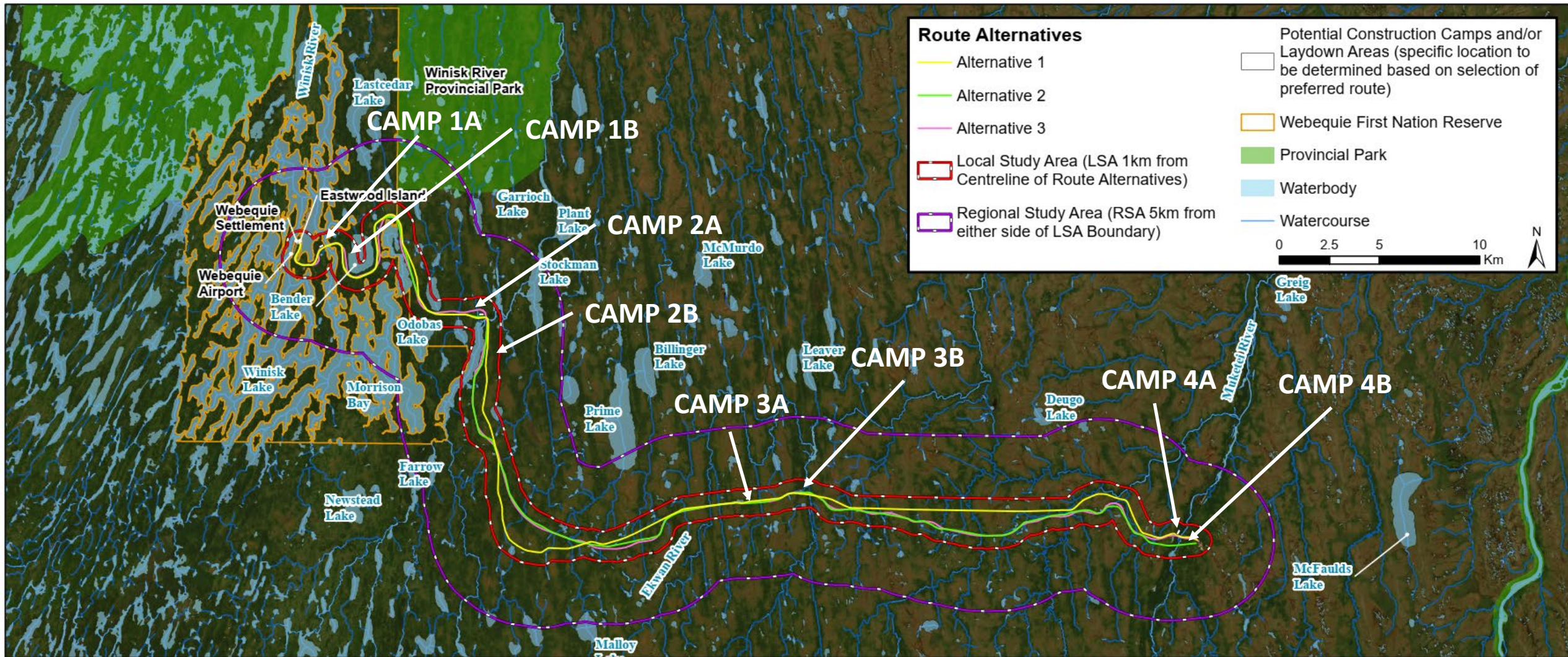
ALTERNATIVES FOR SUPPORTIVE INFRASTRUCTURE

The evaluation of alternative locations for supportive infrastructure includes

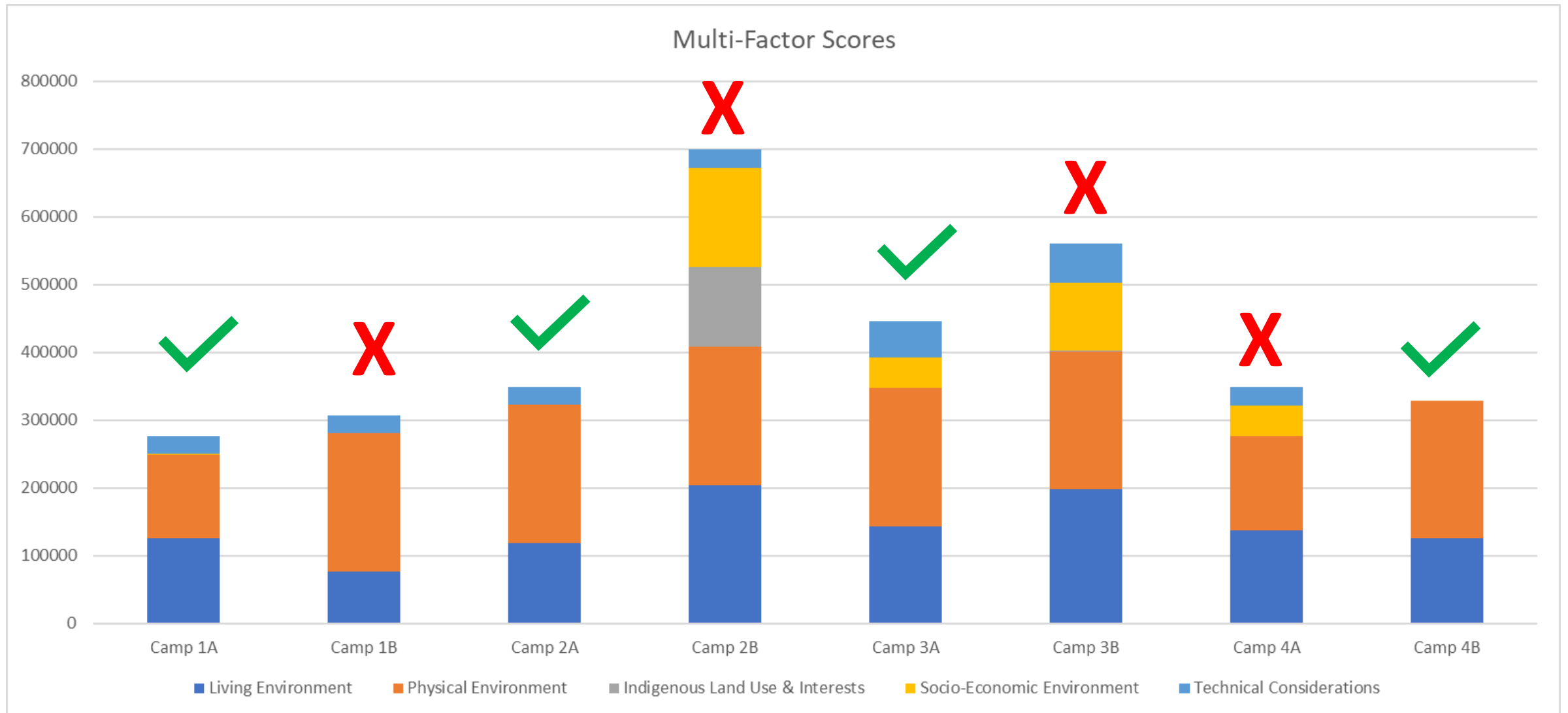
- Aggregate/Rock Source Areas (Pits/Quarries)
- Access Roads
- Construction Camps with Storage/Laydown Areas for Equipment & Materials



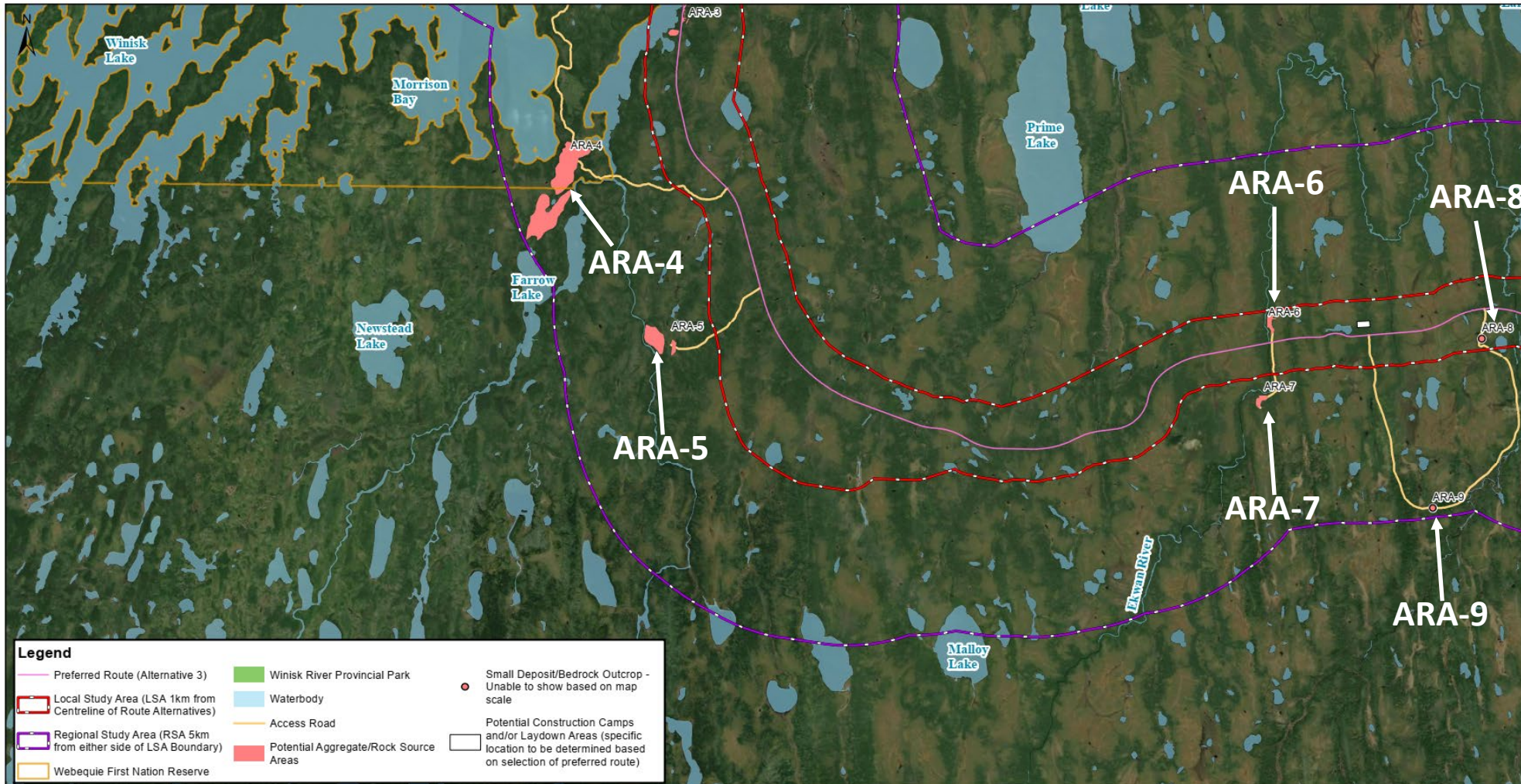
POTENTIAL CONSTRUCTION CAMP LOCATIONS



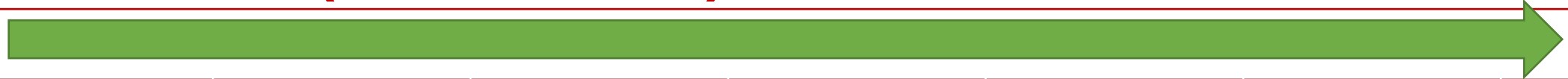
ALTERNATIVE CAMP AREAS (RESULTS)



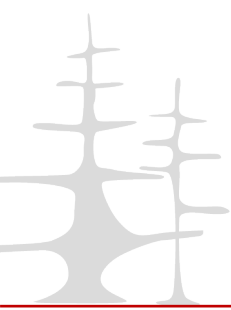
POTENTIAL AGGREGATE SOURCE AREAS (WEST-CENTRAL)



ALTERNATIVE AGGREGATE SOURCE AREAS (RESULTS)

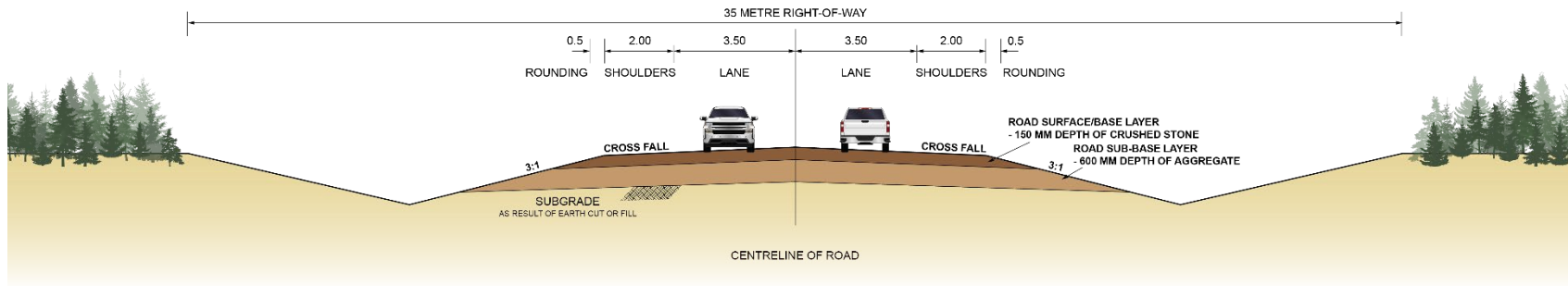


Option	Meets Quantity	Ability to Access	Proximity to Start of Construction (Webequie)	Long-term Source of Aggregates	Multi-Factor Score Ranking	Overall Rank
Option 1 - ARA-3 and ARA-4	YES	ARA-3 requires minimal access ARA-4 requires significant access road/bridge	NO	SCREENED OUT BECAUSE TOO FAR FROM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

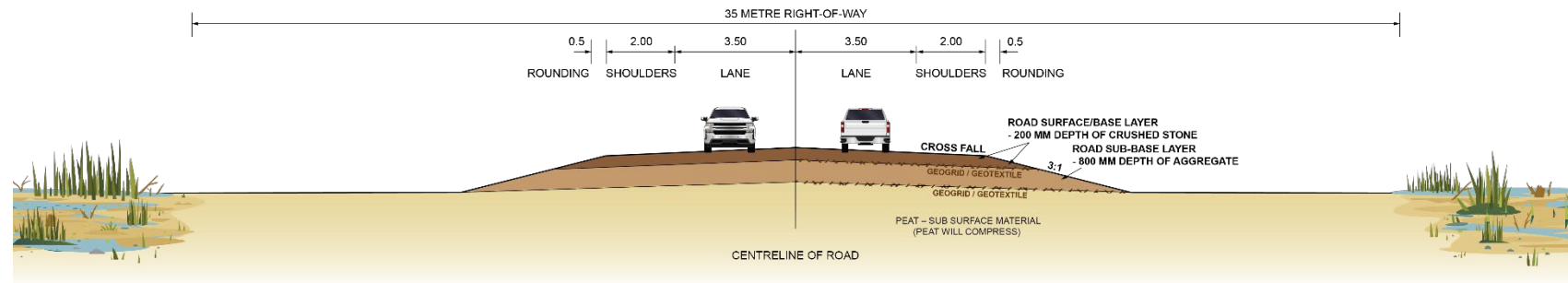


ROAD FOUNDATION DESIGN

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

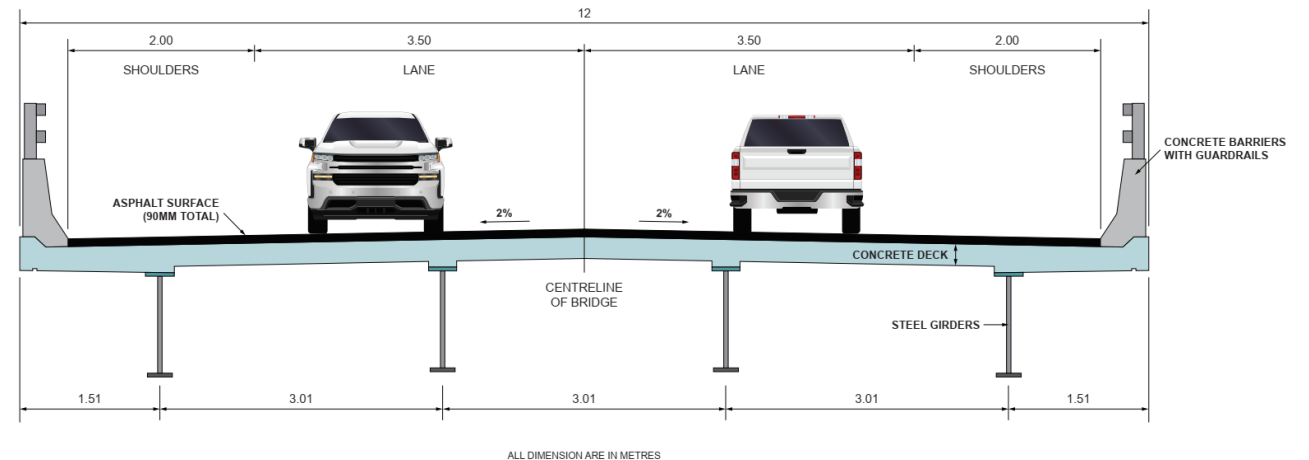
WATERCOURSE CROSSINGS - BRIDGES

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.E.1

Webequie First Nation

- On-Reserve Community Meeting – May 13 – 14, 2024



WEBEQUIE SUPPLY ROAD

Webequie First Nation Community Project Update and Review and Validation of Socio-Economic and Health Existing Conditions Preliminary Results

**Webequie First Nation, Band Hall
May 13 & 14, 2024**

OVERVIEW

On May 13-14, 2024, representatives of the Webequie Supply Road (WSR) Project Team visited Webequie First Nation to provide an update about the Project and to talk to community members and request feedback on the draft socio-economic and health baseline study reports that were circulated to the community leadership. The Project Team also heard from community members about concerns and issues related to potential effects of the WSR Project on the community.

The Project Team hosted community meals and discussions at the Webequie Band Hall over two days, where presentations by technical specialists were followed by Q & A sessions on the following topic areas:

- General update on the WSR Project with presenters Jennifer Ashawasegai-Pereira (AtkinsRéalis) and Samson Jacob (Webequie First Nation);
- Socio-economic existing conditions of Webequie First Nation with presenter Mark Knell (AtkinsRéalis); and
- Community health existing conditions of Webequie First Nation with presenter Faiza Waheed (Intrinsic).

Additionally, breakout focus groups were held with participating community members to discuss in further detail the results with the community, including:

- Women and land users focus group; and
- Men and land users focus group.

Other focus groups were advertised for youth, two-spirit people but there were no attendees that participated. An Elders and individuals with disabilities focus group after the agenda was modified to allow for more open dialogue with all attendees in the community meeting.

Two Elders provided an opening prayer and pipe ceremony. One of the Elders reinforced spirituality by talking about the significance of the pipe and what it stands for. Loyalty, kindness and strength – the woven braid of the sweetgrass is together strength (the three braids individually for loyalty, kindness, honesty).

About 20 people attended the sessions each day to hear updates and participate in focus groups.

The Project Team is grateful for the ongoing participation of community members for providing essential input and direction to informing the environmental assessment/impact assessment process for the WSR Project.

ISSUES AND CONCERNS

Issues, concerns and comments raised by Community members, as well as discussion, responses and outcomes, are summarized below:

Project Update

- Engagement materials
 - You need to improve communications for project updates by providing more pictures, and other ways people will understand because many in community are visual learners.
 - Need more focused community specific studies, more visuals for presentations, better approach to these community meetings, open-house style where people can walk around and look at project posters (ex. Bringing in biologist to link traditional IK and western science – habitats).
 - Study areas, specific concerns, where a crossing occurs what are the impacts? Indigenous knowledge – streams, crossings, cumulative impacts in these areas are a major concern to community members.
 - Is community membership driving these studies? Better community engagement.
 - For future presentations, bigger lunch, bring KFC, don't recycle information.
 - Consultation should be there's a budget for lunch, travel, translators, Elders. We need to do more, we need to do better.
 - Broadcast each meeting so everyone can listen in, older people the cold bothers them and they're unlikely to join but could listen in if it was broadcasted.
- Valued components
 - Comment: What does habitat mean?
 - Response: For example, the areas where sturgeon like to live.
- Community decision making
 - Where is the community's involvement in the decision making? Who is going to make that decision? What does it look like? How does the community get involved? A vote?
 - Show capacity and ability as a community to take on that project, generate revenue from said project, can benefit the community.
- EA/IA process
 - Talked about how the EA/IA process for this project would occur at the government level and decision-making – who makes it, the changes from the SCC decision.

- Control mechanism for Control and Access system put in place in agreement with Ontario or Canada for ex. The WSR.

Socio-Economic Existing Conditions

- Baseline methods
 - A community member wondered where the baseline was starting: pre-contact or pre-colonialism.
- Housing, Services and Infrastructure
 - Some of the members expressed their experiences and concerns about housing shortages. Growing families are having a hard time accommodating their living arrangements due to smaller spaces and other factors.
 - Need for critical infrastructure, need a new school.
 - 500 homes that are prepped for the ring of fire development.
 - Health infrastructure needs to desperately improve.
 - Chief and council needs proper funding.
 - Must be implemented before Ring of Fire project commences.
 - Lack of services in the community.
 - Not being recognized or supported by government.
 - Education is deteriorating, we need a college/university in the community at home instead of sending our kids away.
 - All these things need to be put in place prior to development so we aren't catching up after the fact.
 - If it's not working, can put the road off until all these things are in place first.
 - Only two people work for housing, complaining about the noise, causes mental health issues for the community, so there's not enough people currently working for housing. And then there's a lot of noise and the community members were saying that the excessive noise is affecting mental health.
 - They're looking for a new potential place for the dump.
 - There's an issue of lack of space in the community.
 - Mitigation measure to relieve stressors could include looking at a more spread out community and infrastructure, but the feds are squeezing us into a little compressed community only because they are trying to save money as much as possible and that does not address community well-being.
- Cost of Living
 - Residents stated that the cost of living is high; gas prices, and inability to purchase healthy food are an increasing issue. There is also an issue with limited variety. With only a single store there aren't any facets for competitive pricing or options for community essentials.
 - Safety, well-being of our community, don't have wood to heat our homes.
 - The Northern store is too expensive. Need higher incomes. Junk food is cheaper. Some prefer fast food over traditional food.

- Employment
 - Lack of employment was a concern stated several times during the focus group. Some of the residents stated that they would like to see an increase in jobs related to information technology engineering and mechanics.
 - Cannot miss these things or ignore them, funding is needed now.
 - Need new job openings.
 - Promote jobs in the community, not halfway across the country.
- Community Safety
 - Winter road season presents instability in community due to alcohol and drugs. WSR will exacerbate this.
 - What would the mitigation measures be? Treatment centers are needed.
 - There's no crisis centre.
No permanent doctor; doctor only comes every so often.
- Mitigation measures
 - What are the social problems, and what are the mitigation measures? How is the government going to be committed to? The community will always be left to struggle, historically speaking the government is not true to their word. What's in it for the community?
- Indigenous knowledge and way of life
 - Historically used to harvest ice to build ice huts to preserve food.
 - Use sawdust to preserve the ice and prior to that used moss.
 - Tools and IK and how they survive and sustain themselves here in the Weenusk River area, lots of skilled people who used to do these things. The elders have passed on the knowledge, those things should be written down to preserve way of life and culture.

Health Existing Conditions

- Health survey
 - Community member asked why asthma isn't included in our common health conditions? Based on community health survey where only ~40 people filled out the survey. An elder feels that illnesses in the community are due to design gaps in the infrastructure, poor air quality. He has had these conditions since year 2000 and have not improved.
 - Since 1993, been having arthritis problems and nursing station tells her that's fine and there's nothing to do; although its been years, so either there's something wrong with the diagnosis or is not receiving proper and consistent treatment.
 - Need to do more in terms of gathering data (close to 1200 members, only 40 surveys filled out), maybe use a translator to play a part in that. Try something different to encourage more surveys.
 - Was the survey available in a different language? Did the school administer it?

- Non-traditional Healthcare Systems and access to health services
 - Some of the participants expressed their dissatisfaction with the current health system. Residents noted that they don't have regular access to doctors. It was also stated that the system is just enough to sustain itself, but is not inclusive enough to include traditional methods, research, and medicines.
 - It was noted that a large percentage of Webequie residents (67% of residents) believe the road will increase access to dental care.
 - Shouldn't allow any development in our territory without a full review and a place for our wellbeing where everything has been reconciled, the damages repaired, correct the treaties.
 - Government, policeman, Christians, told them to cut their hair short.
 - If this health study is not going to do anything, then there won't be any mining or development in our backyard, until we live in a better environment for our children.
 - So they need to educate the consultants who they've hired, studies after studies, numerous pages, we have to do more.
 - Whether reconciliation will actually happen or if it's just pen and paper and talk.
 - Don't have proper spaces – nursing stations, school, airport, band office, admin buildings. Been asking the government for expansion like a new admin building, every time a proposal is submitted it goes 'under review', and to figure out finances.
 - Bureaucratic bs still happening today.
 - Community not given an opportunity to bring back their own healing system, traditional medicine, settlers don't allow that. Claims there's no money and yet universities across the country get millions of dollars a year.
 - A lot of work ahead of us.
 - Question asked – how healthcare is accessed differently in Toronto compared to Webequie.
 - Question about validation of the information from the health survey when only 40 people have taken the survey? Should there be a higher target for # of responses?

- Cost of living and availability of healthy food options
 - Elders of the community commented on their experiences struggling to adopt a healthy diet prescribed to them by their doctor due to high cost of living.
 - Participants noted that diabetes is a prominent issue in the community.
 - Type 2 diabetes and high blood pressure are rising this year (.
 - The Northern store is too expensive, need higher incomes, junk food is cheaper. Some prefer fast food over traditional food.
 - When the airport was built, promises were made that better access would be a benefit since everything could be flown in. Concerned that same thing will happen with the road. Series of broken promises from the government after the airstrip was built.

- Declining Population
 - Participants of the focus group noted that they are experiencing a decline in population. Couples are having fewer children than previous generations some of the reasons they noted were due to illnesses and high cost of living.

General Discussion

- Previous airport project and cost of living
 - When the airport was built, promises were made that better access would be a benefit since everything could be flown in. Concerned that same thing will happen with the road. Series of broken promises from the government after the airstrip was built.
 - WSR project program, wants to see someone independent to review the work, to see if its enough or overdoing it.
- Infrastructure
 - More funding needed for well-being like picnic grounds, renovations, housing, docks. If funding isn't received, might as well push off the project for decades.
- Cost of living
 - What are the benefits from the road to the Ring of Fire area (would need the rest of the connection, NRL, to bring prices down, to bring services that are so desperately needed that have been mentioned through the community presentation, otherwise the benefits aren't obvious).
- Environment
 - What are the impacts of the road? There's a lot of peat, not easily replaced, impacts to peat system will have impacts to the ecological environment and water systems.
- Income, employment and well-being
 - Having to rely on the welfare system, each individual has their own set of unique problems.
- Health, diet and cost of living
 - New and emerging illnesses observed over the years.
 - Cannot meet doctors recommendations for their required diets to fight said illnesses because the price of food is so high, only one store (Northern store) with prices increasing monthly, a fixed income that is not sufficient, probably similar for those on welfare.
 - Due to remoteness of community, expenses of the freight.
- Engagement events with health activities
 - Yoga instructor or dietician brought in as part of the meeting sessions, that allows community members to do their exercises during short breaks. Could have a protocol for this.

- Mental health and physical health connections
 - A vicious circle trying to achieve well-being, raised stress levels.

ITEMS FOR FOLLOW-UP

Below are items for follow-up from the sessions.

1. Project Team to develop plain language presentations, with illustrations or images to enhance understanding.
2. Re-work the population trajectory.

NEXT STEPS

Intrinsink and AtkinsRéalis will adjust the noted projections based on comments received during the focus group studies.

AtkinsRéalis will develop plain language presentations and display materials.

APPENDIX P2.E.1

Webequie First Nation

- On-Reserve Community Meeting – August 20 – 22, 2024

**WEBEQUIE SUPPLY ROAD
INDIGENOUS KNOWLEDGE VALIDATION INTERVIEWS
& COMMUNITY INFORMATION SESSION**

**Webequie First Nation
August 20-22, 2024**

OVERVIEW

The Webequie Supply Road Project Team including AtkinsRéalis, ICE, Stantec and ASI held IK Validation Interviews and Community Information Sessions in the Webequie First Nation Community Hall on August 20, 21 and 22, 2024. The purpose of this meeting was to share information on the Webequie Supply Road Project, validate the IK data that has already been collected and collect additional GBA+ information.

The sessions were attended by numerous community members, with sign-in sheets for each day. Focus groups consisted of Elders, Women, and Men and individual interviews also took place.

Fred Jacob was the translator for the sessions. TheyMedia recorded, streamed, and provided translation devices for the sessions.

Large, laminated maps were printed and available as tabletop tools for referencing.

Google Earth was also used as a tool to identify locations.

Communication materials were provided at the sessions and left at the Community Hall.

Communication material included: 20 hard copies of WSR Newsletter Issue 36 in English and Syllabics along with 20 Hard copies of the WSR IK Validation presentation in English and Syllabics.

There was meant to be a community event to take place on the evening of August 21 for the youth, but it was cancelled by the facilitator due to other events taking place in Treaty 9 during that time. TheyMedia screened “Bridges to the North” Documentary in the community hall and served popcorn and drinks with two youth in attendance.

IK VALIDATION FOCUS GROUPS AND INDIVIDUAL INTERVIEWS

Introduction and Community Meeting Day 1

Elder (Cameron Shewaybick) welcomed the first day with a traditional and religious prayer. Micheal Fox (ICE) introduced the project teams, provided background on the project, explained the intention of the visit, and gave an overview of how the days would go. Colin Buchanan (Stantec) provided a presentation explaining the data on the maps being used for interviews.

Hard copies of WSR Newsletter Issue 36 and the WSR IK Validation presentation were available in English and Syllabics for community members. 18 people signed in on Day 1.

Elder Focus Group Day 1

5 participants

Introduction and Community Meeting Day 2

15 people signed in on Day 2. Breakfast was provided. Hard copies of WSR Newsletter Issue 36 and the WSR IK Validation presentation were available in English and Syllabics for community members.

Elder Focus Group Day 2

2-4 participants

Men Focus Group Day 2

7 participants

Women Focus Group Day 2

7 participants

Community Meeting Evening Event Day 2

3 participants [1 Adult and 2 Youth] attended the showing of the 'Bridges to the North' documentary, along with Project Team.

Introduction and Community Meeting Day 3

12 people signed in on Day 3. Breakfast was provided. Hard copies of WSR Newsletter Issue 36 and the WSR IK Validation presentation were available in English and Syllabics for community members.

Women's Focus Group Day 3

6 participants

Individual Interviews

A total of 6 interviews were conducted with individual community members over the 3 days.

COMMUNITY MEETING

Breakfasts and lunches were provided. Hard copies of WSR Newsletter Issue 36 and the WSR IK Validation presentation were available in English and Syllabics for community members with copies left at the community hall.

Large, laminated WSR information posters were left in the community hall for community member perusal.

The translation was provided by Fred Jacob.

ISSUES AND CONCERNS

The following points are issues and concerns raised in the IK Validation Focus Groups and Individual Interviews.

Community Participation and Availability

- It was expressed that there were events happening in other communities in the region, and that many Webequie community members were traveling to attend events in other communities.
- It was suggested that Project Teams return in November as that is when most of the community members will be home in the community.

Traplins

- Participants expressed that certain families use certain trap lines for hunting and harvesting, and that project teams should speak to each family who uses a trapline to gain their site specific, and land use information.

- Families and members who use traplines will have specific information regarding the land that they use; they will know where burial sites, birth sites, and ceremonial sites are.

Environmental Concerns

- Concerns about dust from the road and polluting food sources, medicines and waterways.
- Concerns that activities on Webequie lands could impact water ways and pollute other communities down stream.

Social issues

- Participants expressed concerns that new social issues could arise from the road being built, and that the community is not prepared to handle more social issues.
- It was suggested that the camps for construction workers should always be dry and clean (drug and alcohol free).

Monitoring

- It was suggested that a traditional or cultural monitor be present on the lands with all project teams (i.e. Environmental Data Collection, Construction)
- Concerns about mercury levels in fish, and suggestions made for future monitoring of fish health.

IK Validation and GBA+ Data

Many sites were validated by participants.

New sites were identified, and new land use information was gathered.

New Gender Bases Analysis Plus information was captured.

NEXT STEPS

- Project Team to reach out to 2 spirited members to gather GBA+ information.

APPENDIX P2.E.1

Webequie First Nation

- On-Reserve Community Meeting – December 18, 2024



WEBEQUIE SUPPLY ROAD
Community presentation

Webequie First Nation
December 18, 2024

OVERVIEW

The Webequie Supply Road Project Team attended a community meeting in Webequie First Nation on December 18, 2024 to share a project update regarding the Webequie Supply Road (WSR).

The format of the meeting was a presentation by the Project Team followed by a question and answer period. The presentation consisted of a brief project description, followed by descriptions of the relationship between the environmental assessment (EA)/impact assessment (IA) and the federal regional assessment, consultation feedback received, the solicitation of feedback on Valued Components (VCs) to guide the EA report and Impact Statement (IS) review consultation process, the EA Report/IS review and decision-making process, and post-EA/IA activities. Community members then engaged in an exercise to select the top three most important VCs. All community members present participated in the exercise.

Communication materials were provided to community members for their information and reference including: a copy of the presentation, WSR Environmental/Impact Assessment Project update Webequie First Nation December 18, 2024.

A total of 35 people were in attendance, 21 community members signing in.

QUESTIONS FROM COMMUNITY MEMBERS

During the presentation, community members asked questions and clarified a few items (marked "Q"). Responses from the Project Team are noted in *italics* (marked "R"), where provided.

Q: How large will the camps be?

R: *Footprint will not be very large. The area will be big enough to accommodate a few trailers and a storage area. The camps locations will be restored after us; however, one site will be utilized as a permanent facility for maintenance and storage.*

FEEDBACK FROM COMMUNITY MEMBERS

Each community member was provided with three sticky notes with which to vote for the three VCs most important to them. The sticky notes were tallied, with the results as follows:

- The Surface Water (lakes, rivers) – 19
- The Land – Soils and Terrain – 1
- Fish and Fish Habitat (where fish live) – 13
- The Plants and Wetlands – 5
- The Groundwater/Springwater – 5
- The Air – 1
- The People (the Social Environment) 2 (One sticker indicated 'population' was important)
- The Economy – 11
- The Lands and Resources – 4
- The Health of Community Members – 7
- The Environment that We See (Visual Environment) – 3
- Aboriginal and Treaty Rights and Interests – 4
- Wildlife and Terrestrial (out of water) Habitat – 8
- Species at Risk – 3
- Accidents and Things that go Wrong – 2
- Climate Change – 7
- Culture – 10
- The Effects of All Projects (Past, Present and Future) Together – 5



ISSUES AND CONCERNS

None at this time.

ITEMS FOR FOLLOW-UP

Build draft executive summary EA/IS chapters around VCs most interested in.
Continue to provide information to community.

NEXT STEPS

Provision of Draft EA/IS document to community, accompanied by a summary version and supported by visits by the technical team to help discuss any potential effects identified.

APPENDIX P2.E.1

Webequie First Nation

- On-Reserve Community Meeting – May 20, 2025



**WEBEQUIE SUPPLY ROAD
MEETING IN WEBEQUIE FIRST NATION
COMMUNITY INFORMATION SESSION**

**Webequie First Nation
May 20, 2025**

OVERVIEW

The Webequie Supply Road Project Team hosted a presentation and community celebration on May 20, 2025, at the band hall in Webequie First Nation (WFN). The purpose of this meeting was to share information on the Webequie Supply Road Project and the early release of the draft Environmental Assessment Report / Impact Assessment (EAR/IS).

The informal format of the meeting included a project update by Michael Fox, ICE and the Project Team followed by a discussion about concerns. Michael presented on an overview of the alternative routes, aggregates, construction camps, Provincial & Federal & Regulatory timelines, RFPs, pre-construction activities, and a framework roadmap. TheyMedia was also present to livestream the presentation on the WSR Facebook page.

Gordon Wabasse and Roy Spence provided translation. A hard copy of the available Draft EAR/IS sections and plain language summaries (hard copy and digital via USB) in English, Cree, and Oji-Cree were available at the meeting for community members. The Project team indicated that the plain language summary translations are ongoing and will be available on the Project website as they are completed. In total, approximately 29 community members signed in.

In the evening, the WSR Project team also hosted a community feast with entertainment and door prizes.

ISSUES AND CONCERNS

After the presentation, a community member noted his concern about companies using the road and treating the community lands as a dump. They also noted the issue of overcrowded housing and poor infrastructure. The individual would like to see an office for the Ring of Fire (RoF) in the community, to oversee activities in the region.

Another community member noted that if WFN wants to use the road for access to the RoF, they want to see WFN in charge of their area. They noted their concern with First Nations fighting each other and the need to make an agreement with the government for future

generations. WFN wants the resources. The individual also expressed their want for the project for future generations.

NEXT STEPS

Michael explained the plan for the WSR Project team to go to WFN every month to provide an update on the draft EAR/IS.

APPENDIX P2.E.1

Webequie First Nation

- On-Reserve Community Meeting – May 21 – 23, 2025



**WEBEQUIE SUPPLY ROAD
ABORIGINAL AND/OR TREATY RIGHTS AND INTERESTS (ATRI) VALIDATION
COMMUNITY TRIP**

**Webequie First Nation
May 21-23, 2025**

OVERVIEW

Christopher McKay of Indigenous and Community Engagement (ICE), Elizabeth Boyd and Hannah Saevil of Stantec, and the Webequie Supply Road (WSR) Project Team hosted Aboriginal and Treaty Rights and Interests (ATRI) validation sessions for Webequie First Nation members at the band hall from May 21-23, 2025. The team held sessions with 6 family groups to validate findings from the ATRI report. The information was validated through the report, maps and group discussions. The team spoke with one participant one-on-one. Print copies of maps were provided on the tables for participants to review.

APPENDIX P2.E.1

Webequie First Nation

- On-Reserve Community Meeting – October 24, 2025





WEBEQUIE SUPPLY ROAD
Webequie First Nation Community Meeting
October 24, 2025

OVERVIEW

The Webequie Supply Road (WSR) Project Team hosted a community meeting on October 24, 2025, at the Band Hall in Webequie, with the event held from 11:30 AM – 1:30 PM. The meeting was promoted through various outreach methods, including the project website (supplyroad.ca) and the Supply Road Facebook page.

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. Real-time translation of the presentation was provided by Councillor Harry Wabasse. The presentation focused on potential effects of the Webequie Supply Road Project on water and fish, as well as the associated mitigation methods to eliminate or limit any of these possible impacts. Don began the presentation by outlining the role of Webequie community members as caretakers of the land and waters of their territory and how this role will continue through construction and operation of the Project. He talked about how the community will eventually assume full responsibility for the road in partnership with Ontario. The role of community members as environmental monitors during road construction and operation was also discussed, including how Indigenous Knowledge and cultural protocols will be fully integrated into the environmental monitoring roles. The concepts of potential project effects and mitigation were explained in general, then specific examples of project activities including dewatering, water taking and water discharges, vegetation clearing and grubbing, culvert and bridge installation, roadway drainage design, accidental spills and leaks, rock blasting and waste disposal were provided, detailing potential effects and associated mitigation methods.

Next steps were then discussed, emphasizing that input on the project is still welcome. Submission of the final Environmental Assessment Report/Impact Statement was discussed, as well as the decision-making process of the provincial and federal governments.

QUESTIONS FROM ATTENDEES

The following question was received from a community member:

Q: Once the Final Environment Assessment Report/Impact Statement is submitted, how long do you think it will take for the federal and provincial governments to render a decision on the Project?

A: (Don Parkinson) There are typical or prescribed lengths of time that both the federal and provincial governments adhere to, but in the current political environment emphasizing more accelerated timeframes for permit reviews, decisions will very likely be made much faster. Exactly how much faster is not yet known, as no specific commitments have been made by either level of government.

FEEDBACK/COMMENTS

No additional feedback was provided.

ISSUES AND CONCERNS

No issues and concerns were raised.

ACTION ITEMS

Additional community meetings will be held as we approach the 2025 Holiday Season. Each will follow the same format of this meeting and will focus on potential project effects and associated mitigations related to social and economic environments, human health, species at risk and vegetation and wildlife.

WEN Community Meeting Oct 24/25
Project Effects Mitigation Measures - Water & Fish

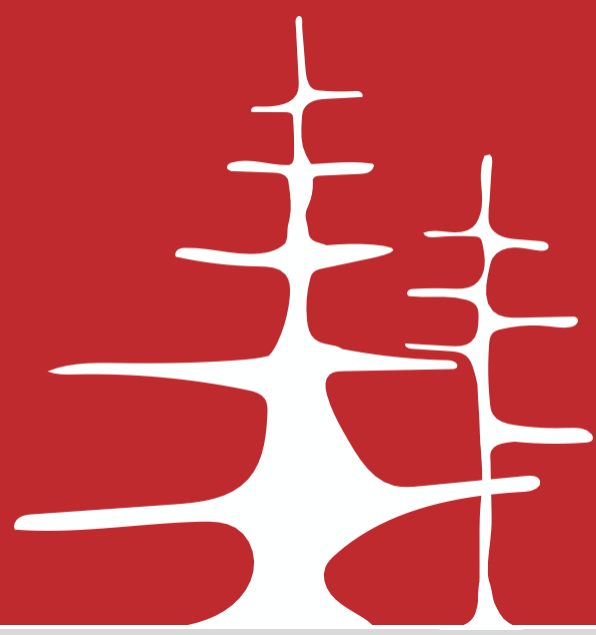
Levi Sfeer
Liam Casey
Craig Trout
Cynthia Jacob
Machis Wabasse
Robert Spence
Damian Troutlake
Madeline McK.
Emily Whitehead
Jessie Beaver
Cyril Shewaybick
Alice Troutlake
Lydia Jacob
Jeannie Jacob
Helen & Ostanus
Emma Suganaguab
Jessie McKaak
Amy Wabasse
Rich Udon
Luke Metanok
Katy Mepanok
Cora Wabasse
Abe Nelson
Jennifer Shewaybick
Gideon Trout
Robert Jacob
Peggy Suganaguab
Forrest Wabasse
Bertha Rpanagustum
Travis McKaak
Norman Kus



WEBEQUIE SUPPLY ROAD

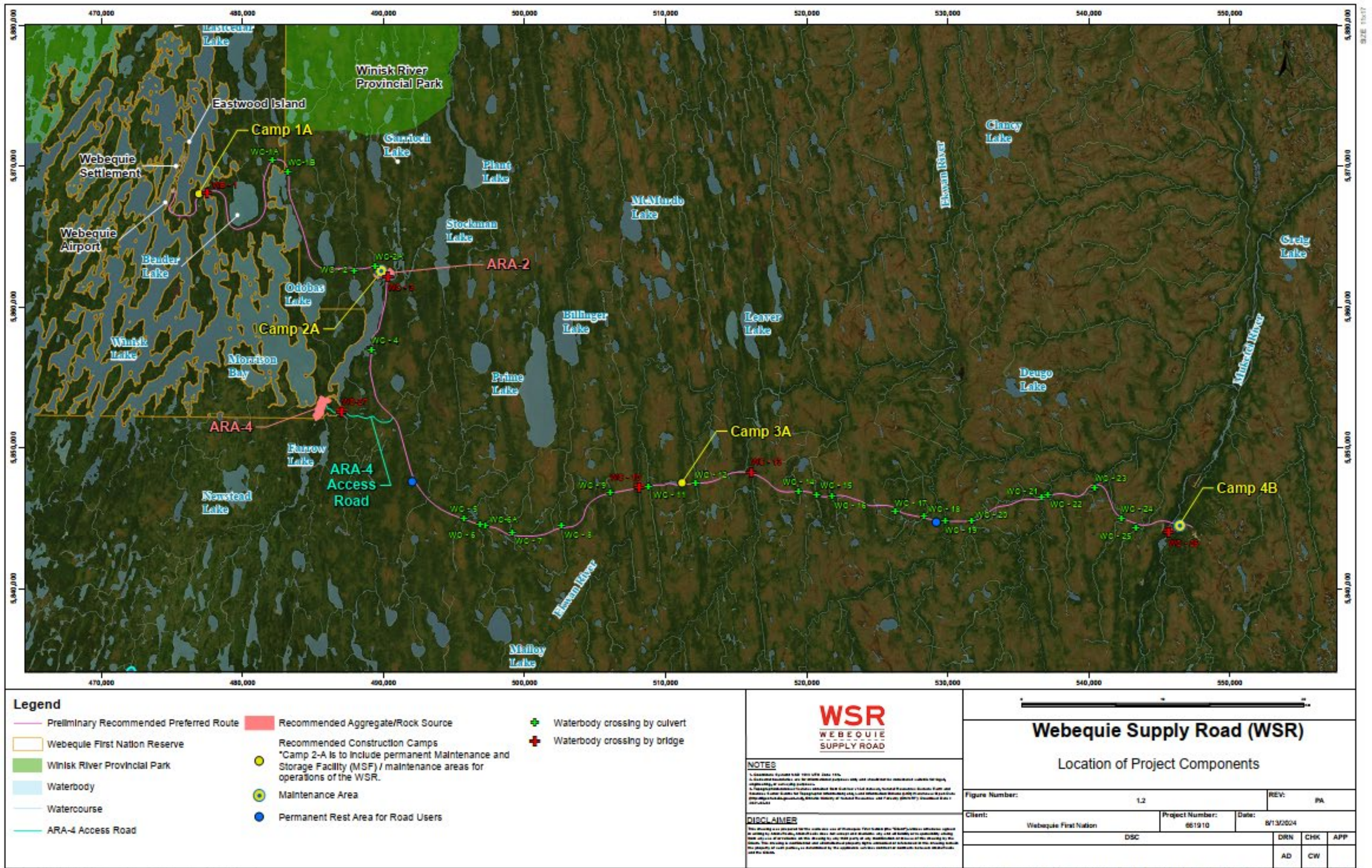
The Webequie Supply Road Project Discussion Series:

Protecting Water and Fish During Road Construction and Operations



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



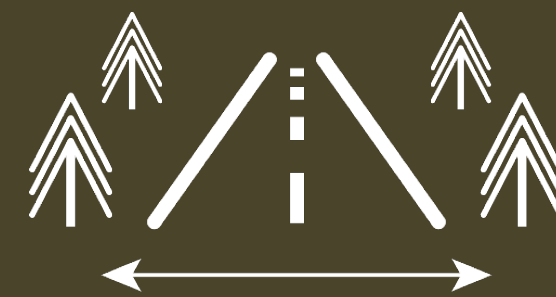
107 km

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

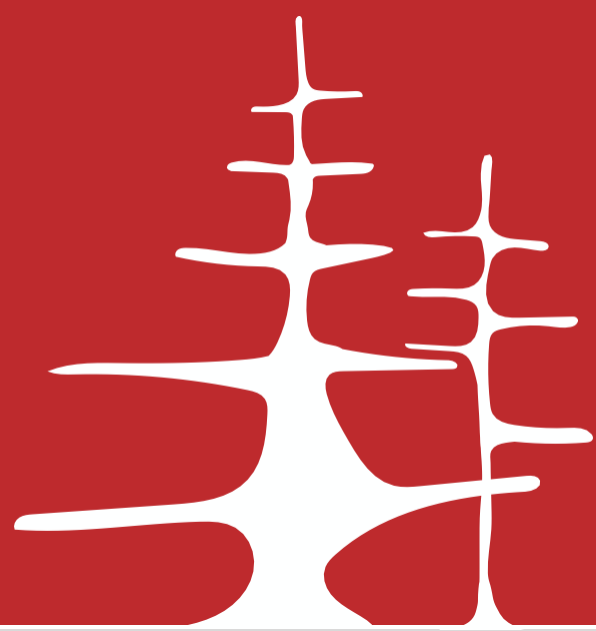
Key Points to Remember

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 by 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

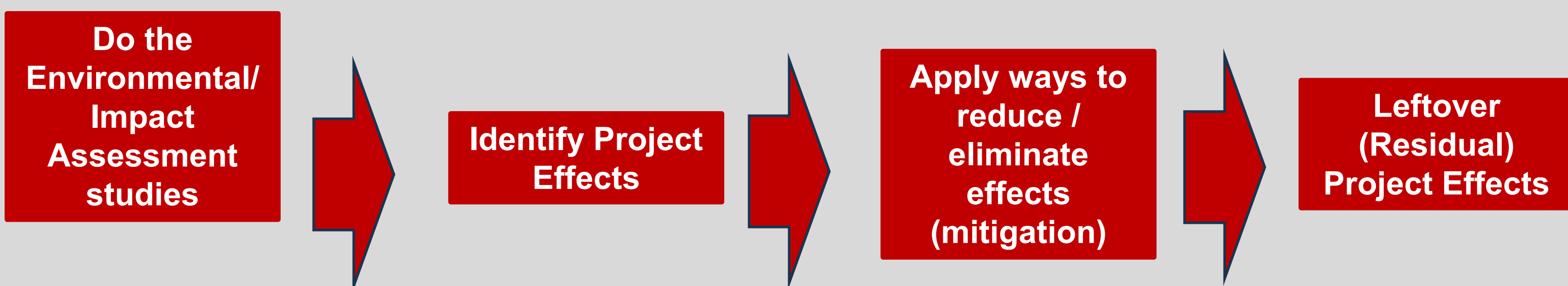
Mitigation and Net Project Effects

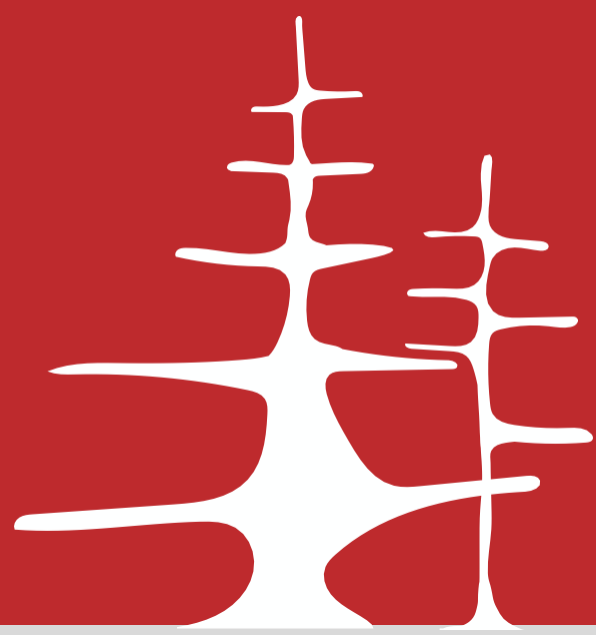
What is mitigation? Mitigation is a way of reducing or eliminating potential project effects. Mitigation can be done in different ways- elimination/avoidance of effects, reducing effects or habitat offsetting/compensation

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 habit 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

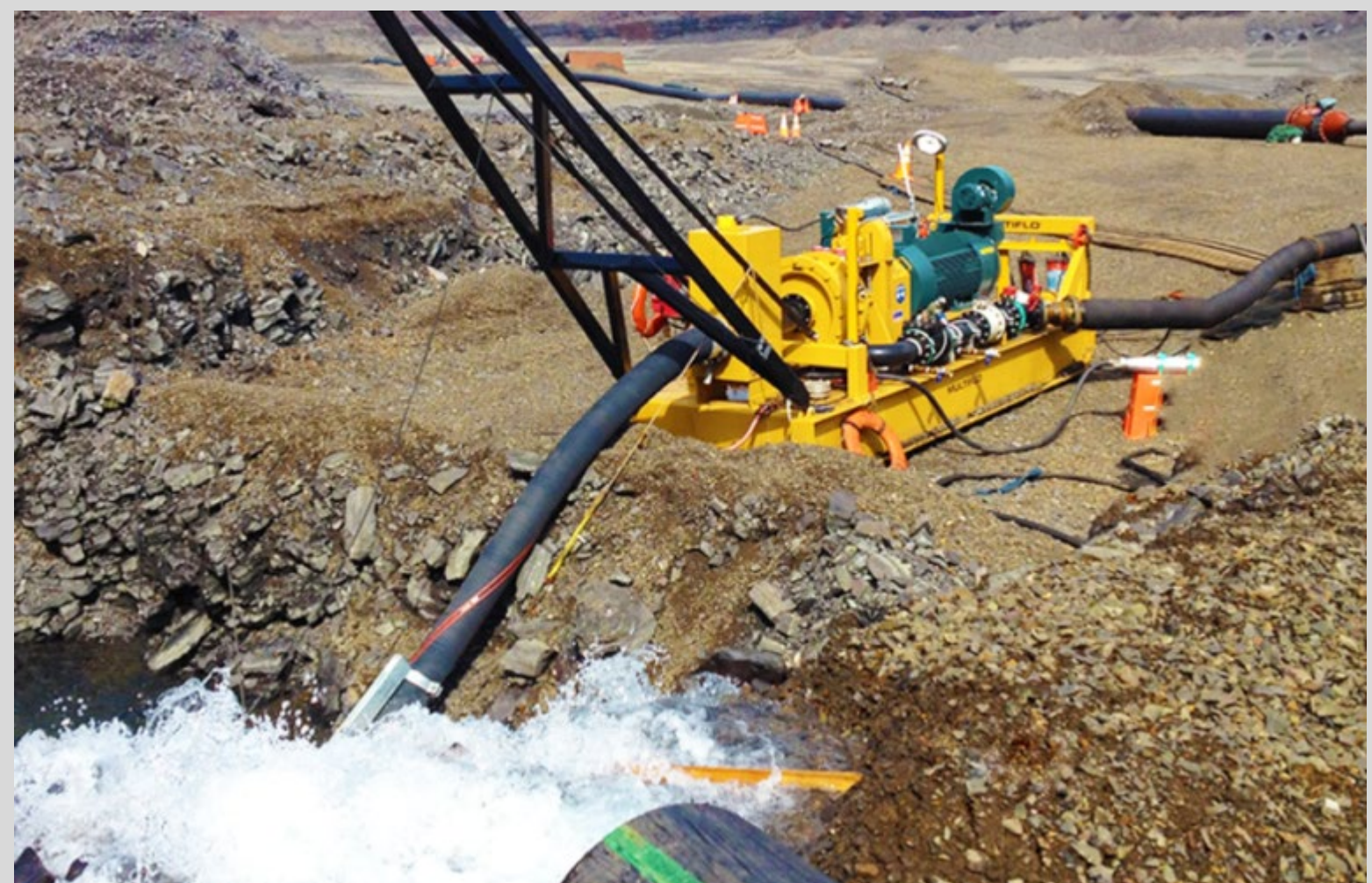
An Example: *Water and Fish*

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 Water and Fish and Fish

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 and fish and fish habitat 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 recorded in this form is collected under the authority of the Ontario Water Resources Act, R.S.O. 1990 (O.W.R.A.) and the Environmental Bill of Rights, C. 33, Statutes of Ontario, 1993, (E.B.R.) and will be used to evaluate applications for a Permit to Take Water as required by Section 34 (O.W.R.A.)

Instructions:

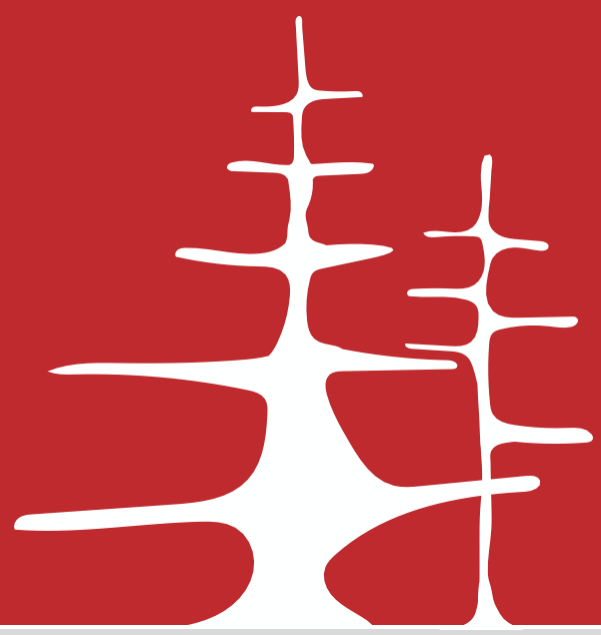
1. Applicants are responsible for ensuring that they complete the most recent application form. When completing this form, please refer to the "Guide to Permit to Take Water Application Form" (referred to as the Guide). Application forms and supporting documentation are available from your local Regional 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/permits.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/permits.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 EDR. 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 type="checkbox"/>	Amendment to Permit attach a photocopy of permit
<input type="checkbox"/>	Renewal of Permit attach a photocopy of permit

MINI000151 Page 1 of 1



WEBEQUIE SUPPLY ROAD

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

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

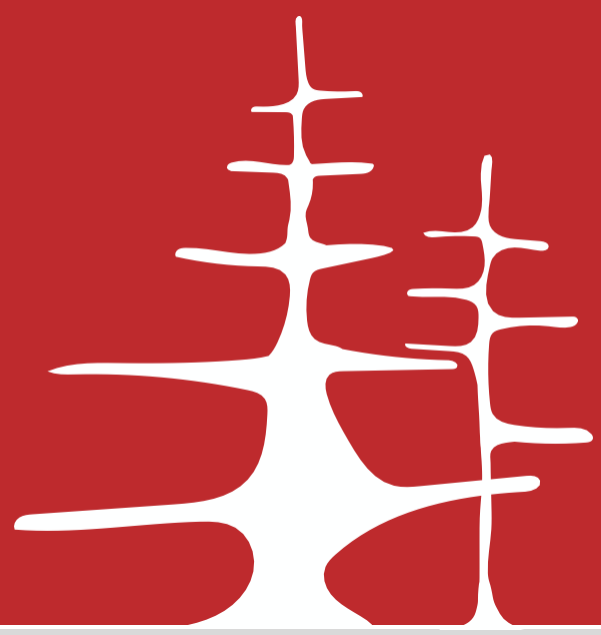


Mitigation Methods:

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 Water and Fish and Fish

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 Water and Fish

Roadway Drainage Design

Potential Effects:

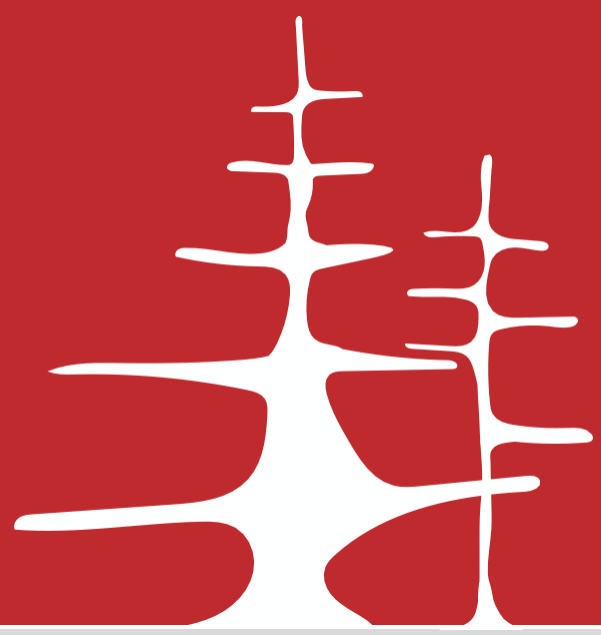
- Release of untreated stormwater runoff from the road that may have sediment/contaminants



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 Water and Fish

Accidental Spills and Leaks

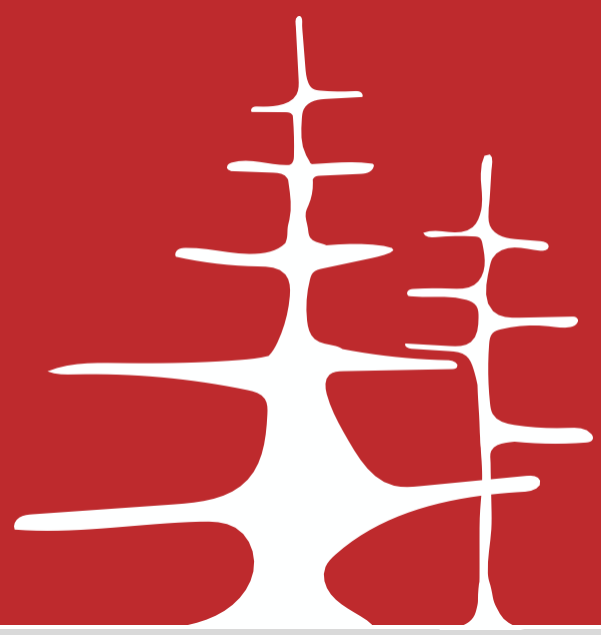
Potential Effects:

- 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 Water and Fish

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 Water and Fish

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 and Fish

Disposal of Waste

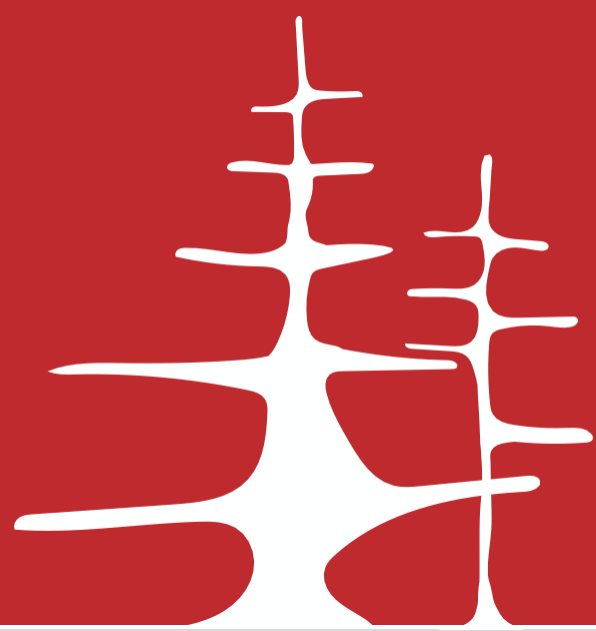
Potential Effects:

- 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

Completion of Draft Environmental Assessment Report / Impact Assessment Review Period

The Draft Environmental Assessment Report / Impact Statement (EAR/IS) review period to receive comments and feedback from Indigenous communities, stakeholders and the public closed on October 7, 2025.

Project Team considers feedback and addresses comments and concerns, responding to all comments received.

Our engagement with your neighbours will continue and we are always looking to obtain more feedback on the project. Please do not hesitate to contact the Project Team to request a meeting.

There are MANY ways to view 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

APPENDIX P2.E.1

Webequie First Nation

- On-Reserve Community Meeting – November 6, 2025





WEBEQUIE SUPPLY ROAD
Webequie First Nation Community Meeting
November 6, 2025

OVERVIEW

The Webequie Supply Road (WSR) Project Team hosted a community meeting on November 6, 2025, at the Band Hall in Webequie, with the event held from 11:30 AM – 1:30 PM. A total of 40 community members attended the meeting, which was promoted through various outreach methods, including the project website (supplyroad.ca) and the Supply Road Facebook page.

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. Real-time translation of the presentation was provided by Councillor Harry Wabasse. The presentation focused on potential effects and associated mitigation measures of the Webequie Supply Road Project on the social and economic environments and human health. Don began the presentation by outlining the role of Webequie community members as caretakers of the land and waters of their territory and how this role will continue through construction and operation of the Project. He talked about how the community will eventually assume full responsibility for the road in partnership with Ontario. The role of community members as environmental monitors during road construction and operation was also discussed, including how Indigenous Knowledge and cultural protocols will be fully integrated into the environmental monitoring roles. Potential project effects and associated mitigation measures relating to the economic environment were discussed, specifically as they relate to labour force, employment and income and the business environment. Effects on the social environment and mitigations were then discussed, with specific focus on population and demographic changes, housing, community services, education and training, emergency services and community well-being/safety. Potential effects on human health and associated mitigation methods were then presented, categorized by determinants of health.

Next steps were then outlined, emphasizing that input on the project is still welcome. Submission of the final Environmental Assessment Report/Impact Statement was discussed, as well as the decision-making process of the provincial and federal governments.

QUESTIONS FROM ATTENDEES

No questions were asked by attendees.

FEEDBACK/COMMENTS

One community member stated that he was a certified heavy equipment operator and was anxious to begin work on the project. Don Parkinson responded that assuming the EA/IA is approved, it would be quite likely that community leaders would very quickly undertake a community skills inventory to identify local people available to work on the project, as well as any training needs.

ISSUES AND CONCERNS

No issues and concerns were raised.

ACTION ITEMS

Additional community meetings will be held as we approach the 2025 Holiday Season. Each will follow the same format of this meeting and will focus on potential project effects and associated mitigations related to social and economic environments, human health, species at risk and vegetation and wildlife.

WSR WFN Community Meeting

Nov 16/25

Topic: Potential Effects on Social
Economic and ^{Enviro} Human Health

Name

Esther Ann
Marvin Wabasse
Lyle Melanok
Katy Melanok
Billy Wilson
Ricki Yesno
Lydia Jacob
Emily Whitehead
Margaret Spence
Helena Ostamus
Emma Suganagub
Alice Troutlake
Bertha Suganagub
Harry Wabasse
Tom Spence
Agnes Whitehead
Harriet Melanok
Bob Wabasse
Loan Wabasse
Glenda Wabasse
Peggy Suganagub
Amy Wabasse
Dazilyn Whitehead
Ambotelle Wabasse
Tencisha Troutlake
Naomi Sugarhead
Howard Jacob

Annette Jacob
Madeline Mak
Leda Jacob
Jennifer Snowflake
Dora Wabasse
Travis Melanok
Vernon Sosea
Susan Jacob
Janay Sheuaybick
Lynn Wabasse
Donnie Sk
Alec Wabasse
INA Wabasse
Delilah Yellowhead
Rudy Mak
Lorna Troutlake
Carol Spence



**WEBEQUIE
SUPPLY
ROAD**

**The Webequie Supply Road Project Discussion
Series:**

***Potential Social, Economic and
Human Health Effects and
Mitigation Methods***



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.

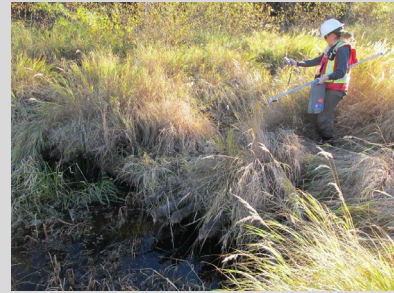


WEBEQUIE SUPPLY ROAD

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**

Economic Environment

Potential Effects and Mitigation Measures



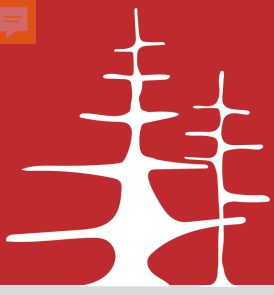
WEBEQUIE SUPPLY ROAD

Potential Effects on the Economic Environment



- More jobs + more income
- Money being spent on equipment and supplies, creating opportunities for local businesses to supply goods / services to the Project
- Less time to spend on traditional activities (i.e., hunting, fishing, etc.)
- Opportunities to supply goods and services to the project- will help grow existing and new businesses
- Increase in supply chain channels- network of businesses (distributors) and “middlemen” that help get products/supplies from those that make the products to the people who use them- Example: trucking
- Permanent project employment and spending on materials and supplies during operations
- Opportunities to bid on contracts to supply materials and services to the project during operations





WEBEQUIE SUPPLY ROAD

Potential Effects on the Economic Environment + Mitigation and Enhancement Measures

Labour Force, Employment and Income

- Increase workforce and project purchasing diversity- get more women and youth involved
- Protect local workers through policies for racism and cultural awareness
- Provide range of opportunities for women and youth to participate- mentorships, job shadowing and internships
- Increase in supply chain channels- network of businesses (distributors) and “middlemen” that help get products/supplies from those that make the products to the people who use them- Example: trucking
- Flexible work shifts and schedules



Traditional Economy

- Flexible work shifts and schedules to accommodate traditional activities
- Design the road to minimize environmental impact and project footprints





WEBEQUIE SUPPLY ROAD

Potential Effects on the Economic Environment + Mitigation and Enhancement Measures

Business Environment

- Require contractors to establish, enforce and track effectiveness of policies for local and Indigenous hiring and purchasing
- Encourage joint ventures with outside companies that can provide expertise/training that the First Nation may not be able to supply
- Set-aside procurement- certain contracts are set aside for only local or regional Indigenous businesses
- Provide options for contracts that can get bigger as workers become more trained and experienced





**WEBEQUIE
SUPPLY
ROAD**

Social Environment *Potential Effects and Mitigation Measures*



WEBEQUIE SUPPLY ROAD

Potential Effects on the Social Environment + Mitigation and Enhancement Measures

Change to Population and Demographics

- Non-local workers moving in to work on project will create a temporary increase in the population
- Project job opportunities and spending, as well as more education and training opportunities, might result in off-reserve community members moving in

Mitigation Measures:

- Construction of temporary accommodations for Project workforce
- Development and implementation of the Community Readiness Plan
- Measures to Improve Employment and Business Opportunities



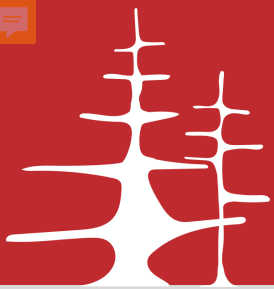
Change to Housing and Temporary Accommodations

- Construction and use of supportive infrastructure will result in the installation of temporary construction camps and other forms of temporary housing for non-local workers
- A decrease in community members leaving and an increase in community members seeking opportunities related to the Project moving in. This could cause an increase in demand for housing and a decrease in housing availability.

Mitigation Measures:

- Construction of temporary accommodations for Project workforce
- Measures to enable new or improved housing within Webequie First Nation





WEBEQUIE SUPPLY ROAD

Potential Effects on the Social Environment + Mitigation and Enhancement Measures

Change to Community Services

- Employment and expenditures could provide employment and business opportunities for Webequie community members. This will result in non-local workers moving in and could result in net moving in of community members seeking opportunities related to the Project. This increase in in-migration could alter the service requirements for the Webequie community and potentially affect availability of community services

Mitigation Measures:

- Provision of on-site services for the Project workforce
- Development and implementation of a Community Well-Being Monitoring and Adaptive Management Plan as part of the CRP
- Dedicated childcare and drop-in centre



Change to Education, Training and Traditional Learning

- More interest in education, training and skills development opportunities that will result in increased education and training attainment to meet project standards
- Possible decreased interest in learning traditional land-based skills and reduced capacity for the Webequie community to offer traditional learning programming.

Mitigation Measures:

- Provision of on-reserve training opportunities
- Programming and facility space improvements; Providing support to facilitate furthering education and training goals through the CRP
- Discussions to identify other enhancement measures for Education, Training and Traditional Learning Programming and Facility Space



WEBEQUIE SUPPLY ROAD

Potential Effects on the Social Environment + Mitigation and Enhancement Measures

Change to Emergency and Protective Services

- Increase in population of outside workers at construction camps, increase in demand for emergency and protective services.
- During road operations, there will be an increase in volume and severity of vehicle-related accidents requiring emergency services such as medical facilities and ambulance for traffic incidents and/or fire response

Mitigation Measures:

- Health and Safety Plans, safety training
- Camp security, workers to stay in camps
- Traffic Management Plan, Road Safety Plan
- Spill Prevention and Emergency Response Management Plan

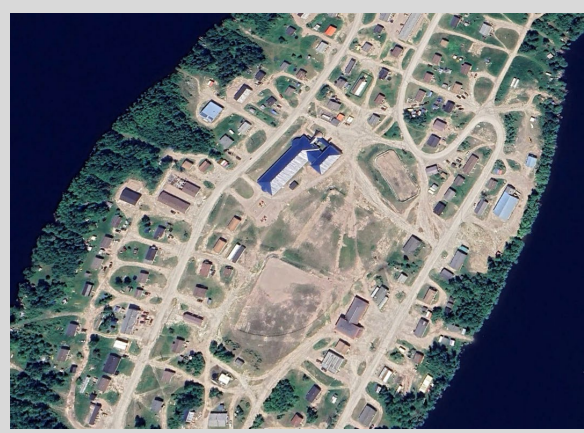


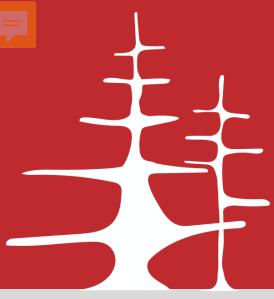
Change to Community Infrastructure

- An increase in population, and services needed for the Project, could result in increased demand for community infrastructure services

Mitigation Measures:

- Enhancement of Webequie community assets
- Development and implementation of the Community Well-being Monitoring and Adaptive Management Plan as part of the CRP
- Construction of community-related infrastructure as part of temporary accommodations
- Waste Management Plan





WEBEQUIE SUPPLY ROAD

Potential Effects on the Social Environment + Mitigation and Enhancement Measures

Change to Community Well-Being and Safety

- Increase of outside workers which may lead to reduced community togetherness and increased conflicts
- Possible reduced involvement in social cultural and traditional practices due to involvement of Project activities.
- Possible effects on community safety and perceptions of community safety through a potential increase in gender-based violence, family violence, and transportation-related safety issues (e.g., drunk driving, hitchhiking).
- Effects on noise and air quality during construction and operations
- Increased risks of vehicular accidents and transport safety issues such as hitchhiking and impaired driving; additionally increased income in community may create increased domestic violence and drug use and alcohol related violence



Mitigation Measures:

- Efforts to reinforce community cohesion (i.e., events)
- Community Safety Plans
- Traffic Safety Plans
- Monitoring community well-being and quality of life



**WEBEQUIE
SUPPLY
ROAD**

Human Health

Potential Effects and Mitigation Measures



WEBEQUIE SUPPLY ROAD

Potential Effects on Human Health + Mitigation and Enhancement Measures

Determinant of Health	Potential Effect	Mitigation (M) and Enhancement (E) Measures
Colonialism and trauma of residential schools	<ul style="list-style-type: none"> Job opportunities. Less access (temporarily) to traditional lands and ways of life Easier access to drugs and alcohol from outsiders 	<ul style="list-style-type: none"> Regular updates on construction activities Cultural training programs (e.g., Indigenous Awareness Training). Limit access to community by construction workers Increase access to trauma-informed mental health services and traditional healing practices for community members Training programs to build community capacity.
Racism and social exclusion	<ul style="list-style-type: none"> Racism from external workers 	<ul style="list-style-type: none"> In-person cultural and Indigenous awareness Zero-tolerance policies on racism and violence in the workplace
Local Economic Growth	<ul style="list-style-type: none"> Likely better health from improved social and economic conditions 	<ul style="list-style-type: none"> Positive effect



WEBEQUIE SUPPLY ROAD

Potential Effects on Human Health + Mitigation and Enhancement Measures

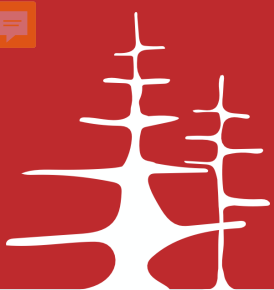
Determinant of Health	Potential Effect	Mitigation (M) and Enhancement (E) Measures
Self-Determination and Governance	<ul style="list-style-type: none"> ▪ Full community involvement in planning and decision-making associated with project during construction 	<ul style="list-style-type: none"> ▪ Positive effect
Worker Accommodations	<ul style="list-style-type: none"> ▪ Work camps could affect safety and security of community 	<ul style="list-style-type: none"> ▪ In-person cultural and Indigenous awareness ▪ Zero-tolerance policies on racism and violence in the workplace
Local Economic Growth	<ul style="list-style-type: none"> • Likely better health from improved social and economic conditions • Increased availability of drugs and alcohol • Return of off-reserve community members wish to stay in the community, could increase demand on housing 	<ul style="list-style-type: none"> • Locate construction camps away from hunting/fishing areas • Limit access to community by non-Indigenous construction workers • Mandatory in-person cultural and Indigenous awareness training • Ban drugs and alcohol from construction camps • Additional temporary housing, convertible to permanent housing



WEBEQUIE SUPPLY ROAD

Potential Effects on Human Health + Mitigation and Enhancement Measures

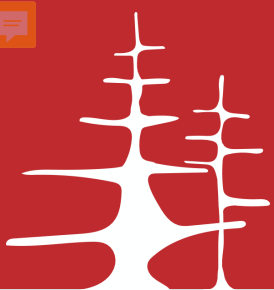
Determinant of Health	Potential Effect	Mitigation (M) and Enhancement (E) Measures
Air Quality	<ul style="list-style-type: none"> ▪ Increase in air pollutants can have negative health effects 	<ul style="list-style-type: none"> • Contractor use tarps to prevent dust from spreading, or spray the roads with a water-based solution to suppress dust • Using equipment with clean-running engines • Air Quality and Dust Control Management Plan Dust Control Management Plan
Noise Level and Vibration	<ul style="list-style-type: none"> ▪ Work camps could affect safety and security of community 	<ul style="list-style-type: none"> • Construction Blasting Management Plan • Limit construction to the daytime period, where possible, especially near residences.
Surface Water Quality	<ul style="list-style-type: none"> • Construction of water crossings and operation and maintenance activities may affect water quality 	<ul style="list-style-type: none"> • Dewatering, water takings, and discharges will be regulated by MECP permits • Restore disturbed areas from vegetation clearing and grubbing to minimize effects on runoff rates. • Erosion and sediment control measures and water quality monitoring. • Reduce construction during times that would most affect fish and fish habitat • Proper handling and storage of petroleum and other hazardous materials as well as emergency response plans to mitigate accidental spills and leaks. • A Construction Waste Management Plan will be developed to minimize the amount of waste to be generated. • An ongoing follow-up monitoring program (post-construction) will be implemented during the operations phase of the Project.



WEBEQUIE SUPPLY ROAD

Potential Effects on Human Health + Mitigation and Enhancement Measures

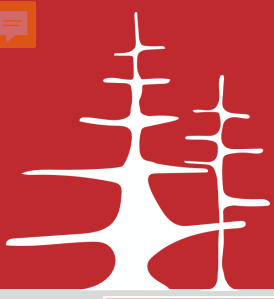
Determinant of Health	Potential Effect	Mitigation (M) and Enhancement (E) Measures
Light Pollution	<ul style="list-style-type: none"> A change in the visual landscape may have mental health impacts. 	<ul style="list-style-type: none"> Keep community members informed so they know what to expect Minimizing the extent of vegetation clearing at the three waterbody crossings, and other crossings Reducing the extent of disturbed area within the road right-of-way. Disturbed areas will be restored and seeded to allow for natural revegetation and its management to support the safe operations of the road.
Housing	<ul style="list-style-type: none"> Increased housing demand if off-reserve community members wish to stay in the community to participate in construction-related activities. 	<ul style="list-style-type: none"> All workers, except individuals from Webequie First Nation, should be housed in the designated construction camps. The construction camp will be designed to ensure all required services are available to the workers at the camp The Webequie First Nation Community Readiness Plan will include plans and measures for enhancing housing stock to address housing capacity issues
Employment and Income	<ul style="list-style-type: none"> Increase in employment opportunities leading to higher incomes. 	<ul style="list-style-type: none"> Positive effect



WEBEQUIE SUPPLY ROAD

Potential Effects on Human Health + Mitigation and Enhancement Measures

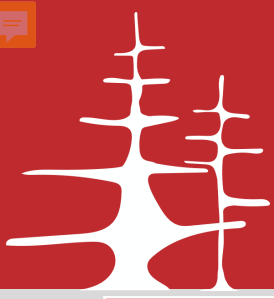
Determinant of Health	Potential Effect	Mitigation (M) and Enhancement (E) Measures
Education	<ul style="list-style-type: none"> Increased opportunities for trade skills development. 	<ul style="list-style-type: none"> Positive effect
Food Security, including quality and availability of traditional foods	<ul style="list-style-type: none"> Construction activities may affect harvesting activities 	<ul style="list-style-type: none"> Minimize impact to harvesting activities
Social Cohesion (togetherness) and maintaining the culture	<ul style="list-style-type: none"> Interactions with outside workers could decrease social cohesion and negatively impact health. 	<ul style="list-style-type: none"> Flexibility in work schedule and/or opportunities for leave for Indigenous employees in order to support important cultural practices, such as harvesting Cultural awareness training



WEBEQUIE SUPPLY ROAD

Potential Effects on Human Health + Mitigation and Enhancement Measures

Determinant of Health	Potential Effect	Mitigation (M) and Enhancement (E) Measures
Safety and Security of Women and Girls	<ul style="list-style-type: none"> Increased risks to safety and security for women and girls due to the presence of outside workers. Increased incidents of racialized violence against community members due to the presence of outsiders. Increased availability of drugs and alcohol may lead to increased safety risk, and violence against women and girls. 	<ul style="list-style-type: none"> Mandatory training programs focused on the safety of Indigenous women, girls and 2SLGBTQIA individuals. Community liaisons with project
Traffic Volume and Safety	<ul style="list-style-type: none"> Increased traffic volume on the winter road bringing in equipment and personnel for the construction phase of the Project causing delays in travel for community members. 	<ul style="list-style-type: none"> The contractor will develop a Construction Traffic Management Plan Key mitigation measures include: <ul style="list-style-type: none"> Develop a plan to enforce road safety; Consider road patrols and inspections; Consider partnerships for driver education and licensing; Consider roadside safety options; and Consider maintenance/turnaround/ rest areas.



WEBEQUIE SUPPLY ROAD

Potential Effects on Human Health + Mitigation and Enhancement Measures

Determinant of Health	Potential Effect	Mitigation (M) and Enhancement (E) Measures
Access to Health Care Services	<ul style="list-style-type: none"> Increased demand for health care services locally if currently off-reserve community members return to the community for employment opportunities 	<ul style="list-style-type: none"> Working with the province and federal government to improve health care services (including counselling services, and substance use-support programs) within the community
Access to Social, Mental Health and Family Services	<ul style="list-style-type: none"> Increased demand for mental health, child-care and Elder care services with off-reserve community members returning to the community for employment opportunities 	<ul style="list-style-type: none"> Working with the Province to improve mental health care services within the community before construction activities begin
Access to Transportation Services	<ul style="list-style-type: none"> Access to currently available modes of transport (air and winter road) may have increased wait times as traffic for construction and industrial activities increases. 	<ul style="list-style-type: none"> Planning/scheduling trips in/out of the community
Access to Emergency Response Services	<ul style="list-style-type: none"> Increase demand for local emergency services resulting in decreased availability for community emergencies. 	<ul style="list-style-type: none"> Fire station and fire truck+emergency response Construction camps are to include a first aid station Workers to remain in camp Camp security



WEBEQUIE SUPPLY ROAD

Potential Effects on Human Health + Mitigation and Enhancement Measures

Determinant of Health	Potential Effect	Mitigation (M) and Enhancement (E) Measures
Mental Well-Being, including prevalence of depression and anxiety	<ul style="list-style-type: none"> Decreased mental wellness due to changes in the community, changes in the landscape, safety and security within the community and of individuals, and newcomers in the community. 	<ul style="list-style-type: none"> Addition mental health support. Limit contact between camp-based workers and community Cultural awareness/sensitivity training Allowing time and flexibility for workers to participate in cultural ceremonies, traditions or community events when possible Keep community members (especially Elders) up-to-date on ongoing construction activities Inspections to prevent entry of drugs and alcohol
Substance use, including alcohol and drugs	<ul style="list-style-type: none"> Increased use and dealing of illegal substances may lead to increase in violence against women, girls and 2SLGBTQIA individuals, as well as increase in domestic violence. 	<ul style="list-style-type: none"> Increasing substance use support services in the community before construction begins, Prohibition of drugs and alcohol in construction camps during the construction phase.
Diet, including consumption of traditional foods	<ul style="list-style-type: none"> Disturbance to the traditional habitat of harvested species 	<ul style="list-style-type: none"> Work with contractor(s) to ensure that disturbances to the local environment are made in a way that minimizes disturbance to natural habitats



Completion of Draft Environmental Assessment Report / Impact Assessment Review Period

The Draft Environmental Assessment Report / Impact Statement (EAR/IS) review period to receive comments and feedback from Indigenous communities, stakeholders and the public closed on October 7, 2025.

Project Team considers feedback and addresses comments and concerns, responding to all comments received.

Our engagement with your neighbours will continue and we are always looking to obtain more feedback on the project. Please do not hesitate to contact the Project Team to request a meeting.

There are MANY ways to view 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

APPENDIX P2.E.2

Constance Lake First Nation

- On-Reserve Community Meeting – June 22, 2023



WEBEQUIE SUPPLY ROAD COMMUNITY MEETING

**Constance Lake First Nation
June 22, 2023**

OVERVIEW

The Webequie Supply Road Project Team held a meeting with Constance Lake First Nation (CLFN) at the CLFN community centre 20km outside of Hearst Ontario. The purpose of this meeting was to provide an overview on the Webequie Supply Road (WSR) Project and status. The community meeting was scheduled from 12pm-3pm and a luncheon was provided.

Don Parkinson (SNC Lavalin IE3) provided an overview presentation on the WSR as well as the latest project updates

Twenty one (21) community members attended the luncheon and presentation. They were given the opportunity to voice question and/or concerns.

FEEDBACK FROM COMMUNITY

After the presentation, Community Members provided comments and feedback.

General comments were made around community benefit and access to reserve lands.

Comments were made on negative impacts to the social side of community access.

The community understands that it may not be the immediate territory they are grateful for the opportunity to learn

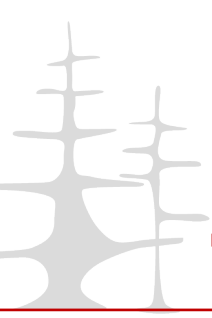
NEXT STEPS

The Project Team advised that we would be willing to come back again to provide the next project update



WEBEQUIE SUPPLY ROAD

Consultation Round 2: Part 2 - Alternatives Assessment
Evaluation of Alternative Supporting Infrastructure and Road Design
Community Meeting- Constance Lake First Nation



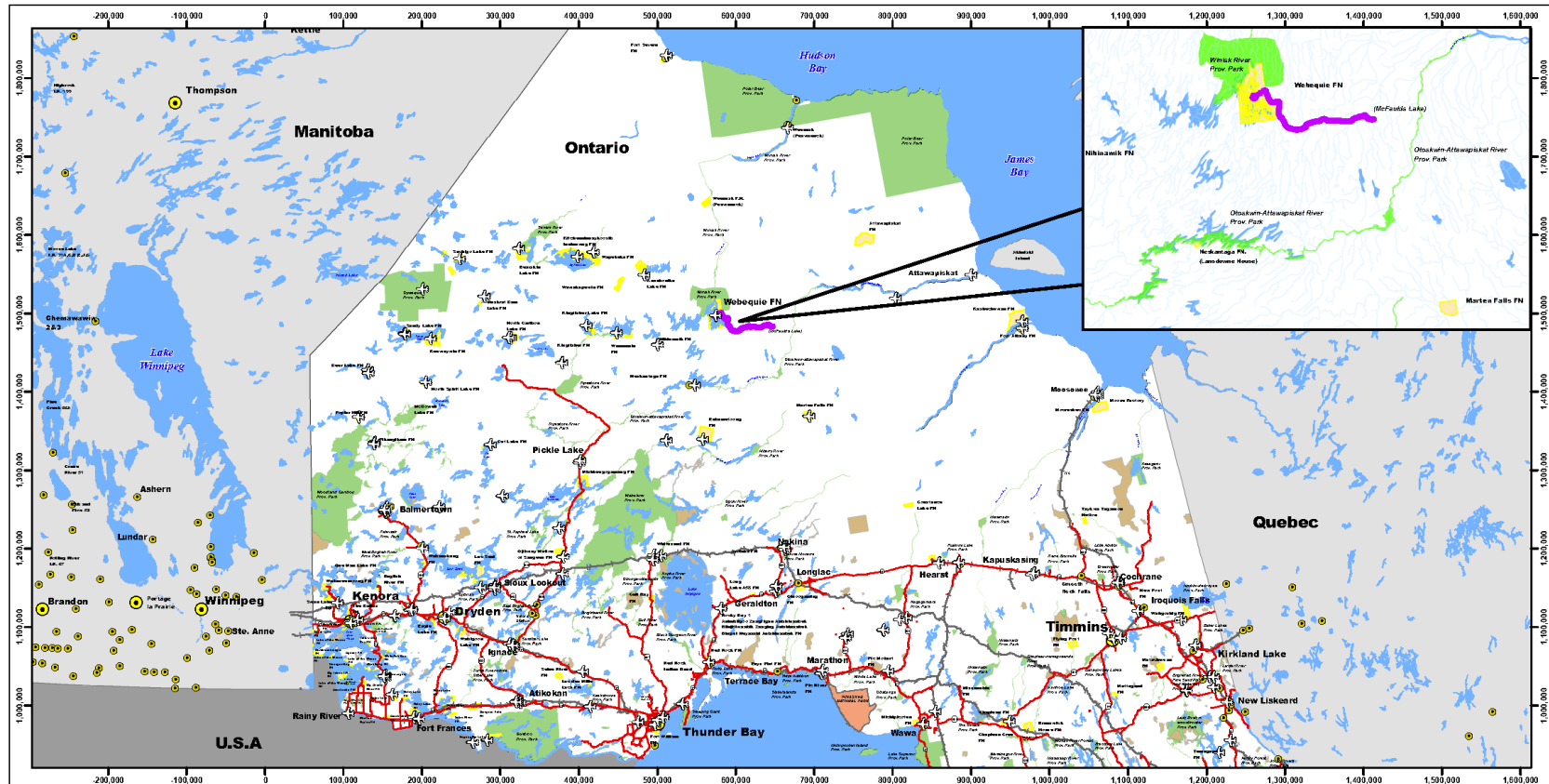
TODAY'S TOPICS

1. Project Information
2. Engagement and Consultation To Date and What We Have Heard
3. Evaluation of Alternatives – Supportive Infrastructure (Aggregate Source Areas, Construction Camps and Access Roads)
4. Road Engineering Design Features
5. Next Steps





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. Consultation Report: Ontario and Manitoba (2018/01/01).
2. Call sheet to be reviewed by all interested parties and should not be considered a final report, or binding, or a contract.
3. This report is for informational purposes only. It is not intended to be used as a basis for any legal or financial decisions. It is not intended to be used as a basis for any legal or financial decisions.
4. This report is for informational purposes only. It is not intended to be used as a basis for any legal or financial decisions.

DISCLAIMER

This report was prepared for the exclusive use of Webeque First Nation. The Client's liability is limited to the extent of the information provided in this report. The Client is responsible for the accuracy and completeness of the information provided in this report. The Client is responsible for the accuracy and completeness of the information provided in this report. The Client is responsible for the accuracy and completeness of the information provided in this report.

SCALE: 1:4,000,000

Webeque Supply Road (WSR)
Project Location

Figure Number:	1	REV:	PA
Client:	Webeque First Nation	Project Number:	061910
	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



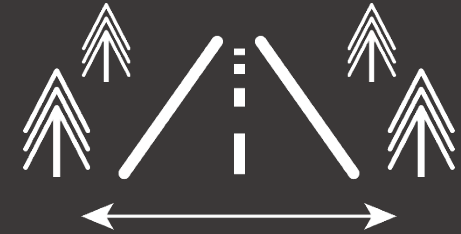
17 km

Length of road corridor within WFN Reserve Lands



2 km

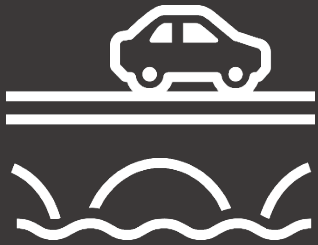
Preliminary corridor width for consideration of Route Alternatives



35 m

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

PROJECT DESCRIPTION



3

Major waterbody crossings (and up to 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)



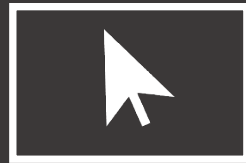
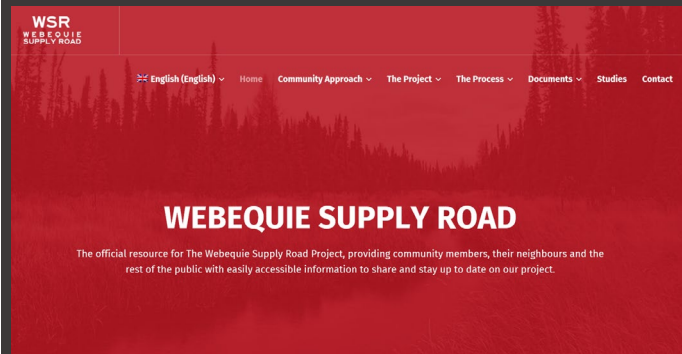
Storage and laydown yards (temporary) for equipment and materials



ENGAGEMENT & CONSULTATION TO DATE

ENGAGEMENT & CONSULTATION

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



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



Live streams and radio shows on the regional Wawatay Radio Network were done on technical topics that parallel where we in the environmental / impact assessment process



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

A community-specific Consultation Progress Report which summarizes the activities and feedback received during Round 1 of the engagement and consultation program was provided to each Indigenous community in October 2022

WHO WE HEARD FROM CONSULTATION ROUND 1

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.



WHAT WE HEARD – KEY THEMES

- Potential Ownership Models for Road
- Impact on Eskers
- Capital Cost of Road
- Impact of Road on Traplines
- Consideration of Shared Territory
- Estimation of Traffic Volumes
- Measurement of Climate Change Greenhouse Gas (GHG) emissions
- How Indigenous Knowledge (IK) will be Factored into the Assessment
- Measurement of Habitat Availability
- Local Employment Opportunities Associated with Road
- Remediation of Pits and Quarries Post-Construction
- Wildfire Risk and Consideration as Part of Environmental Assessment/Impact Assessment (EA/IA)

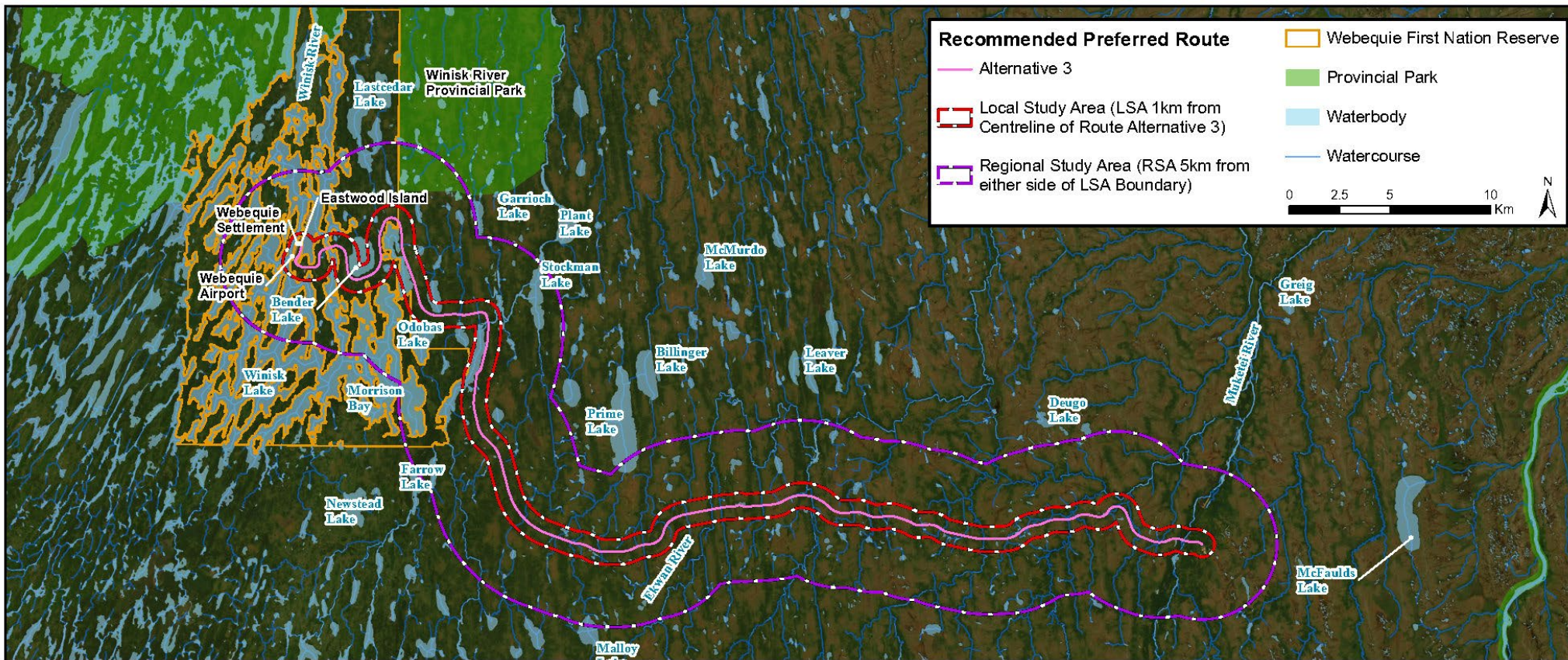


CONSIDERATION AND EVALUATION OF ALTERNATIVES



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 ASSESSMENT – SUPPORTING INFRASTRUCTURE

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





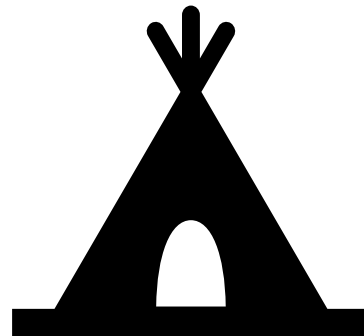
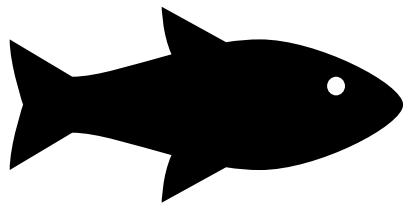
APPROACH FOR EVALUATION OF ALTERNATIVES

The Process

- A multi-factor analysis has been completed to allow for a comparison of the advantages and disadvantages of alternative locations for aggregate source areas, access roads and construction camps
- To complete the analysis, the Project Team used a computer software tool that is designed to compare alternatives with multiple criteria, different perspectives and mix of qualitative and quantitative data
- As part of the EA/IA process and feedback received to date, indicators to measure change for each valued component/criteria have been identified

APPROACH FOR EVALUATION OF ALTERNATIVES

- The criteria and indicators selected by the Project Team for the evaluation of alternatives are organized under the following factors:
 - Biological Environment
 - Physical Environment
 - Indigenous Land and Resource Use and Interests
 - Socio-Economic Environment (including cultural heritage and archaeology)
 - Technical Considerations





MULTI-FACTOR ANALYSIS – WEIGHTING AND SCORING

- A weighting system has been assigned to the factors and associated criteria and indicators that applies relative level of importance that individual criteria and indicators have to each other, and to the overall decision outcome
- At this time equal weighting has been applied to factors, criteria and indicators
- Based on spatial analysis of the data for alternative locations for supportive infrastructure, a score is assigned where it intersects the various indicators. A low score is preferred as it represents less impacts and a high score has greater impacts and is less preferred

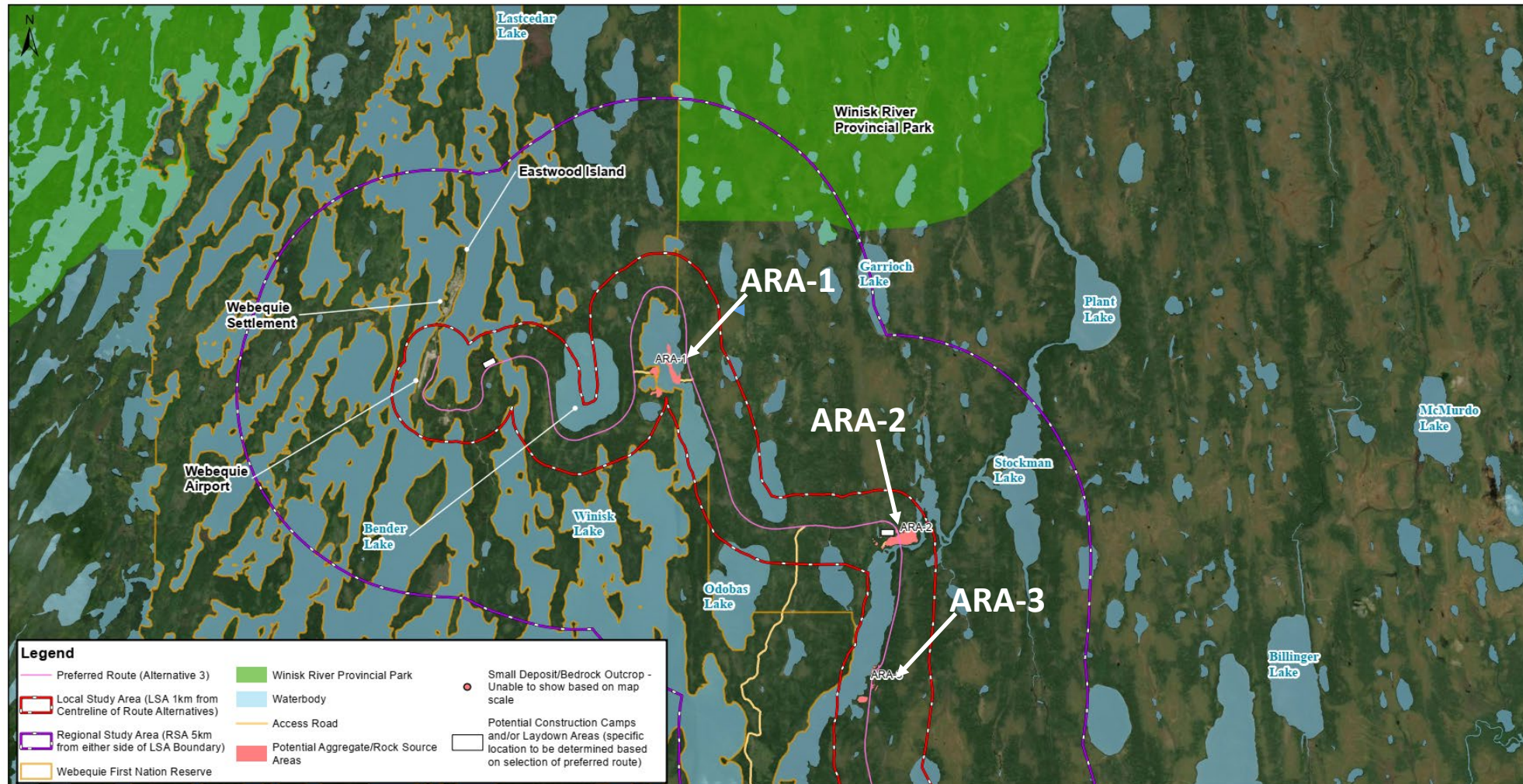
ALTERNATIVE AGGREGATE SOURCE AREAS (PITS/QUARRIES)

Location of potential aggregate/rock source areas (12 - Bedrock and Esker Type Landforms)
Aggregate and Rock Needs for Construction and Operations/Maintenance

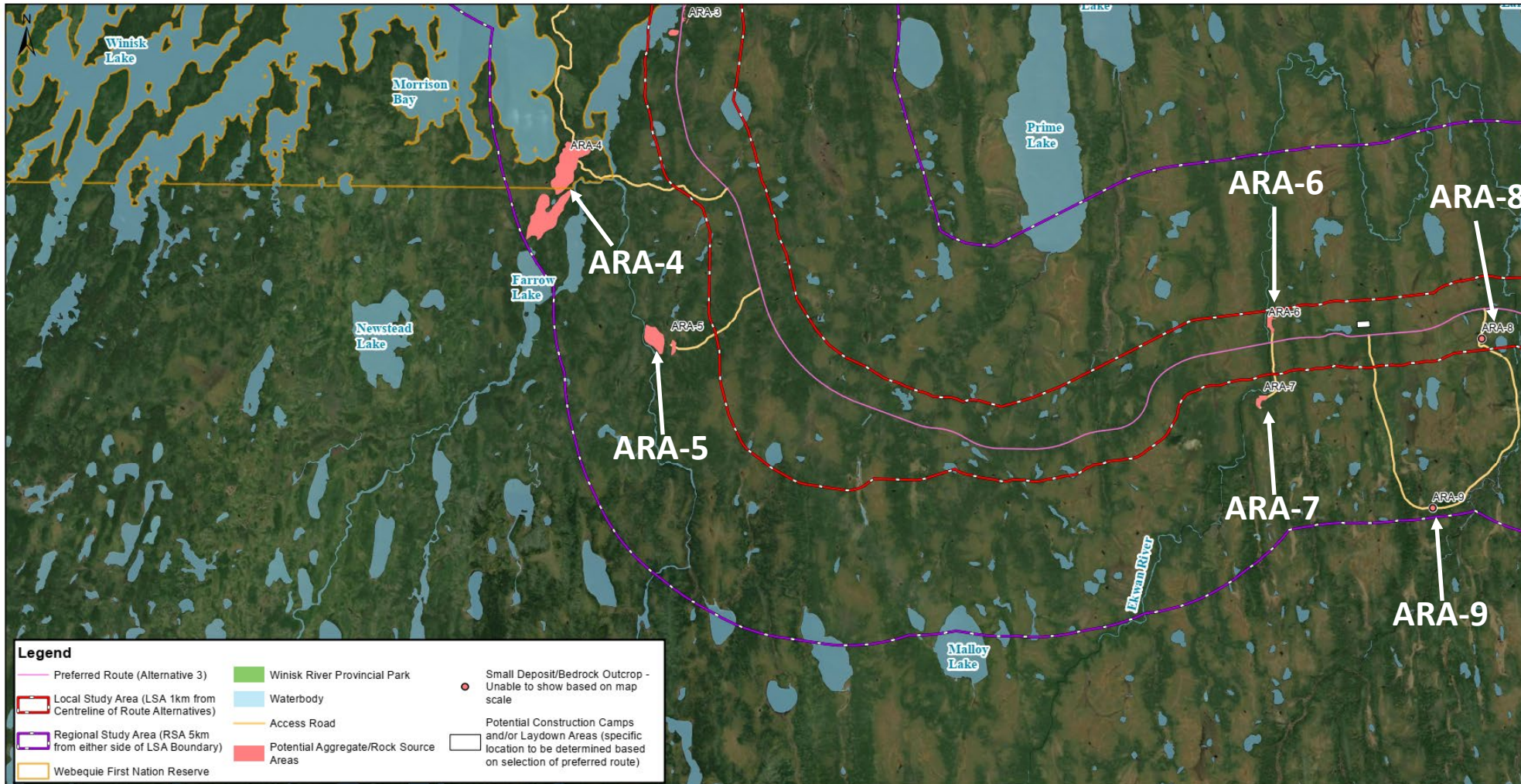
Phase	Earth Fill	Gravel	Rock	Total
Construction	1,551,000 m3 (155,100 dump trucks)	1,297,000 m3 (129,700 dump trucks)	1,500 m3 (150 dump trucks)	2,849,500 m3
Operations and Maintenance		2,000,000 m3	5,000 m3	2,005,000 m3



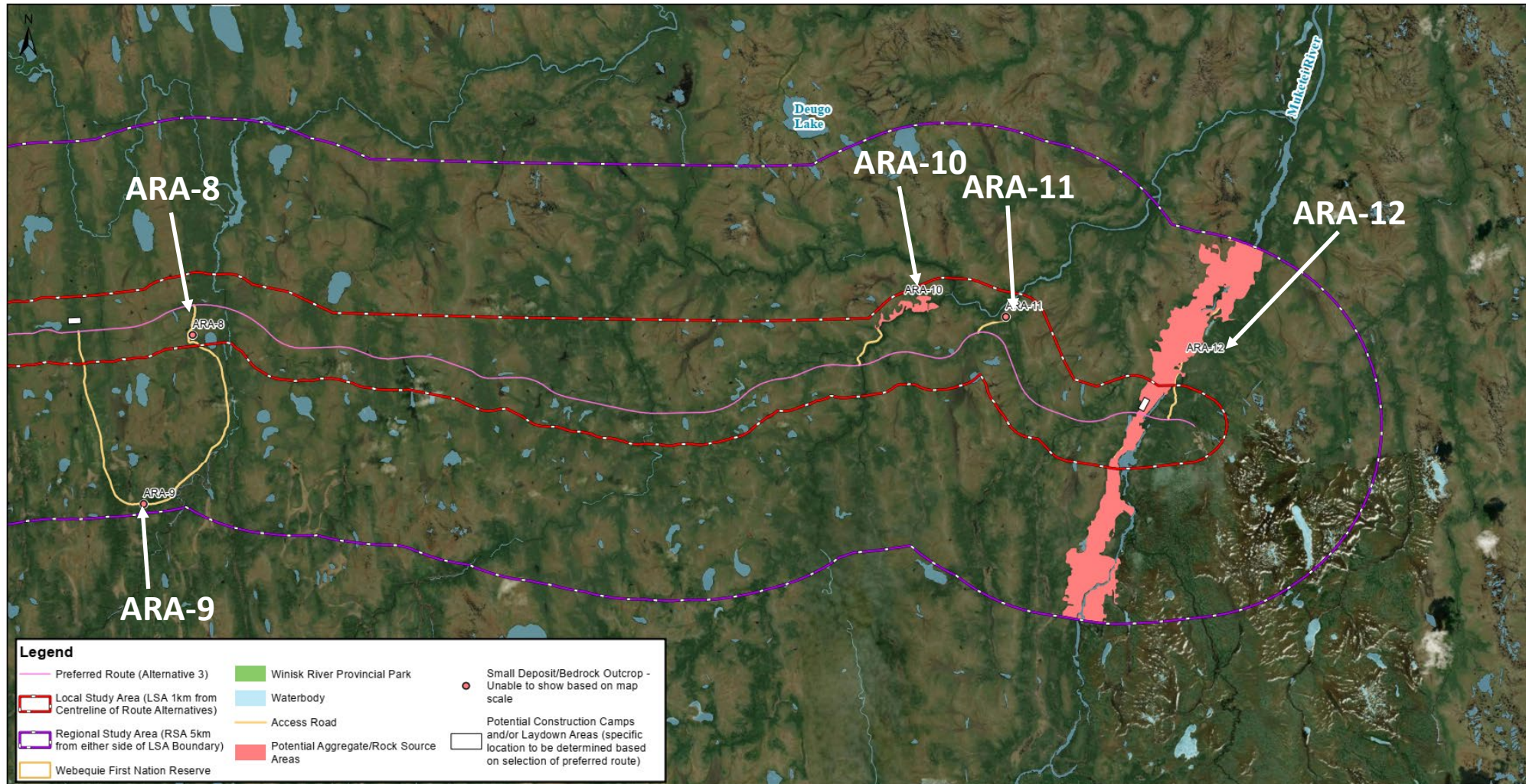
POTENTIAL AGGREGATE SOURCE AREAS (WEST)



POTENTIAL AGGREGATE SOURCE AREAS (WEST-CENTRAL)



POTENTIAL AGGREGATE SOURCE AREAS (EAST)



ALTERNATIVE AGGREGATE SOURCE AREAS (SCREENING)

- ARA-2 and ARA-3: good quality material (medium to coarse sand and rock) and are close to the preferred route with only short access roads needed.
- ARA-4: large area of good quality material (gravel and sand) further away from WSR preferred route and requires a longer access road.
- ARA-5 and ARA-12: no suitable aggregate material – can not be used for construction.
- ARA-1, ARA-8, ARA-9: limited suitable material (small areas, such as rock outcrops) and efforts to use (access roads, set-up aggregate & quarry facility) make these sites not worth pursuing. Too much disturbance for too little material.
- ARA-6 and ARA-7: limited suitable quality material. Not feasible to access for majority of road construction in western portion, as road needs to start from the community of Webequie

Preferred Sites with Suitable Quality and Quantity of Material
Sites Not Suitable

ALTERNATIVE AGGREGATE/ROCK SOURCE AREAS (RESULTS)

Estimated Volumes of Aggregate/Rock

- ARA-2 - 500,000 to 1,000,0000 m³
- ARA-3 - 150,000 to 500,000 m³
- ARA-4 - 4,000,000 to 8,000,000 m³

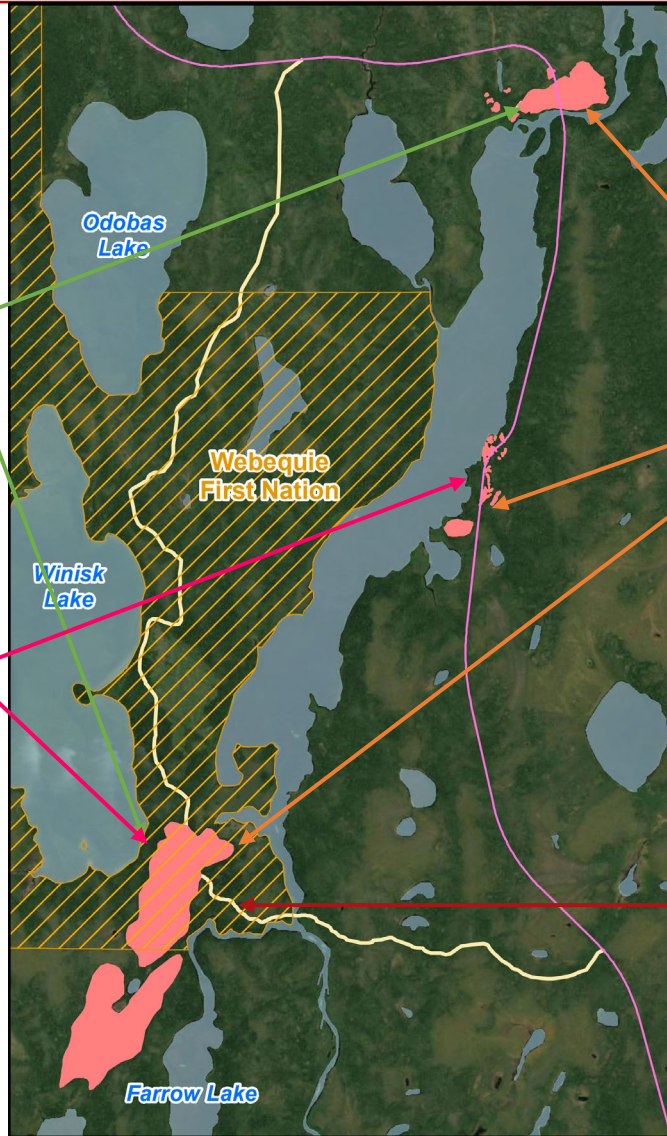
Estimated Volume Required for Construction and Operation (4,850,0000 m³)

Alternatives that Meet the Required Volume:

- Option 1 – Use ARA-3 and ARA-4
- Option 2 – Use ARA-2 and ARA-4
- Option 3 – Use ARA-2, ARA-3 and ARA-4
- Option 4 – Use ARA-4 Only



POTENTIAL AGGREGATE SOURCE AREAS (EAST)



Option 2 – Use ARA-2 and ARA-4

Option 3 – Use ARA-2, ARA-3 and ARA-4

Option 1 – Use ARA-3 and ARA-4

Option 4 – Use ARA-4 Only

ALTERNATIVE AGGREGATE SOURCE AREAS (RESULTS)



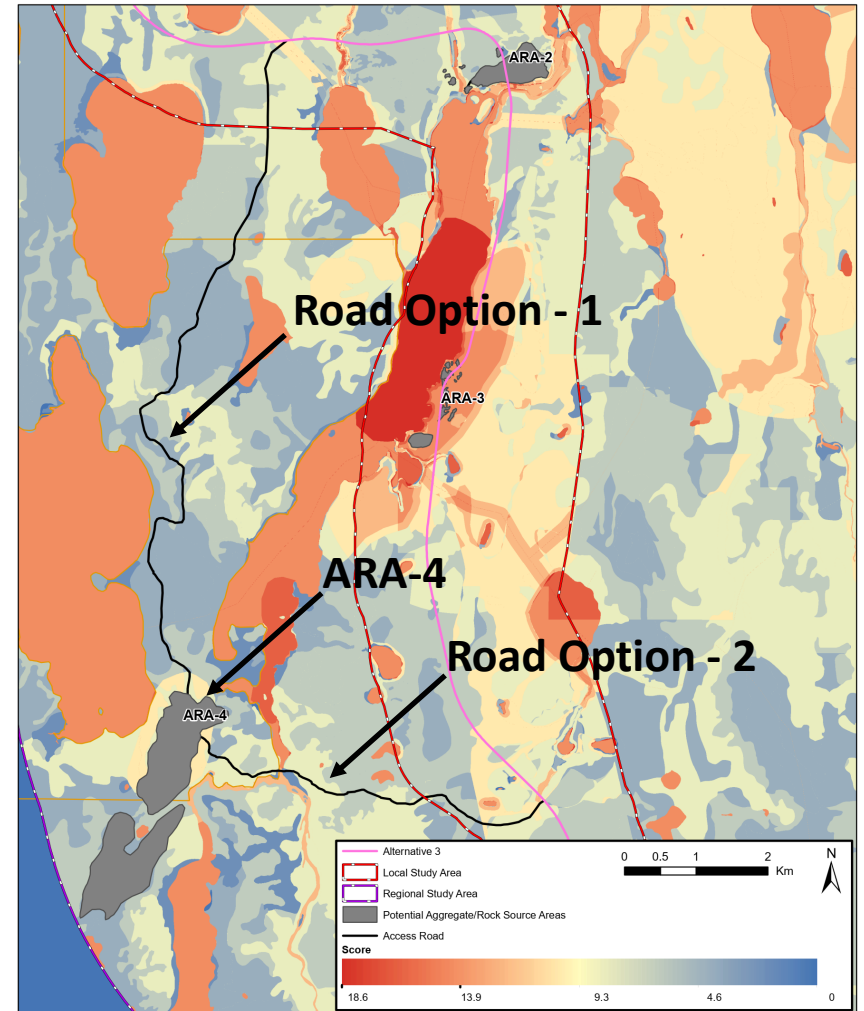
Option	Meets Quantity	Ability to Access	Proximity to Start of Construction (Webequie)	Long-term Source of Aggregates	Multi-Factor Score Ranking	Overall Rank
Option 1 - ARA-3 and ARA-4	YES	ARA-3 requires minimal access ARA-4 requires significant access road/bridge	NO	SCREENED OUT BECAUSE TOO FAR FROM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

ALTERNATIVE AGGREGATE SOURCE AREAS (RESULTS)



AGGREGATE ACCESS ROADS

- Alternative access routes for aggregate/rock source areas ARA-2 and ARA-3 were also not considered as the source areas are within the footprint of the road or immediately nearby
- In above cases the routes for access roads minimized or avoided known environmental sensitivities or features of value (e.g., watercourse, habitat for wildlife, etc.)
- Two access road alternatives were evaluated for development of ARA-4:
 - Road Option - 1 (R-1) is 10 km in length with no watercourse crossings
 - Road Option - 2 (R-2) is 3.5 km in length with one major watercourse crossing





ALTERNATIVE ARA-4 AGGREGATE ACCESS ROAD (RESULTS)

Option	Route	Footprint	Multi-Factor Score Ranking	Overall Rank
Option 1 - 10 km in length with no watercourse crossings	No Watercourse Crossing 10 km Road	Larger	2 (Higher)	RANK 2
Option 2 - 3.5 km in length with one major watercourse crossing	Major Watercourse Crossing 3.5 km Road	Smaller	1 (Lower)	RANK 1

ALTERNATIVE ARA-4 AGGREGATE ACCESS ROAD (RESULTS)



CONSTRUCTION CAMPS

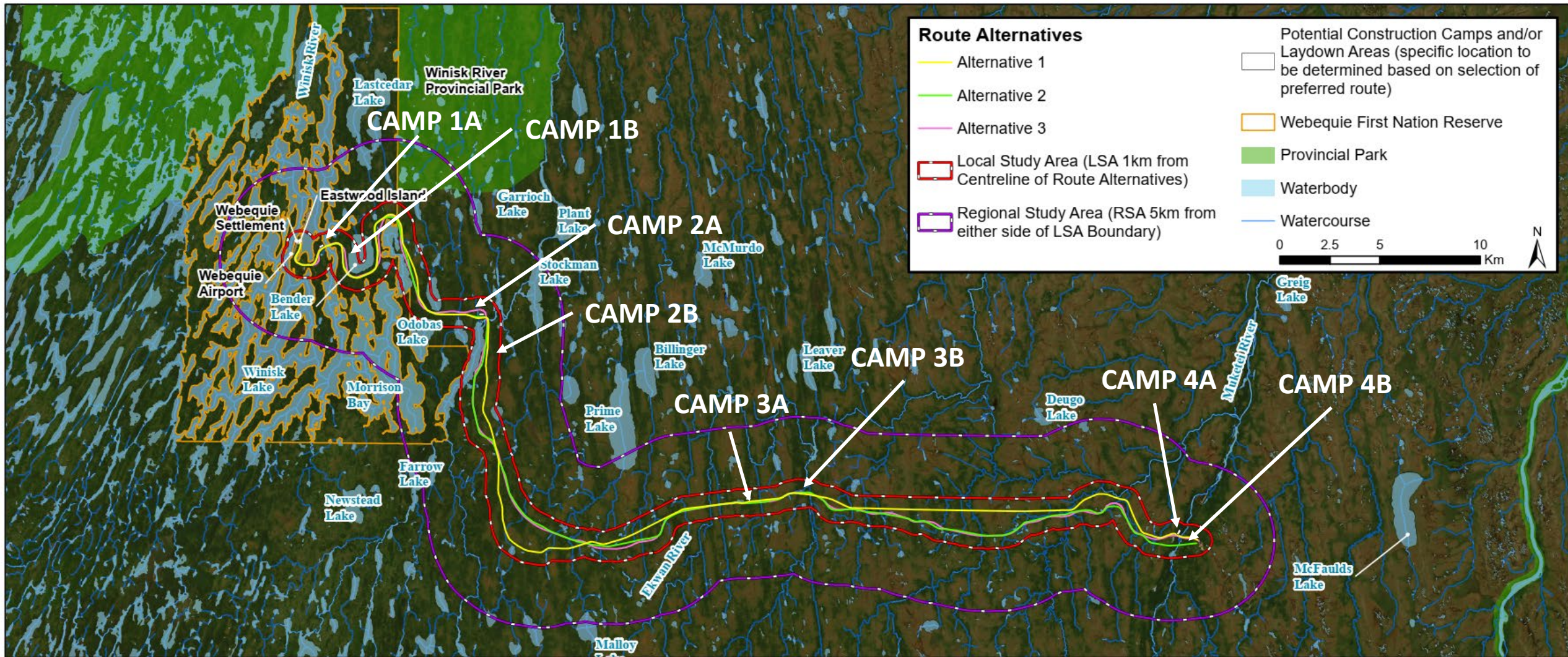
The construction camps may include:

- Accommodations (bunkhouse) for workers
- Construction office(s)
- Kitchen and dining hall
- First aid station
- Communications system
- Wastewater treatment system
- Groundwater water supply well
- Waste handling and storage facility area
- Electricity supply from diesel generators
- Above ground fuel storage tanks and refueling area
- Laydown/storage areas for equipment and materials

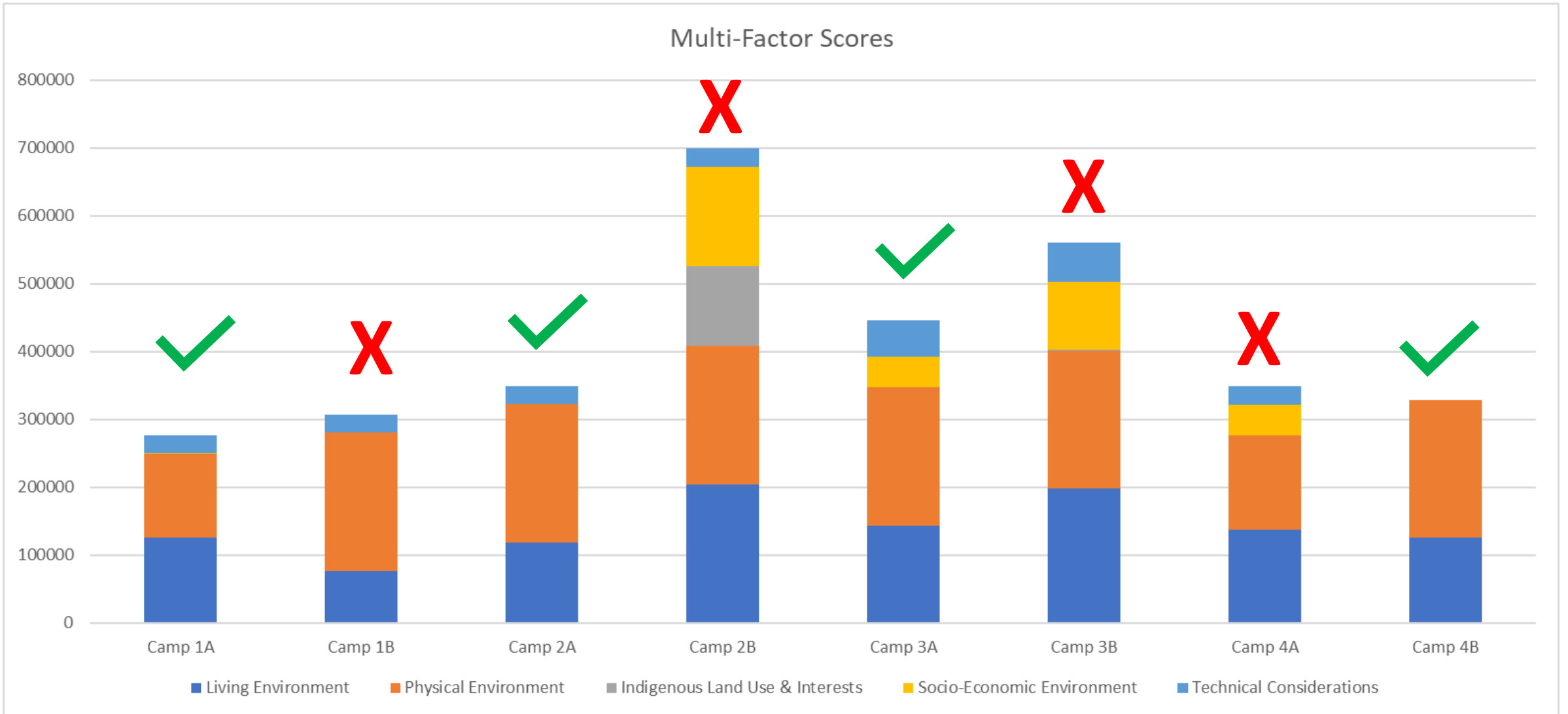


To allow for safety of workers and productive construction of the road, 4 construction camps are needed along the length of the route (2 in north to south section and 2 in west to east section)

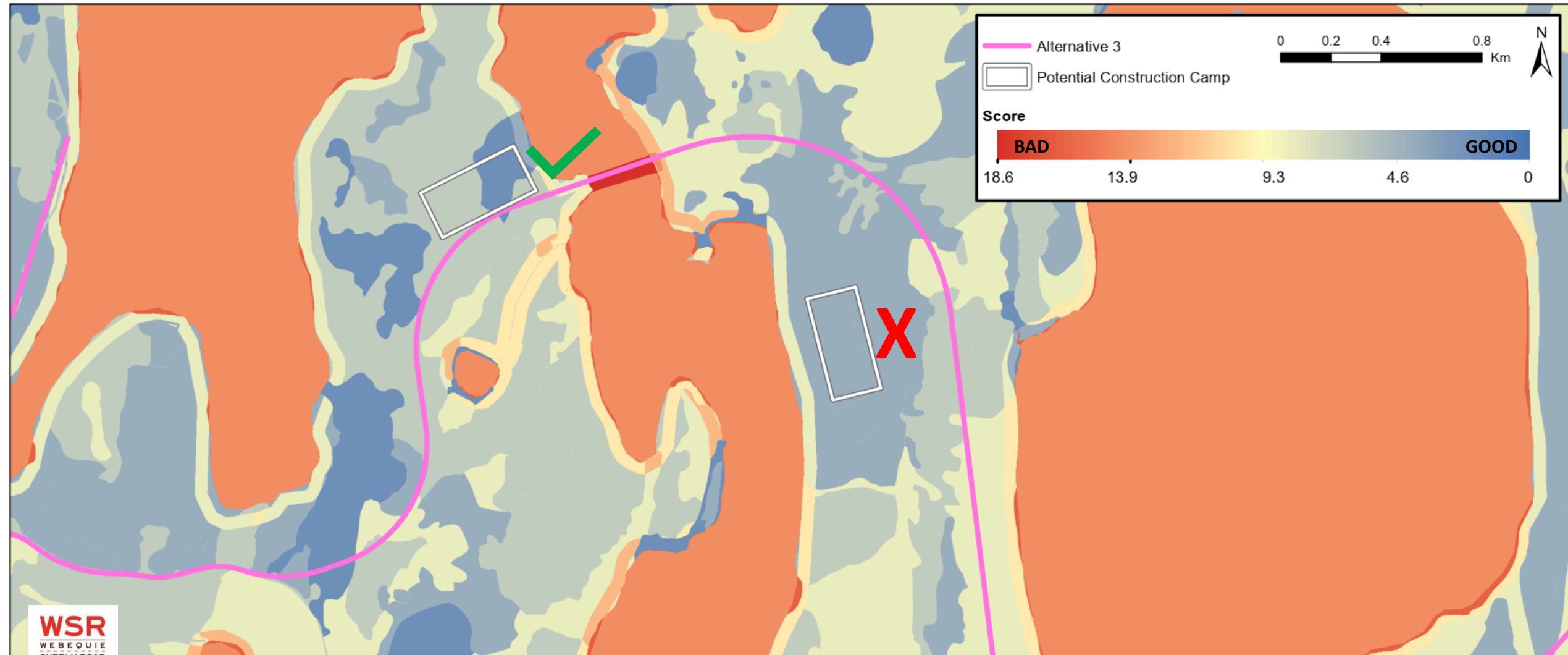
POTENTIAL CONSTRUCTION CAMP LOCATIONS



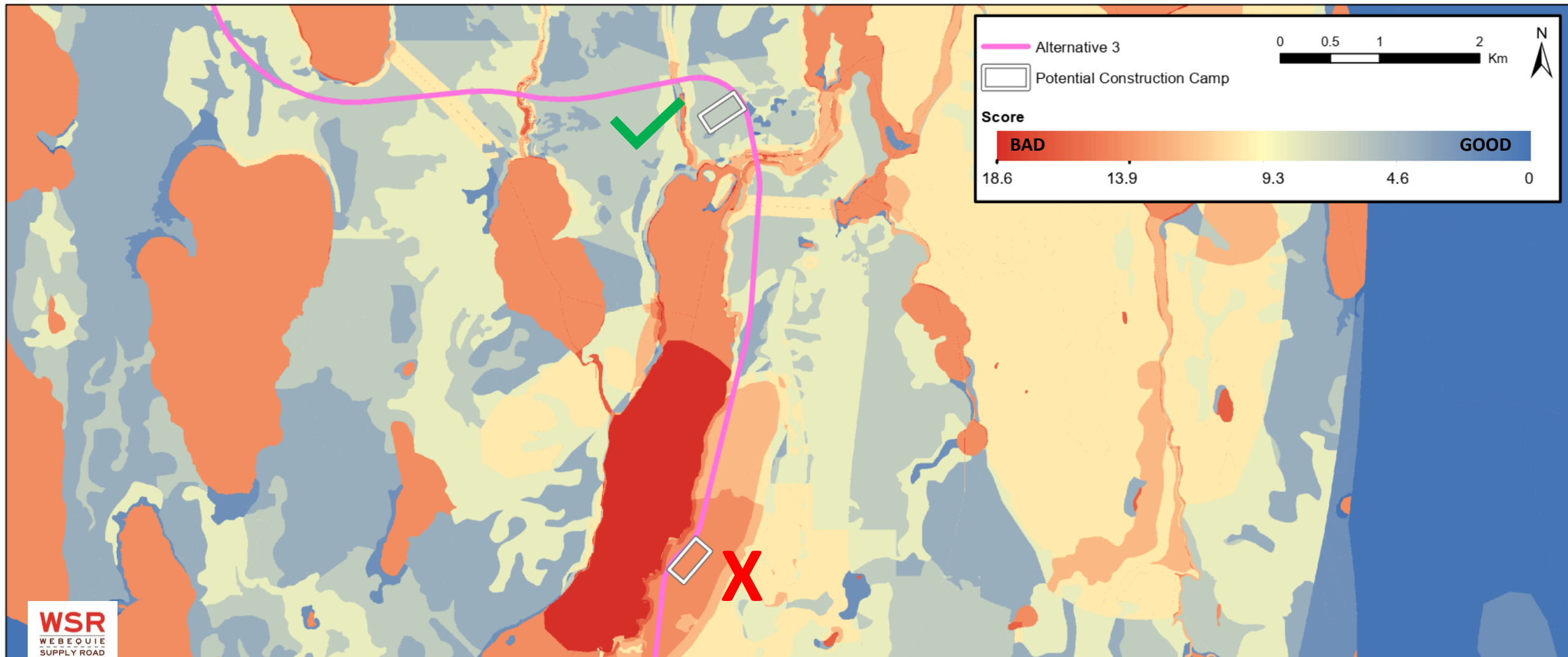
ALTERNATIVE CAMP AREAS (RESULTS)



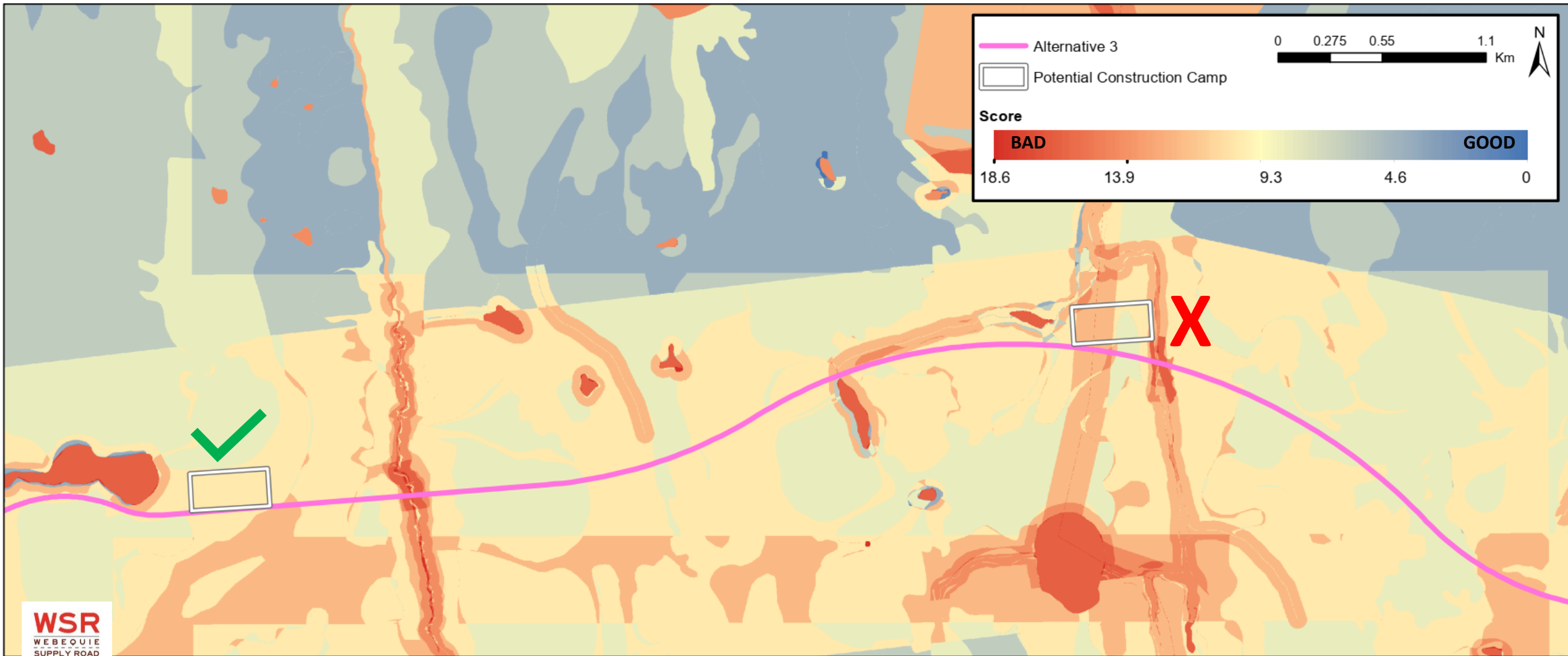
EVALUATION OF POTENTIAL CAMP LOCATIONS (1A AND 1B)



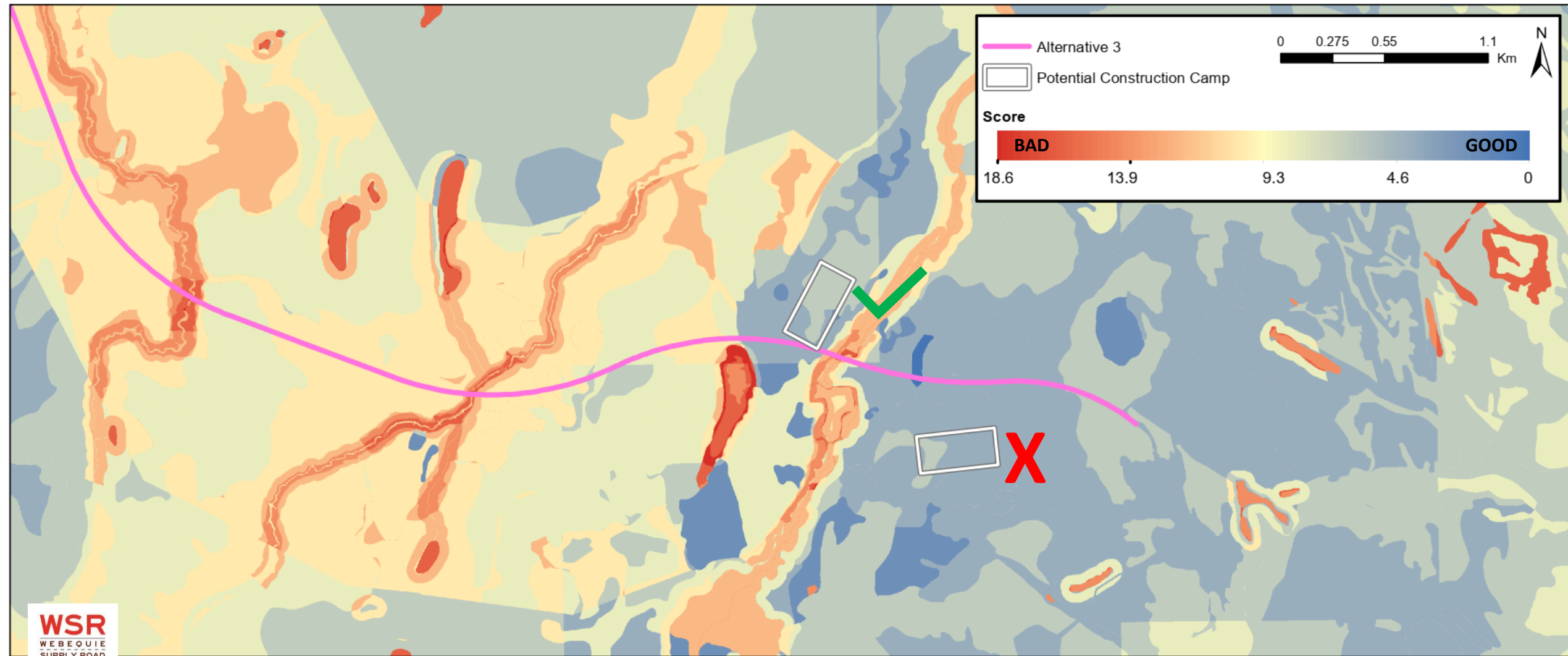
EVALUATION OF POTENTIAL CAMP LOCATIONS (2A AND 2B)



EVALUATION OF POTENTIAL CAMP LOCATIONS (3A AND 3B)



EVALUATION OF POTENTIAL CAMP LOCATIONS (4A AND 4B)





ROAD ENGINEERING DESIGN FEATURES

ROAD FOUNDATION DESIGN

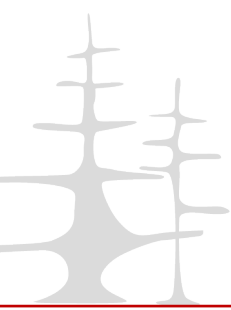


The west half of the road in upland area has “fair to good soil conditions” and east half of the road in lowland area (peatland/muskeg) has “poor to very poor soil conditions” for building a road

The road in lowland area is designed as a “floating road” which will be constructed directly on top of the peat relying on the strength of the peat to support the road

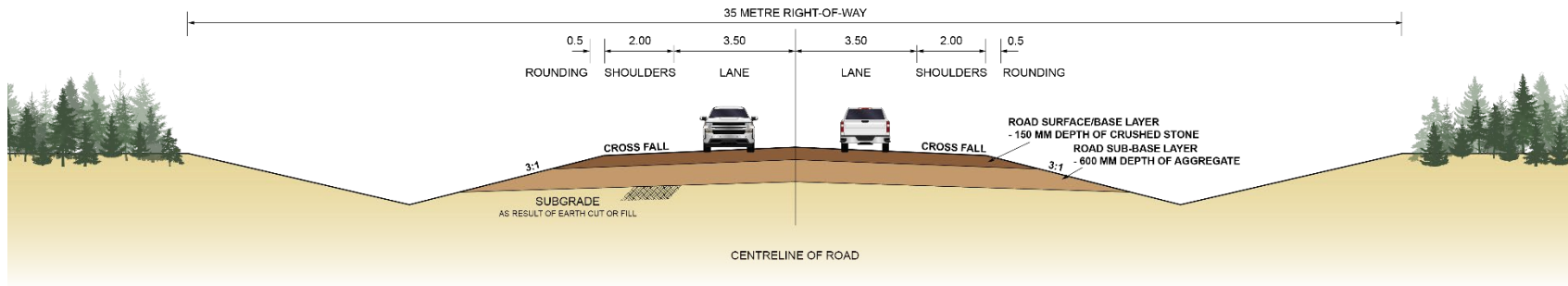


- The road does not actually “float” on the peat but rather an equilibrium builds up between the weight of the road and the strength of peat whereby the combined system comes into balance
- Engineering a floating road uses geotextile fabric and/or geogrid layer placed on the surface of the peat before the road is constructed to give it a working platform to evenly distributed the weight/load of the material placed

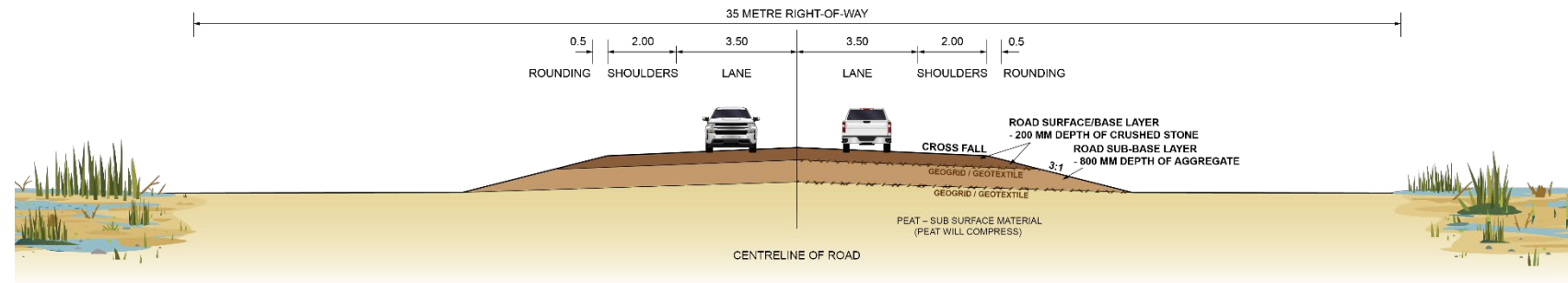


ROAD FOUNDATION DESIGN

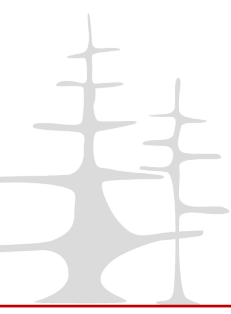
The road will have a surface layer/base layer and sub-base layer with various size of gravel/aggregate for each layer



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

The WSR will require 25 watercourse crossings and 1 lake crossing (Winisk Lake)

- Bridges are proposed over 5 large waterbodies
- Culverts are proposed at 21 smaller waterbodies

In selecting the type and size of structures for water crossings numerous factors were considered

- Constructability and remoteness of location
- Maintenance and life cycle of structure type
- Hydrology/surface water flow
- Physical and biological characteristics at waterbody sites (e.g., soil conditions, width of waterbody, fish/fish habitat sensitivity)
- Navigation of waterways by boats

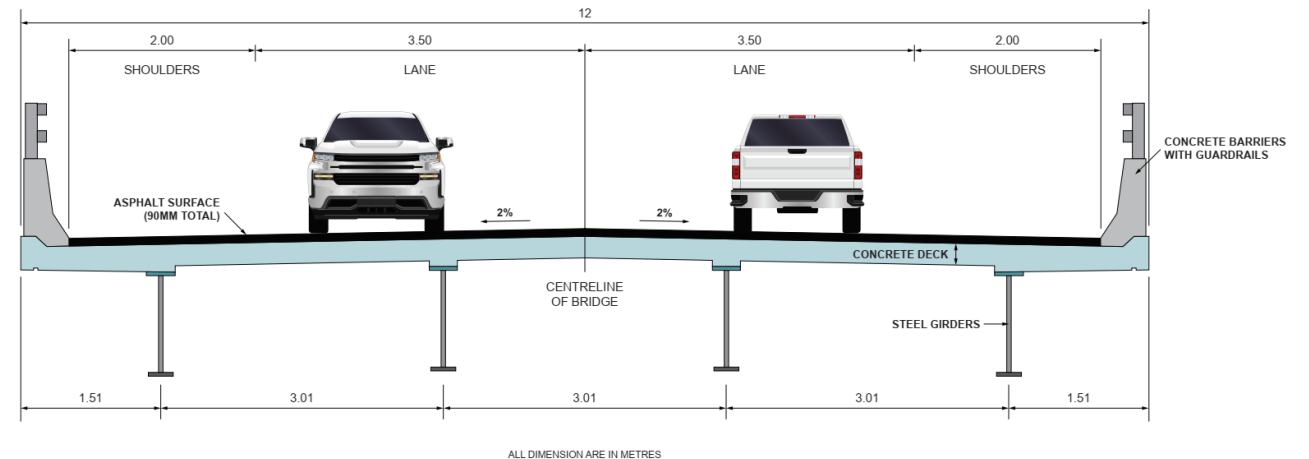
WATERCOURSE CROSSINGS - BRIDGES

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

WATERCOURSE CROSSINGS - CULVERTS

Three types of culverts are proposed for the WSR

- Open Bottom Steel Arch Culvert
- Steel Arch Culvert
- Corrugated Steel Pipe



Open Bottom Steel Arch Culvert Under Construction



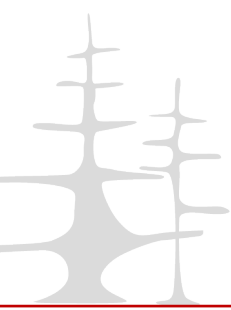
Open Bottom Steel Arch Culvert In Service



Corrugated Steel Pipe



Steel Arch Culvert



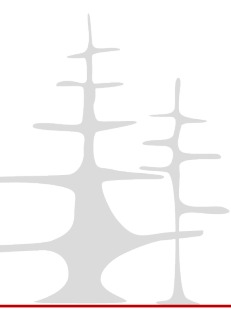
WINISK LAKE CROSSING

BEFORE



AFTER





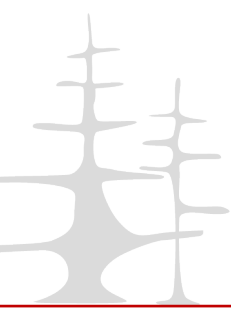
WINISKESIS CHANNEL CROSSING

BEFORE



AFTER





MUKETEI RIVER 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

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

WINTER 2025/ SPRING 2026

- 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

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don.parkinson@snclavalin.com



**THANK YOU
MEEGWETCH**

APPENDIX P2.E.2

Constance Lake First Nation

- On-Reserve Community Meeting – September 12, 2024



WEBEQUIE SUPPLY ROAD Open House

**Constance Lake First Nation
September 12, 2024**

OVERVIEW

The Webequie Supply Road Project Team hosted an Open House from 11am to 3pm in Constance Lake First Nation on September 12, 2024, at the Anglican Church in Constance Lake First Nation. The information session advertising was handled in-house by community.

ICE team member Chris McKay gave a presentation on the Webequie Supply Road. The presentation was followed by a question-and-answer period. There was a total of eight participants.

Communication materials and comment forms were provided to attendees. Materials were also provided to a council member for distribution to community members. Available materials included the most recent WSR newsletter and a copy of the presentation that was being given along with feedback forms. Poster boards were also displayed for the Open House. All presentation and communication materials are included in the appendix.

QUESTIONS FROM ATTENDEES

This is going to Webequie? What about to Nikina?

Different Projects

Webequie supply road, where does it enter, to and from? Does it go to other communities?

No, Webequie Supply Road is an economic development road owned by Webequie First Nation therefore it doesn't enter other communities, it goes from Webequie Airport to McFaulds lake.

How many years have you been working on this?

7 years going on 8 years.

What happens when the Caribou cross? What does the government say about that?

We'll get back to you about potential impacts the road may have on caribou.

The mine that's being considered, is that an open pit mine or an underground mine?

We believe it's an underground mine, however, Wyloo Metals would be best to answer that question.

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 – 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 – 1
 - b. Interested in the Project – 2
 - c. Want to ask questions or express my concerns – 1
 - d. Want to know how this Project will impact me – 2
3. What are the good things about the Supply Road?
 - a. Employment opportunities – 2
 - 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 – 1
 - d. Potential environmental impacts – 0
 - 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 – 1
 - b. Somewhat
 - c. No

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 – 1
 - 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 – None

ISSUES AND CONCERNS

An Elder expressed concern over the impacts on the Land and animals. He stressed the importance of mitigations.

Concern over control and access: The Elder indicated his worry over an influx of people entering the territory and heavily impacting the resources that Webequie people use to sustain themselves.

ACTION ITEMS

Follow up with Constance Lake First Nation for another in person session to keep updated on project.

Follow up with answers for caribou question.

APPENDIX P2.E.2

Constance Lake First Nation

- On-Reserve Community Meeting – January 28, 2025



WEBEQUIE SUPPLY ROAD
Community presentation

Constance Lake First Nation
January 28th, 2025

OVERVIEW

The Webequie Supply Road Project Team attended a community meeting in Constance Lake First Nation on January 28th, 2025 to share a project update regarding the Webequie Supply Road (WSR) Environmental/Impact Assessment (EA/IA).

The format of the meeting was a presentation by the Project Team followed by a question and answer period. The presentation consisted of a brief project description, followed by an explanation of how the WSR EA/IA is related to the federal regional assessment, themes of what has been so far from consultation efforts to date, potential project effects, the EA/IA decision-making process and post EA/IA decision activities. In an effort to seek feedback on Valued Components and potential project effects in preparation for the Draft chapters of the Environmental/Impact Assessment, an engagement exercise to select the top three most important valued components was provided to community members. All present participated in the exercise.

Communication materials were provided to community members for their information and reference including: a copy of the presentation, WSR Environmental/Impact Assessment Project update Webequie First Nation December 18, 2024.

A total of 18 community members attended the session, with 10 completing the sign-in sheet.

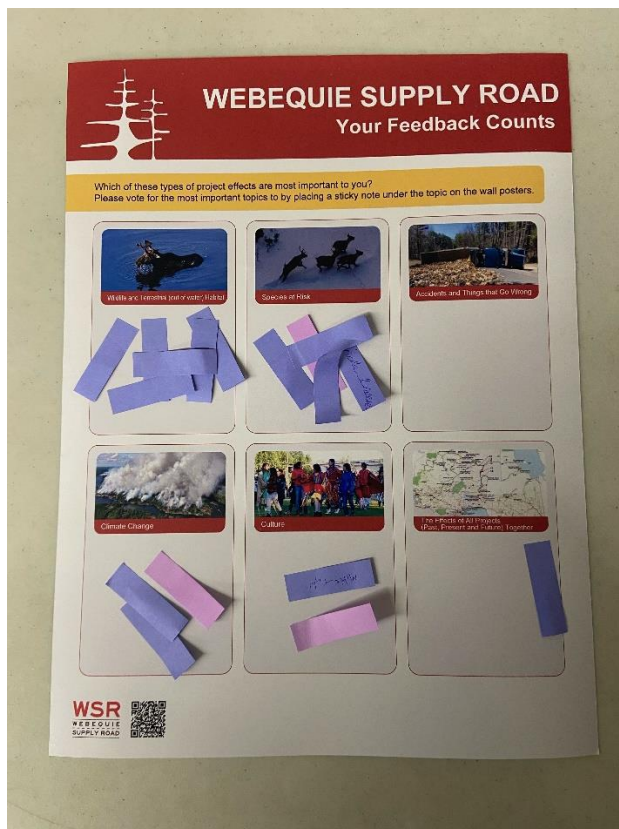
QUESTIONS FROM COMMUNITY MEMBERS

No questions were asked following the presentation.

FEEDBACK FROM COMMUNITY MEMBERS

The following Valued Components (VCs) were proposed and rated by community members present at the meeting. Indicated beside each VC is the number of votes received by community members.

- The Surface Water (lakes, rivers) – 1
- The Land – Soils and Terrain – 1
- Fish and Fish Habitat (where fish live) – 1
- The Plants and Wetlands – 0
- The Groundwater/Springwater – 2
- The Air – 0
- The People (the Social Environment) 0
- The Economy – 3
- The Lands and Resources – 2
- The Health of Community Members – 7
- The Environment that We See (Visual Environment) – 0
- Aboriginal and Treaty Rights and Interests – 1
- Wildlife and Terrestrial (out of water) Habitat – 6
- Species at Risk – 5
- Accidents and Things that go Wrong – 0
- Climate Change – 3
- Culture – 2
- The Effects of All Projects (Past, Present and Future) Together - 1



WEBEQUIE SUPPLY ROAD
Your Feedback Counts

Which of these types of project effects are most important to you?
Please vote for the most important topics to by placing a sticky note under the topic on the wall posters.

<p>The Current Water (lakes, rivers)</p> <p>1 sticky note</p>	<p>The Land Soils and Terrain</p> <p>1 sticky note</p>	<p>Fish and Fish Habitat (where the fish live)</p> <p>0 sticky notes</p>
<p>The Plants and Wetlands</p> <p>0 sticky notes</p>	<p>The Groundwater / Springs/streams</p> <p>2 sticky notes</p>	<p>The Air</p> <p>0 sticky notes</p>

WSR
WEBEQUIE
SUPPLY ROAD

WEBEQUIE SUPPLY ROAD
Your Feedback Counts

Which of these types of project effects are most important to you?
Please vote for the most important topics to by placing a sticky note under the topic on the wall posters.

<p>The People (the Social Environment)</p> <p>0 sticky notes</p>	<p>Economy</p> <p>3 sticky notes</p>	<p>The Lands and Resources</p> <p>2 sticky notes</p>
<p>The Health of Community Members</p> <p>4 sticky notes (one says "Phil")</p>	<p>The Environment We See (Visual Environment)</p> <p>0 sticky notes</p>	<p>Aboriginal and Treaty Rights and Interests</p> <p>1 sticky note</p>

WSR
WEBEQUIE
SUPPLY ROAD

ISSUES AND CONCERNS

None at this time.

ITEMS FOR FOLLOW-UP

Completion and community distribution of the Draft Environmental Assessment Report/Impact Statement and Plain Language Summary of the Draft Environmental Assessment Report/Impact Statement.

NEXT STEPS

Return to community to discuss potential project and cumulative effects identified in the Draft Environmental Assessment Report/Impact Statement, focusing on the valued components of most interest to the community.

Wlebequie Supply Road
Constance Lake First Nation.

Jan 28/25

1. EVON SPENCE
2. Charlotte Neotapin
3. Roberta Wesley
4. Leeroy Inese
5. Linda Inese
6. Karpleen Shagrnash
7. Hanna Bear
8. Maddyn Taylor
9. ~~Michael Spence~~
10. PETER SPENCE
- 11.
- 12.
- 13.
- 14.
- 15.
- 16.
- 17.
- 18.
- 19.
- 20.



WEBEQUIE SUPPLY ROAD



WSR Environmental / Impact Assessment Project Update
Constance Lake First Nation
January 28, 2025

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

PROJECT DESCRIPTION



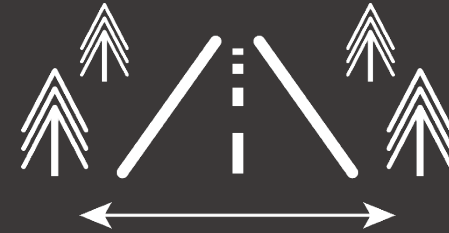
107 km

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



17 km

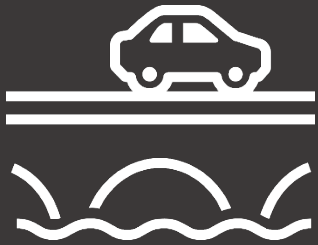
Length of road
corridor within WFN
Reserve Lands



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



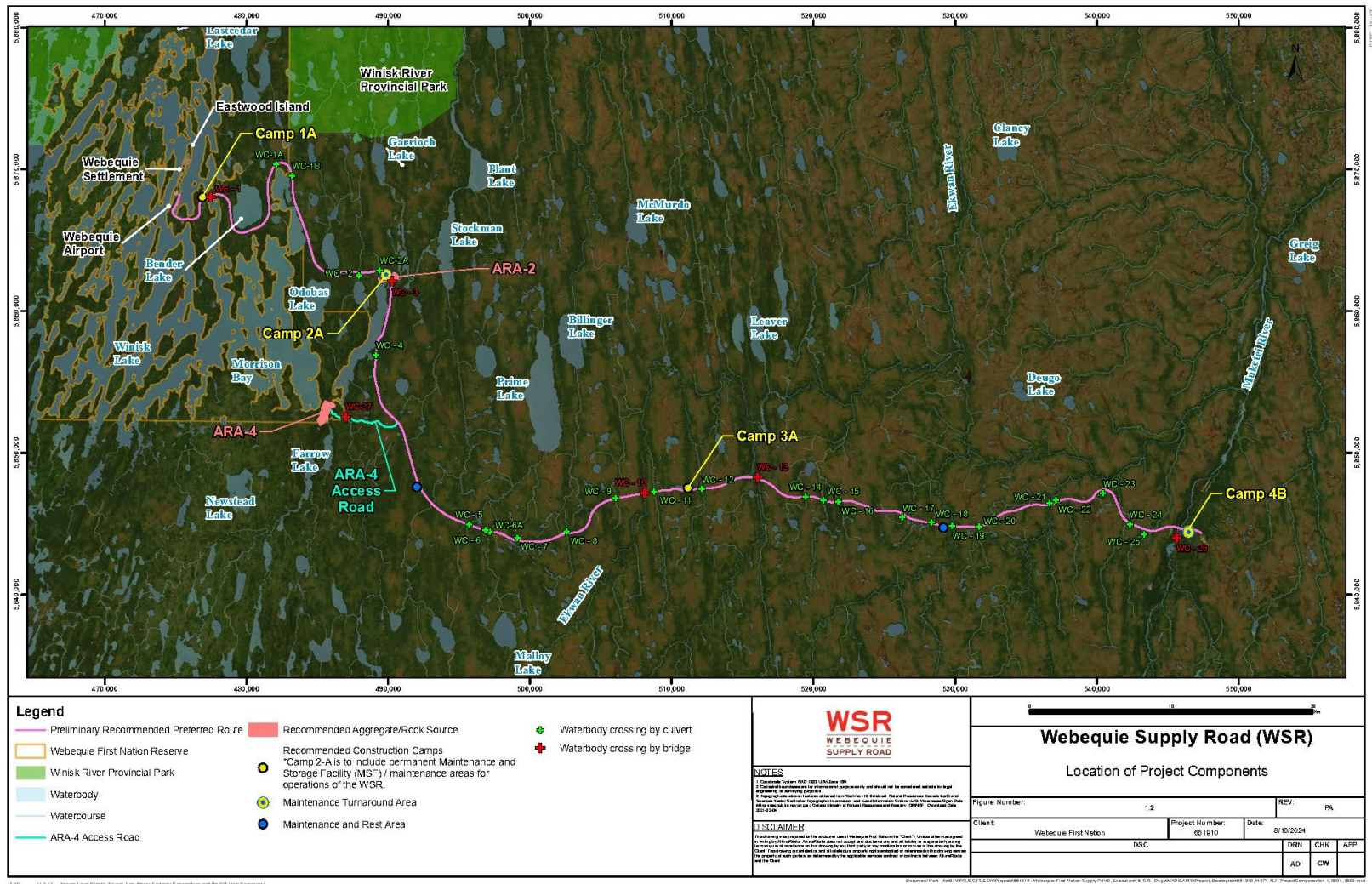
4

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

WSR PREFERRED CORRIDOR SHOWING CAMP AND PIT/QUARRY LOCATIONS



OTHER ROAD PROJECTS IN THE AREA





HOW IS THE WSR EA/IA RELATED TO THE FEDERAL REGIONAL ASSESSMENT?

In November 2020, the Minister of Environment and Climate Change mandated this assessment to guide sustainable development and informed decision-making. The process involves collaboration with Indigenous communities, stakeholders, and the public to ensure that diverse perspectives are considered.

Regional Assessment is a planning tool used to assess the positive and negative effects of multiple existing and future developments and activities in a specific geographic region.

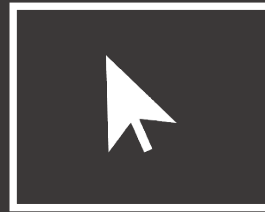
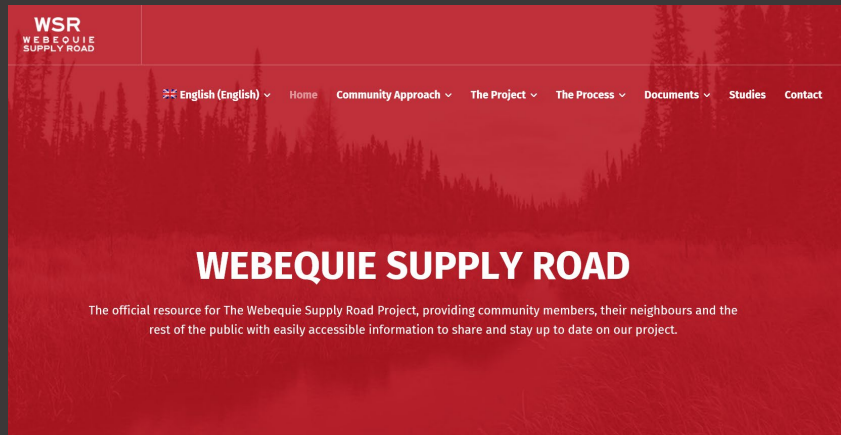
A draft Terms of Reference for the assessment was released in September 2024, outlining the framework and objectives of the evaluation. This document is available for public review and comment, emphasizing transparency and community involvement.

Currently, there are over 200 comments on the draft Terms of Reference from the public, governments, and Indigenous communities, which can be seen on the IAAC website.

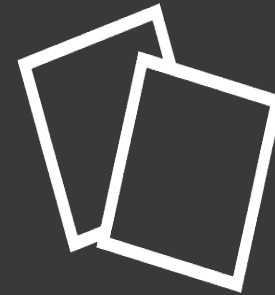
The WSR EA/IA final report will inform the Regional Assessment.

ENGAGEMENT & CONSULTATION

During Consultation Round 1 (2022), Round 2 (2023) and Round 3 (2024), the following engagement/consultation activities occurred:



WEBSITE



NOTICES



MEETINGS

+ WAWATAY RADIO SHOWS + INTERNET SHOWS (LIVESTREAMS)



WHAT WE HAVE HEARD SO FAR

Road Ownership and Policing

Climate Change

Possible Effects from All Projects Together

Selling Gravel and Rock to Build Road

Commercial / Job Opportunities

Treaty Rights

Down River Water Quality

Worries About More Drugs and Alcohol



WHERE ARE WE NOW IN THE PROJECT?

- We are now getting ready to release the Draft Environmental Assessment Report / Impact Statement
- This will be provided to Indigenous communities first in January/February 2025, then the general public
- This report will identify and discuss the potential effects of the Project on various valued components

LOOKING AT PROJECT EFFECTS - WHAT DO WE THINK ABOUT?



The Surface Water
(lakes, rivers)



Fish and Fish Habitat (where the fish live)



The Land- Soils and Terrain



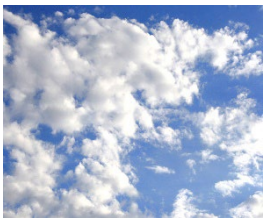
The Plants and Wetlands



The Groundwater /
Springwater



Wildlife and Terrestrial (out
of water) Habitat



The Air



Species at Risk

LOOKING AT PROJECT EFFECTS - WHAT DO WE THINK ABOUT?



The People (the Social Environment)



The Environment that We See (Visual Environment)



The Economy



Aboriginal and/or Treaty Rights and Interests



The Lands and Resources



Culture



The Health of Community Members



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

LOOKING AT PROJECT EFFECTS- WHAT DO WE THINK ABOUT?



Accidents and Things that Go Wrong



Climate Change



DISCUSSING THE DRAFT ENVIRONMENT ASSESSMENT REPORT / IMPACT STATEMENT WITH YOU

We want to know which of these types of project effects are most important to you so we can focus on the information you want to see when we visit you again. After this presentation, please vote for the topics most important to you by placing a sticky note under the topic on the wall posters.

**The Surface Water
(lakes, rivers)**

The Land- Soils and Terrain

**The Groundwater /
Springwater**

The Air

**Fish and Fish Habitat (where the fish
live)**

The Lands and Resources

The Plants and Wetlands

**Wildlife and Terrestrial
(out of water) Habitat**

Species at Risk

**The People (the Social
Environment)**

The Economy

**The Health of Community
Members**

**The Environment that We See
(Visual Environment)**

**Aboriginal and Treaty Rights and
Interests**

Culture

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

**Accidents and Things that Go
Wrong**

Climate Change



THE DECISION-MAKING PROCESS

For Government:

Ontario:

The Ministry (MECP) reviews the Environmental Assessment Report, taking into account comments from the public, the Government Review Team and Indigenous communities. A recommendation is prepared for the Minister to assist in deciding to: (1) approve; (2) approve the Project with conditions; or (3) refuse to approve the Project.

Canada:

The Impact Assessment Report (prepared after review of the Impact Statement) and Crown consultation informs the Minister or Governor in Council decision on whether a project's adverse impacts are in the public interest. If yes, the Minister must establish conditions for the proponent.

For Webequie:

Internal discussions about topics such as: project effects, how these effects can be controlled and the opportunities the Project will offer the community.



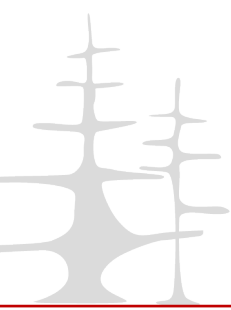
WHAT HAPPENS AFTER ENVIRONMENT / IMPACT ASSESSMENT APPROVAL?

- Environmental assessment / Impact Assessment approval means the project can go ahead, but there are many more permits that must be obtained to build the project- these permits could be for developing a pit or quarry, working in or near a lake or river to build a bridge and many other project activities
- Beyond the permits required after the project is approved, there is monitoring of the project that must be done by the project proponent (Webequie First Nation)- the EA/IA proponent develops a monitoring plan during the environmental / impact assessment
- During construction and operation of the road there is monitoring that goes on to make sure the road is being built according to the commitments or promises made in the environmental or impact assessment and conditions that the provincial and federal governments require to be met as part of their approval



WHAT HAPPENS AFTER ENVIRONMENT / IMPACT ASSESSMENT APPROVAL (CONT'D)?

- There are two types of monitoring that is done: compliance monitoring and effects monitoring
 - **Compliance monitoring** looks at whether the Project is being built and/or operated according to the commitments made during the environmental/impact assessment process and conditions of the federal and provincial project approvals
 - **Effects monitoring** is done to check the effectiveness of the predictions of projects effects and to make sure the mitigation measures are effective at eliminating or reducing project effects



TIMELINES / SCHEDULE

FALL/WINTER 2024

- **January 2025**- Early circulation of Draft Environmental Assessment Report / Impact Statement (EAR/IS) for 60-day review by Indigenous communities- ***Plain language version will be provided***
- *We will visit to explain the results of the environmental/ impact assessment*

WINTER 24/25 SUMMER 2025

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

2026

- Federal / Provincial decisions on Impact Assessment / Environmental Assessment

APPENDIX P2.E.3

Marten Falls First Nation

- On-Reserve Community Meeting – August 24, 2023



WEBEQUIE SUPPLY ROAD
Community presentation

Marten Falls First Nation
August 24, 2023

OVERVIEW

The Webequie Supply Road Project Team attended the Marten Falls First Nation Youth gathering on August 24th, 2023 to share a project update as well as a general poll to community members through a generic survey regarding Webequie Supply Road (WSR) and Northern Road Link (NRL).

The format of the meeting was a presentation by the Project Team followed by a question and answer period. The presentation consisted of a brief project description, followed by descriptions of the EA Process, Alternatives Assessment, Evaluation of Alternative Supporting Infrastructure and Road Design, and the need for feedback from Indigenous communities.

Communication materials were provided to community members for their information and reference including: 50 hard copies of WSR Newsletter Issue #30 in English and 50 hard copies of the NRL Newsletter #13 along with 20 Hard copies of the WSR Assessment of Alternatives presentation and NRL presentation in English. Surveys were made available to community members, with 45 out of 60 completed. Surveys were also posted online through Survey monkey.

The presentations were included in a line up of activities for youth which was held at Henry Coaster Memorial School. Over 50 people were in attendance and demographics included children, youth, adults and Elders.

QUESTIONS FROM COMMUNITY MEMBERS

During the presentation, community members asked questions and clarified a few items (marked "Q"). Responses from the Project Team are noted in *italics* (marked "R"), where provided.

1. Q: What about migration routes?
R: It was stressed that this information is important to collect so that we can include in the EA/IA and road design.
2. Q: Aren't you working with our team for the Marten Falls Community Access Road?
R: Yes, we do work together for coordination purposes.

FEEDBACK FROM COMMUNITY MEMBERS

The following points provide a summary of the feedback shared by Marten Falls Community members before and after the presentation.

Control and Access

- Community members do not want southerners in their territory and exploiting food sources, as well as potentially bringing in drugs and alcohol.
- Community members recognized roads would make it possible to see family more often.

Safety

- Road maintenance was a concern for drivers.
- Drivers speeding along the roads, creating danger for others.
- It was suggested to control access through the implementation of a gate system, at the beginning of the road (MFCAR and highway) and just before entering the community.
- The road would be primarily for large trucks which would create a lot of dust.

Pros and cons

- It will be nice to visit other communities and have off-reserve members able to come home to visit.
- No real concern about WSR because of Marten Falls Community Access Road (MFCAR).

ISSUES AND CONCERNS

Webequie Representation at the Meeting

- MFFN community member noted the absence of Webequie representation at the meeting and indicated Webequie presence is preferred.

Mining

- One member was concerned about mining, and had concerns the team was representing the mining industry. It was clarified that the team at the event worked for Webequie to discuss proposed WSR and NRL.
- It's felt that the government is more concerned about Ring of Fire mining opportunities than First Nation concerns, and that there are no economic incentives on the table.
- Extraction activities will cause pollution in the territory.
- Resource extraction will mean the government and others will take their money and leave.

Economic development

- One community member indicated the community did not know what their opportunities are with respect to proposed roads.

Environment

- Roads will primarily be used by large trucks, which will create a lot of dust in the territory.
- Potential for people to litter along roads.

SURVEY RESULTS

Survey (place holder)

1. Age?

- a. 8 to 13
- b. 14 to 19
- c. 20 to 25
- d. 25+

2. Have you heard of Northern Road Link?

- a. Yes
- b. No

3. Do you think it's a good idea for the roads to be connected to the provincial highway?

- a. Yes
- b. No
- c. I don't know

4. Why do you think it's a good idea to connect the roads? (Check all that apply)

- a. Access to opportunities like jobs and/or education?
- b. See my family more often while I'm going to school in Timmins or Thunder Bay.
- c. More families will be able to move home.
- d. More trips to visit family and other First Nations.
- e. Road corridor can bring in power or internet.
- f. Improved healthcare for families.
- g. It's not a good idea.

5. What kind of concerns do you have? (Check all that apply)

- a. Not good for the environment.
- b. Might be changes to hunting and harvesting.

- c. More youth might leave community.
- d. Might be access to alcohol or drugs.
- e. Southerners may come into the territory to hunt and fish
- f. Safety concerns.
- g. No concerns.

Extra feedback included:

ITEMS FOR FOLLOW-UP

Below are items for follow-up from the meeting. The Project Team will ensure to provide information and follow-ups with Marten Falls FN Chief and Council and community in a timely manner to ensure that questions, concerns and information requests are responded to.

1. Project Team to work towards including a Webequie team member for future meetings.

NEXT STEPS

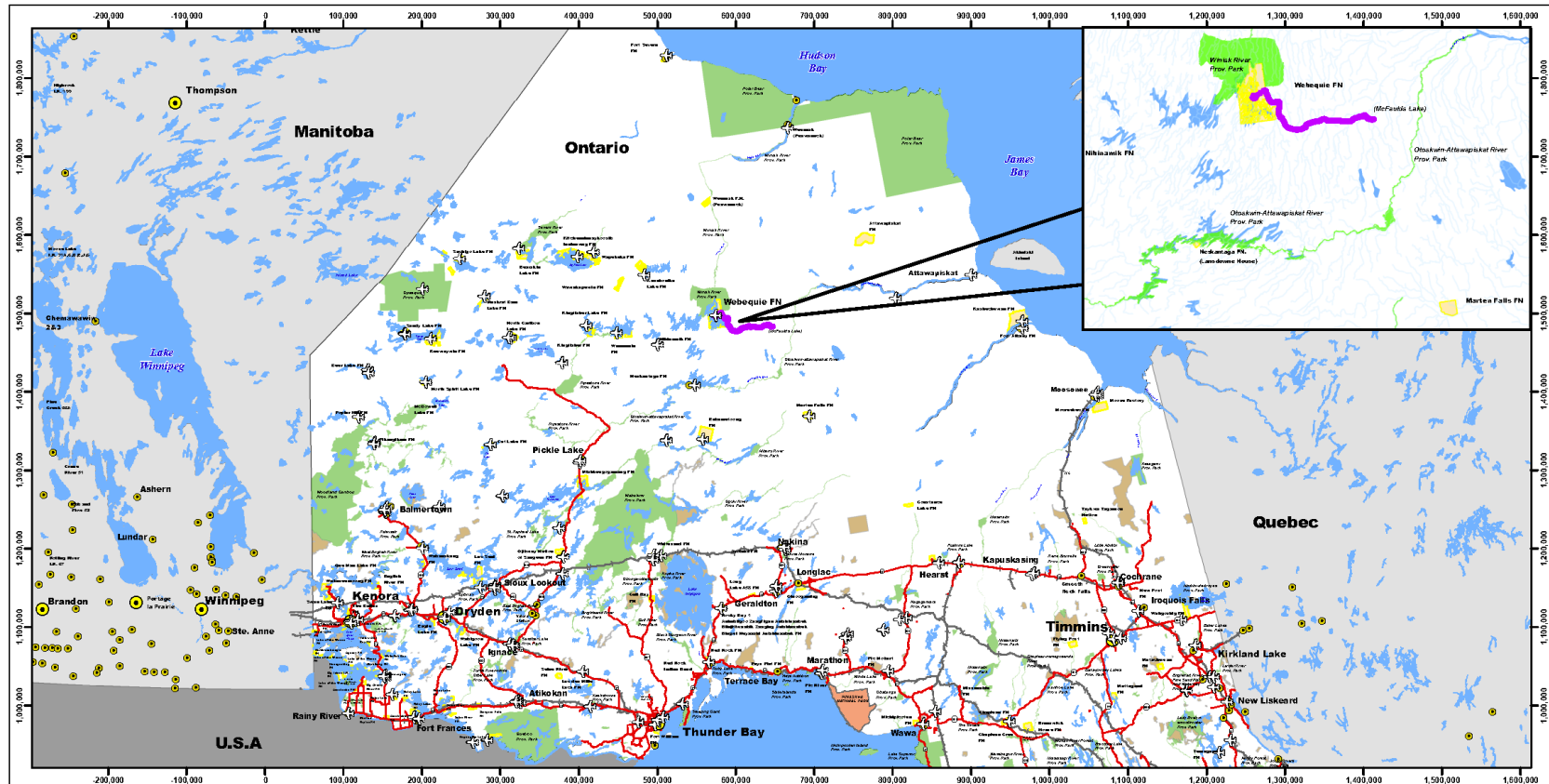
NRL Open House #3

WSR Open House



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

- Consultation Report: Ontario Landmark/Consultation/0101.
- Call sheet to be reviewed for any information that may not be considered suitable for legal, regulatory or internal purposes.
- For more information, please contact the Client: 1-877-967-7676, Webeque First Nation, 2021-12-21.

DISCLAIMER

This document is prepared for the exclusive use of Webeque First Nation. The Client's liability is limited to the extent of the information provided and does not constitute an offer or recommendation of any kind. The Client is responsible for the accuracy and completeness of the information provided. The Client is responsible for the accuracy and completeness of the information provided. The Client is responsible for the accuracy and completeness of the information provided.

SCALE: 1:4,000,000

Webeque Supply Road (WSR)

Project Location

Figure Number:	1	REV:	PA
Client:	Webeque First Nation	Project Number:	061910
	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



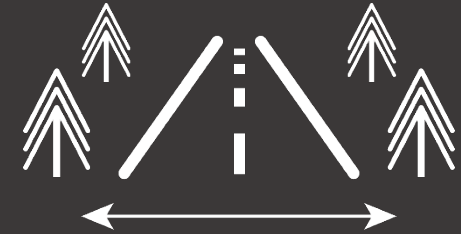
17 km

Length of road corridor within WFN Reserve Lands



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 up to 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



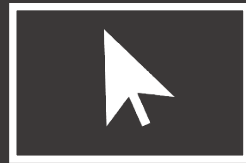
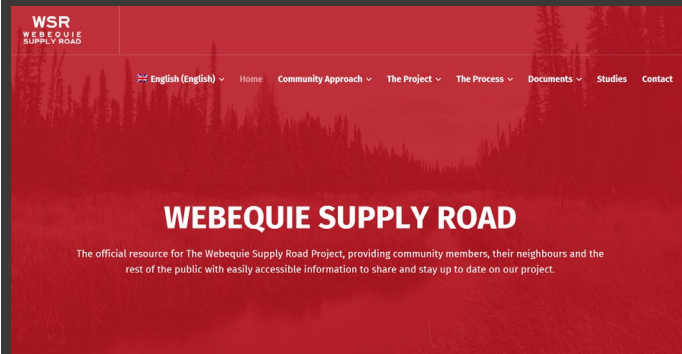
Construction camps (temporary) to accommodate construction crews and operation/maintenance office (permanent) including supportive facilities (wastewater treatment plant, potable water storage)



Storage and laydown yards (temporary) for equipment and materials

ENGAGEMENT & CONSULTATION

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



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



Live streams and radio shows on the regional Wawatay Radio Network were done on technical topics that parallel where we in the environmental / impact assessment process



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).

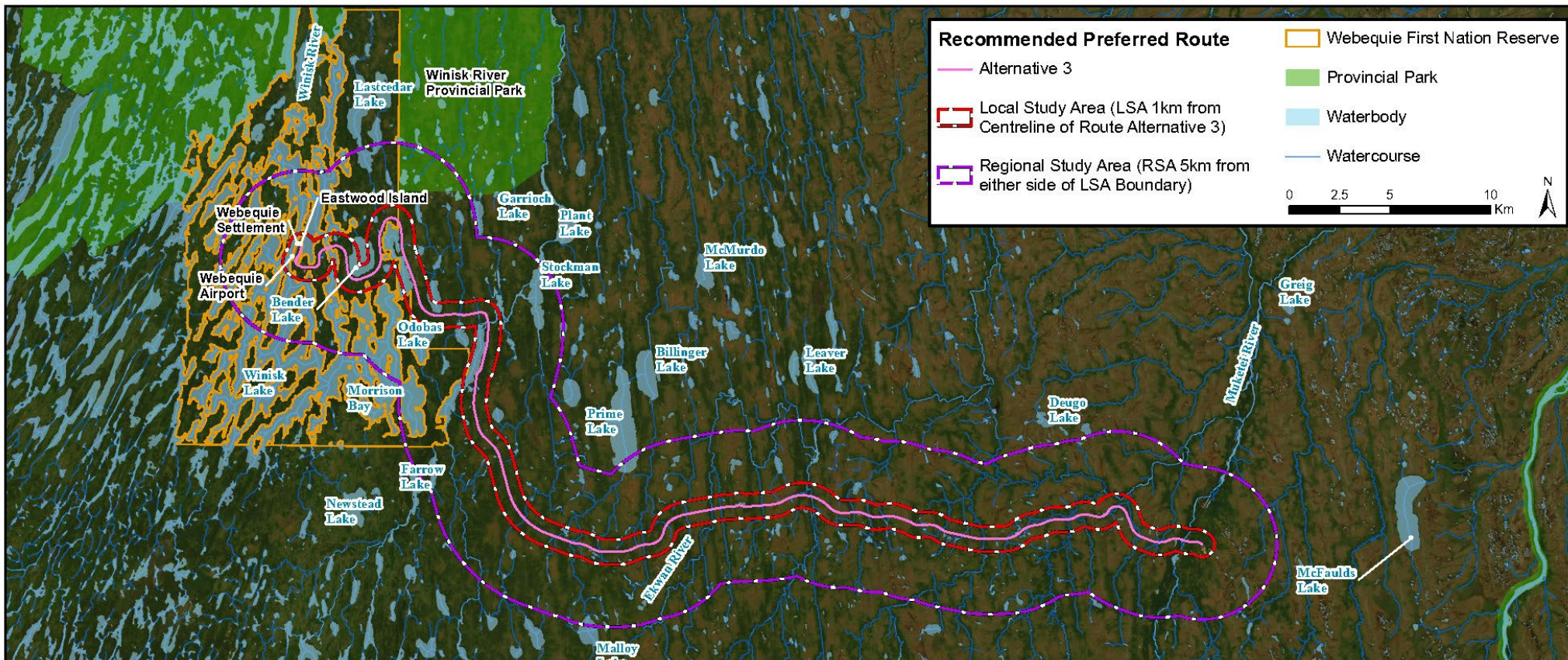


In-person and virtual meetings, open houses, community-specific meetings, and streaming sessions were facilitated with Indigenous communities, the public, and stakeholders. Communication materials and follow-ups were distributed.

A community-specific Consultation Progress Report which summarizes the activities and feedback received during Round 1 of the engagement and consultation program was provided to each Indigenous community in October 2022

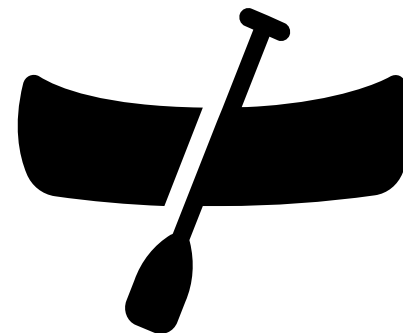
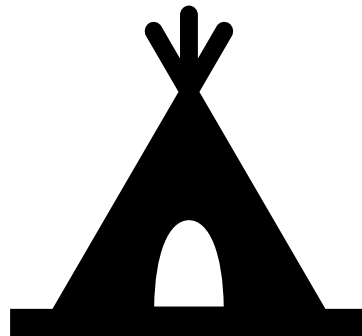
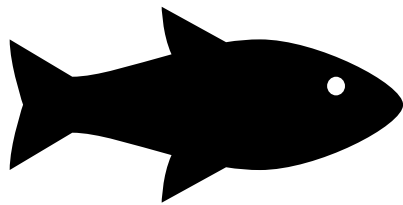
RECOMMENDED PREFERRED ROUTE

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



APPROACH FOR EVALUATION OF ALTERNATIVES

- The criteria and indicators selected by the Project Team for the evaluation of alternatives are organized under the following factors:
 - Biological Environment
 - Physical Environment
 - Indigenous Land and Resource Use and Interests
 - Socio-Economic Environment (including cultural heritage and archaeology)
 - Technical Considerations



ALTERNATIVE AGGREGATE SOURCE AREAS (PITS/QUARRIES)

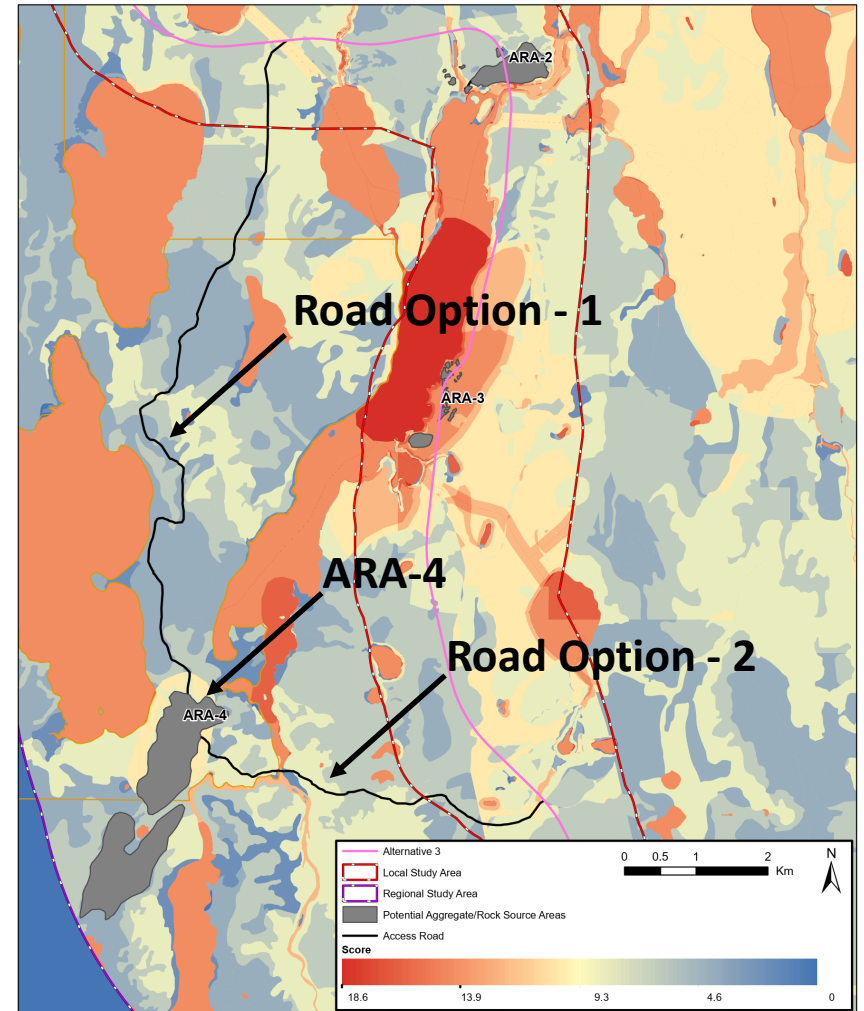
Location of potential aggregate/rock source areas (12 - Bedrock and Esker Type Landforms)
Aggregate and Rock Needs for Construction and Operations/Maintenance

Phase	Earth Fill	Gravel	Rock	Total
Construction	1,551,000 m3 (155,100 dump trucks)	1,297,000 m3 (129,700 dump trucks)	1,500 m3 (150 dump trucks)	2,849,500 m3
Operations and Maintenance		2,000,000 m3	5,000 m3	2,005,000 m3



AGGREGATE ACCESS ROADS

- Alternative access routes for aggregate/rock source areas ARA-2 and ARA-3 were also not considered as the source areas are within the footprint of the road or immediately nearby
- In above cases the routes for access roads minimized or avoided known environmental sensitivities or features of value (e.g., watercourse, habitat for wildlife, etc.)
- Two access road alternatives were evaluated for development of ARA-4:
 - Road Option - 1 (R-1) is 10 km in length with no watercourse crossings
 - Road Option - 2 (R-2) is 3.5 km in length with one major watercourse crossing



ROAD FOUNDATION DESIGN

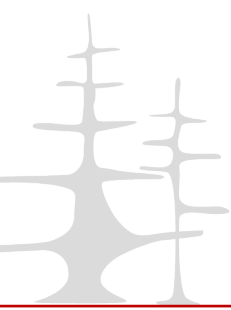


The west half of the road in upland area has “fair to good soil conditions” and east half of the road in lowland area (peatland/muskeg) has “poor to very poor soil conditions” for building a road

The road in lowland area is designed as a “floating road” which will be constructed directly on top of the peat relying on the strength of the peat to support the road



- The road does not actually “float” on the peat but rather an equilibrium builds up between the weight of the road and the strength of peat whereby the combined system comes into balance
- Engineering a floating road uses geotextile fabric and/or geogrid layer placed on the surface of the peat before the road is constructed to give it a working platform to evenly distributed the weight/load of the material placed



MUKETEI RIVER 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

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

WINTER 2025/ SPRING 2026

- 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:



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**THANK YOU
MEEGWETCH**

APPENDIX P2.E.3

Marten Falls First Nation

- On-Reserve Community Meeting – July 21, 2025





WSR
WEBEQUIE
SUPPLY ROAD

Marten Falls First Nation Community Meeting Summary of Engagement Results and Feedback Received July 21, 2025

Overview of the community visit

The community meeting took place at Henry Coaster Memorial School on July 21, 2025, from 5:00pm to 7:00pm. Over 30 community members attended, including two councilors, with approximately 15 individuals (13 adults and 2 youth) staying for the presentations following the dinner. Representatives from the project teams for Northern Road Link (NRL) and Webequie Supply Road (WSR) included Qasim Saddique and Ariane Heisey from Suslop; Ange Brooks, Mark Knell, Arlysse Lafreniere-Wuttunee, Ryerson Whetung, and Kyla McQuabbie from AtkinsRéalis; Faiza Waheed and Elaine Larocque from Intrinsik; and Rowena Moonias, the community coordinator from Marten Falls First Nation. After the meal, a series of presentations were delivered, focusing on the NRL project, followed by an update on the WSR .

Objectives of the Meeting

The primary objectives of the community meeting were to share updates on the NRL and WSR projects, gather feedback from Marten Falls First Nation members, and address questions and concerns related to environmental, cultural, and economic impacts.

WSR Project Overview Presentation

Ange Brooks provided an update on the status of the WSR Environmental Assessment and Impact Assessment (EA/IA). Her presentation covered an overview of the WSR project and its engagement with Marten Falls First Nation. She outlined several key issues raised during the assessment process, including wildlife and wildlife habitat, the social and economic environment, non-traditional land and resource use, cultural heritage and archaeological resources, and cumulative effects. The presentation also explained how these concerns are being addressed within the EA/IS and concluded with a timeline for the release and review of the draft and final Environmental Assessment Report / Impact Statement.

Key Themes and Issues Raised



Marten Falls First Nation Community Meeting
 Summary of Engagement Results and Feedback Received
 July 21, 2025

Community members expressed concerns and interests related to environmental impacts such as wildlife and river ecosystems, cultural heritage and land use, safety issues including the transport of explosives, and economic opportunities for local employment and development. Comparisons were also made to other road projects, including those in Red Lake and Pikangikum, to understand potential community impacts.

Community Feedback

Feedback from participants included questions about the location of the Ekwan and Muketei Rivers in relation to the WSR, the definition of non-traditional land and resource use, and the potential safety issues associated with road. Comments also reflected skepticism about the project's impact on Marten Falls and suggestions to study similar road developments.

WSR Presentation Questions/Comments			
Date	Associated Community	Comment	WSR Team In-Person Response
July 21, 2025	Marten Falls First Nation	Where is the Ekwan River and does the WSR cross the Ekwan River?	A map that shows where the Ekwan River is in relation to the WSR is to be provided to community member.
July 21, 2025	Marten Falls First Nation	What is non-traditional land and resource use?	Non Traditional (Non-Indigenous) land and resource use refers to the use of the land and their resources for commercial and industrial purposes such as mining, recreation and tourism activities.
July 21, 2025	Marten Falls First Nation	There was a suggestion to look at the road to Red Lake and how it affected the community once it was in place. There	Comment acknowledged



WSR
WEBEQUIE
SUPPLY ROAD

Marten Falls First Nation Community Meeting
Summary of Engagement Results and Feedback Received
July 21, 2025

WSR Presentation Questions/Comments			
Date	Associated Community	Comment	WSR Team In-Person Response
		was also a suggestion to look at the new road to Pikangikum	
July 21, 2025	Marten Falls First Nation	I don't think the WSR will affect Marten Falls very much.	The preliminary findings from EA/IA for WSR suggest there will not be significant effects to Marten Falls
July 21, 2025	Marten Falls First Nation	Is there a map where it shows where the WSR crosses the Muketei River.	Yes, there are maps in the Environmental Assessment Report/ Impact Statement that show the location of the WSR crossing of the Muketei River.
July 21, 2025	Marten Falls First Nation	What is the most dangerous thing that will go on that road?	Explosives that would be used during construction and the use and transport of fuel.
July 21, 2025	Marten Falls First Nation	They would be in serious trouble if there was an accident.	Comment acknowledged

Follow-Up Actions

Commitments made during the meeting included providing maps of the Ekwan and Muketei Rivers, clarifying terminology such as non-traditional land use, exploring case studies of other road impacts, and continuing engagement and consultation with the community to ensure transparency and responsiveness.



WSR
WEBEQUIE
SUPPLY ROAD

Marten Falls First Nation Community Meeting
Summary of Engagement Results and Feedback Received
July 21, 2025

Next Steps for the Project

The next steps for the WSR project include a 60-day period for Indigenous communities to review the draft EAR/IS, followed by a broader 60-day public and Indigenous review period in late summer 2025. Feedback from these reviews will be incorporated into the final EAR/IS, which will be submitted for federal and provincial decisions.

Additionally, Webequie First Nation is preparing skills training and capacity-building programs to support long-term employment and business opportunities. Coordination with other road projects, including the Marten Falls Community Access Road and the Northern Road Link, will continue to ensure alignment and shared learning.

Recommendations or Reflections

To improve future engagement, it is recommended to increase youth participation, provide more visual aids such as maps, and ensure timely and clear follow-up communication.

These measures will help foster stronger community involvement and support informed decision-making throughout the project lifecycle.



WEBEQUIE SUPPLY ROAD



WSR Environmental / Impact Assessment Project Update
Marten Falls First Nation
July 21, 2025

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



PROJECT DESCRIPTION



107 km

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



17 km

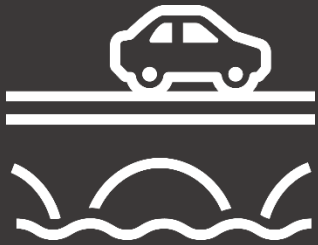
Length of road corridor within WFN Reserve Lands



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

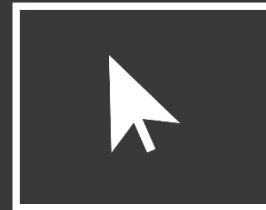
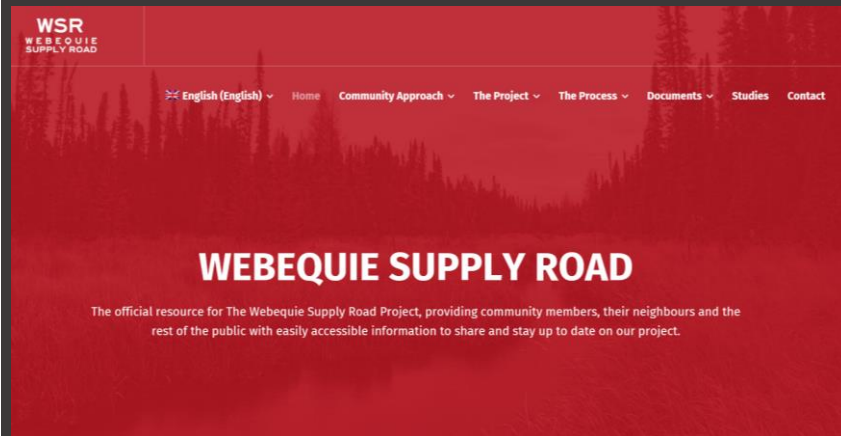
OTHER ROAD PROJECTS IN THE AREA





ENGAGEMENT & CONSULTATION

During Consultation Round 1 (2022), Round 2 (2023), Round 3 (2024) and Round 4 (2025) the following engagement/consultation activities occurred:



WEBSITE



NOTICES



MEETINGS

+ WAWATAY RADIO SHOWS + INTERNET SHOWS (LIVESTREAMS)



WE HEARD FROM YOU Marten Falls First Nation

- We heard from the community at different points in the project
- The input that we received was considered and addressed in the full Environmental Assessment (EA) / Impact Assessment (IA) document
- The next slides show the input we received from Marten Falls First Nation and how it was addressed in the document
- The input received is organized by valued component. Valued components are the topics studied during the EA/IA. Examples are fish and fish habitat and social environment.



WE HEARD FROM YOU- Wildlife and Wildlife Habitat

Topic	Input	How it was integrated into EA Report/IS (EAR/IS)
Moose population	Declining moose population could be further impacted from collisions with cars/trucks and increased access to hunting/tourism	Proposed mitigation measures such as lower speed limits in sensitive habitat areas, not using road salt in winter, signage wildlife movement areas Net effects on population not significant
Increased access to territory	Increased “part-time” or “recreational” trapping affecting wildlife populations	Proposed mitigation measures such as road access restrictions.
Wildlife using road for travel and feeding	Wildlife will forage and travel along road, increasing chances of injury and death.	Proposed mitigation measures such as enforcing speed limits and reduced speeds in area of high use, wildlife crossings



WE HEARD FROM YOU- Social Environment

Topic	Input	How it was integrated into EAR/IS
Housing shortage	Not enough housing to address return of even some off-reserve members to community	Issue identified in report with measures to enable communities to address new or improved housing
Regional Assessment	Regional assessment needs to be done in partnership with communities	Regional assessment is a separate process from the Impact Assessment for the project
Dust	Increased dust generated by large trucks	Proposed mitigation measures identified in EAR/IS such as using trucks to spray water on road to control dust
Women's safety	Increased number of non-community members could threaten safety of local women	Proposed mitigation measures identified in EA/IA document: Safety and Security Plan for vulnerable community members (women, children), training program for workers focused on safety of women and girls.



WE HEARD FROM YOU- Economic Environment

Topic	Input	How it was integrated into EAR/IS Report
Employment and commercial opportunities	Lack of information available	Opportunities identified in EAR/IS on employment and business opportunities
Community readiness to participate in employment / commercial opportunities	Need lead time to ensure workforce is trained/prepared so that they can participate in partnerships, for example	Identified in EA/IA document. Community Readiness Plan to be further developed with First Nations with the aim help Webequie First Nation and other communities benefit from the Project's opportunities



WE HEARD FROM YOU- Non-Traditional Land and Resource Use

Topic	Input	How it was integrated into EA/IS Report
Employment and commercial opportunities	Lack of information available	Opportunities identified EA/IA document
Community readiness to participate in employment / commercial opportunities	Need lead time to ensure workforce is trained/prepared so that they can participate in partnerships, for example	Identified in EA/IA document



WE HEARD FROM YOU- Cultural Heritage and Archaeological Resources

Topic	Input	How it was integrated into EA/IS Report
Cultural heritage and archaeological resources	Engage with communities to identify these further	Information on Indigenous Land and Resource Use was collected as part of EA/IA and is documented in the EAR/IS



WE HEARD FROM YOU- Cumulative Effects Assessment

Topic	Input	How it was integrated into EA/IS Report
Consideration of other infrastructure projects being in the same corridor	Ensure that these other potential projects are being included in the assessment	All reasonably foreseeable past, present and future projects were considered in the cumulative effect assessment
Consideration of mineral development projects in assessment	Ensure that mining projects are being included in the assessment	All reasonably foreseeable past, present and future mining projects were considered

WHAT IS HAPPENING NOW? *Full Document Release*



WEBEQUIE SUPPLY ROAD ENVIRONMENTAL ASSESSMENT REPORT / IMPACT STATEMENT

June 9, 2025

AtkinsRéalis Ref: 661910

Master Table of Contents



Webequie Supply Road Environmental Assessment Report / Impact Statement- *Full Document*

- *Early Access for Indigenous Communities: 120-Day Review Period, June 9 to October 7, 2025*
- *Public and Stakeholders: 60-Day Review Period, August 8 to October 7, 2025*
- *Available on the project website www.supplyroad.ca*

WHAT IS HAPPENING NOW? *Plain Language Summaries*



Project Study Area

Two Distinct Study Areas Guide the Effects Assessment:

1 Local Study Area (LSA)

The Local Study Area (LSA), covering the land within the Project Footprint and a 1-kilometre buffer area.

2 Regional Study Area (RSA)

The Regional Study Area (RSA) that includes the LSA, plus a 5-kilometre buffer area, to assess potential larger area for effects, including cumulative effects.

The LSA and RSA include Ontario Crown lands, the Webequie First Nation Reserve, and the Ring of Fire area.

Existing Conditions

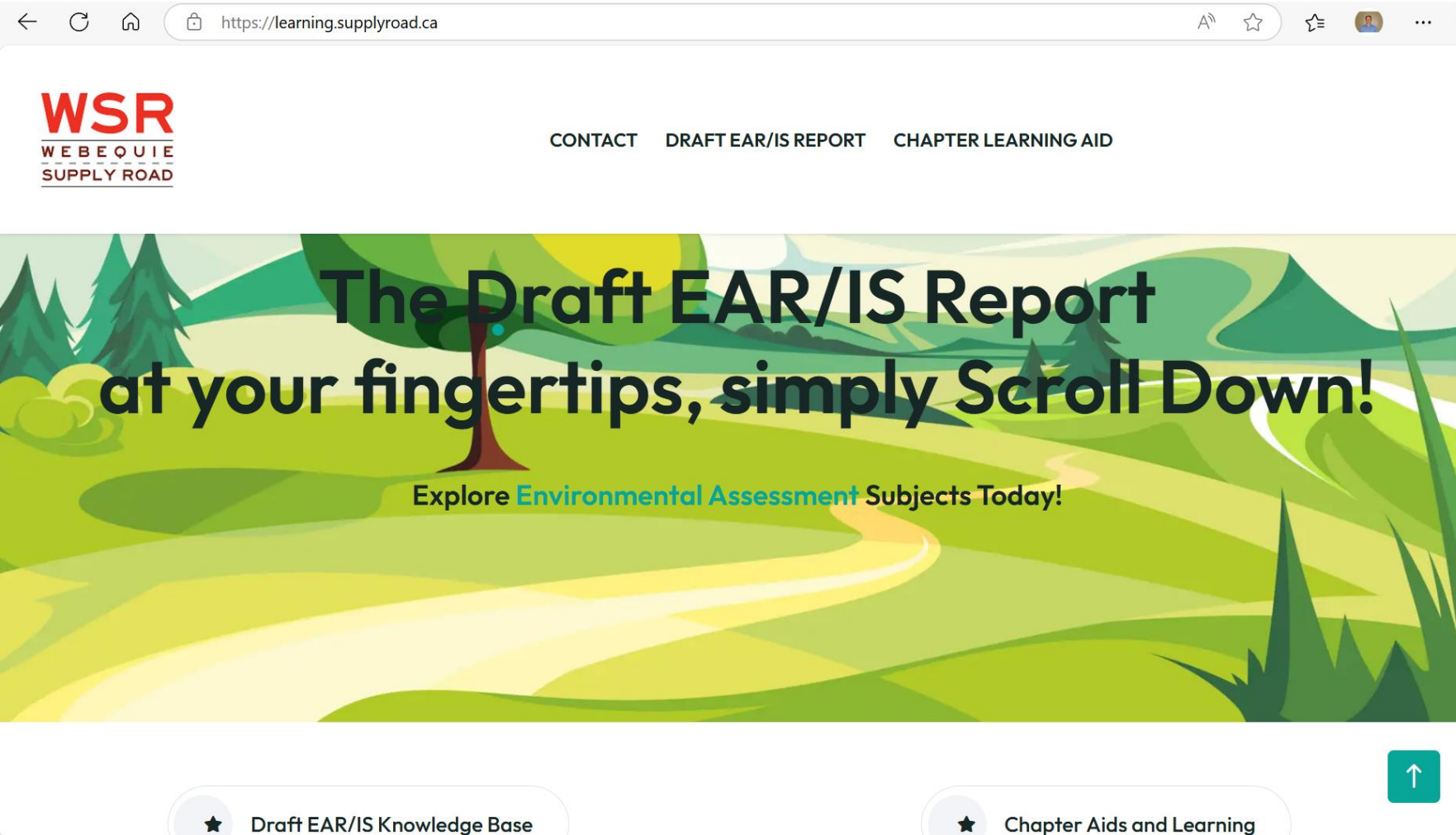


The Project is being planned in an area where groundwater (the water below ground) is very important and is a source of drinking water for many people. The Project Team studied the groundwater by looking at old reports, regular water sampling and testing, and utilizing Indigenous Knowledge. Generally, groundwater flows to lakes and rivers in the project area and deeper flows in the region are towards James Bay. The sampling of groundwater found the water quality to be good with no harmful contaminants (e.g., metals).

Webequie Supply Road Environmental Assessment / Impact Statement- *Plain Language Summaries*

- *Written in plain language to help with understanding the technical information in the full document*
- *Versions are available in Oji-Cree, Cree and English*

WHAT IS HAPPENING NOW? *EA / IA Learning Tool*



The screenshot shows a web browser window with the URL <https://learning.supplyroad.ca>. The website header includes the logo for WSR (Webequie Supply Road) and navigation links for CONTACT, DRAFT EAR/IS REPORT, and CHAPTER LEARNING AID. The main content area features a large green and yellow illustration of a landscape with a tree and a path. The text reads: "The Draft EAR/IS Report at your fingertips, simply Scroll Down!" and "Explore Environmental Assessment Subjects Today!". At the bottom, there are two star-shaped buttons: "Draft EAR/IS Knowledge Base" and "Chapter Aids and Learning".

Webequie Supply Road Environmental Assessment / Impact Statement- *Online Learning Tool*
(<https://learning.supplyroad.ca>)

- *The full EA/IA document in a searchable format with videos and other learning tools to help with understanding the technical information*
- *Versions are available in Oji-Cree, Cree and English*



TIMELINES / SCHEDULE

SUMMER 2025/FALL 2025

Release of Draft
EAR/IS for review by
the public,
stakeholders and
Indigenous
communities

2026

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

Federal / Provincial
decisions on Impact
Assessment /
Environmental
Assessment

APPENDIX P2.E.4

Nibinamik First Nation

- On-Reserve Community Meeting – January 16, 2024



**WEBEQUIE SUPPLY ROAD
COMMUNITY INFORMATION SESSION**

**Nibinamik First Nation
January 16, 2024**

COMMUNITY INFORMATION SESSION

The Webequie Supply Road (WSR) Project Team conducted a community project update meeting for members of Nibinamik First Nation at the school gymnasium. A total of 32 Nibinamik First Nation community members including Ogamakan/Chief Sugarhead and his Council attended the community meeting. A WSR project update presentation was delivered by Don Parkinson of AtkinsRealis and a question and answer period followed.

Questions and comments about the Project were received from the membership and fielded by Don Parkinson. Comments received are reflected below.

ISSUES, CONCERNS AND COMMENTS

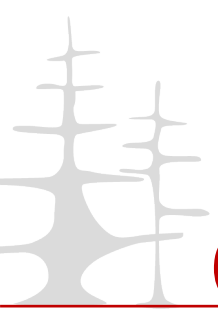
- A question was asked regarding the length of the bridge crossing Winisk Lake. Don Parkinson responded that the bridge span would be 200-250 m.
- Ogamakan/Chief Sugarhead told the team that due to limited human resources, it is challenging for the community to provide IK to support the WSR, or any other project. He added that Nibinamik does need to be fully involved in these projects due to the close family ties that exist with both Webequie and Neskantaga and stated that engagement needs to continue because projects such as WSR, NRL and MFCAR have a direct affect on the community.
- Ogamakan/Chief Sugarhead mentioned that he does not like the “fast track” approach that he believes the Ring of Fire is taking and is of the opinion that this is not the correct way of treating Indigenous communities. He added that community well-being is a major issue coming out of the road development projects and wants to know how impacts of these projects will be mitigated.

NEXT STEPS

- Upcoming Consultation Round 3 *Preliminary Effects Assessment*



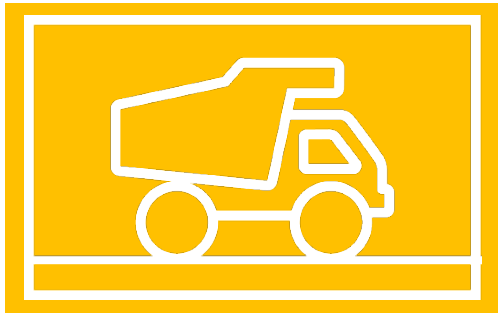
WEBEQUIE SUPPLY ROAD



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



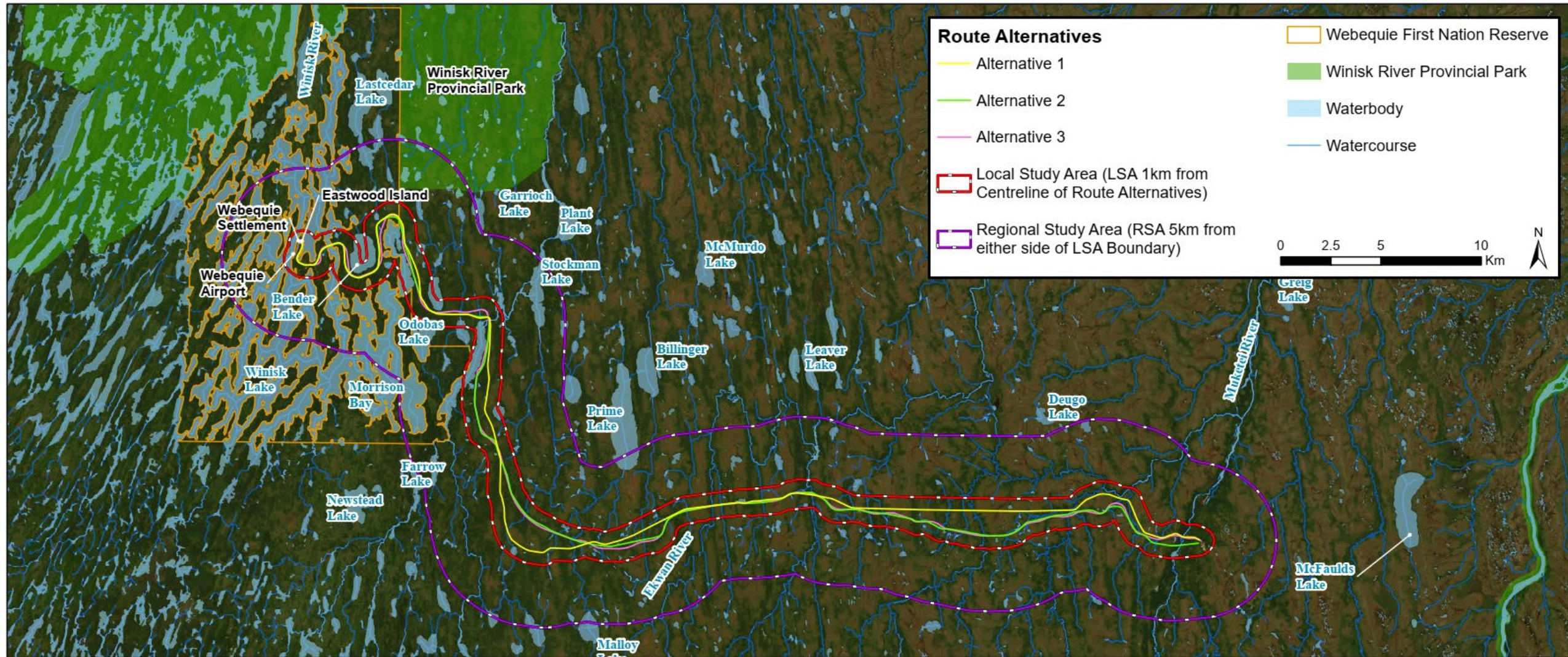
Consultation Round 2 (March-October 2023)- *Who We Heard From*

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.

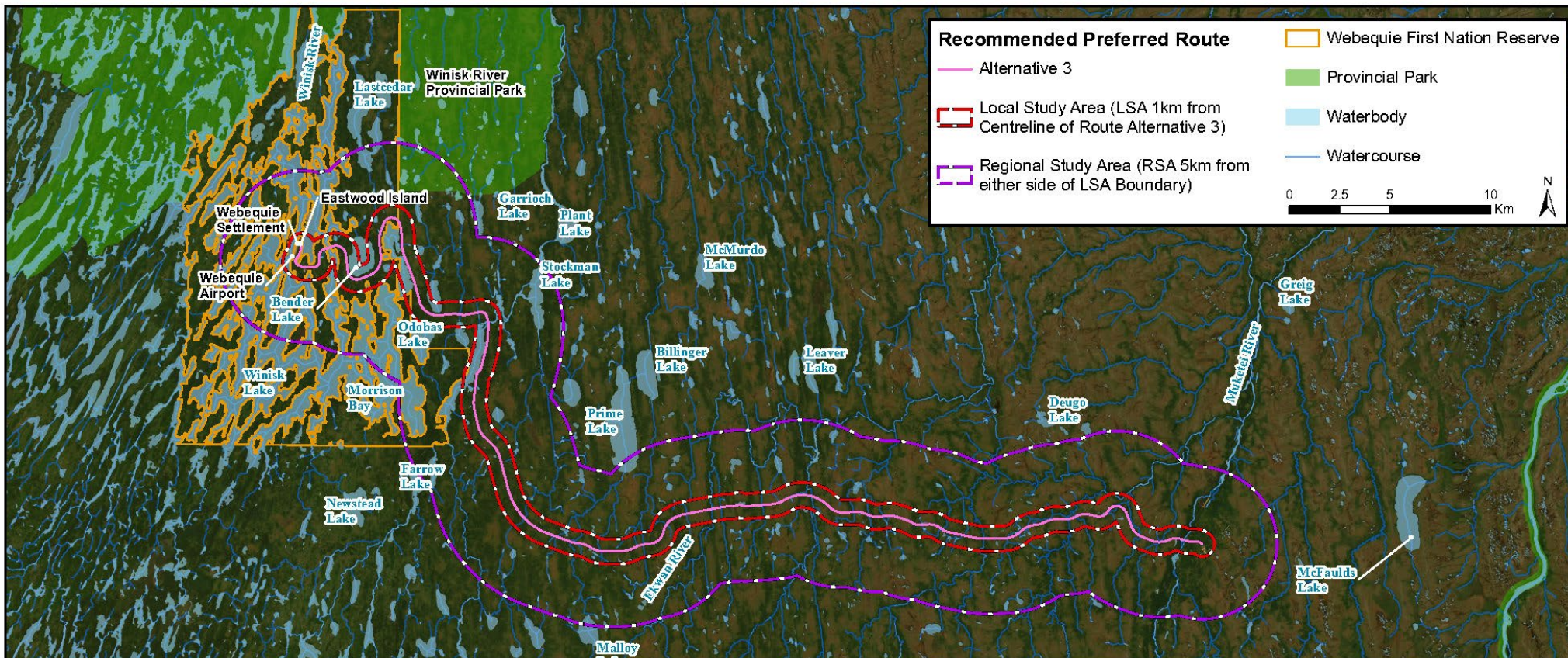


ALTERNATIVE ROUTES IN THE PREFERRED CORRIDOR



RECOMMENDED PREFERRED ROUTE

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



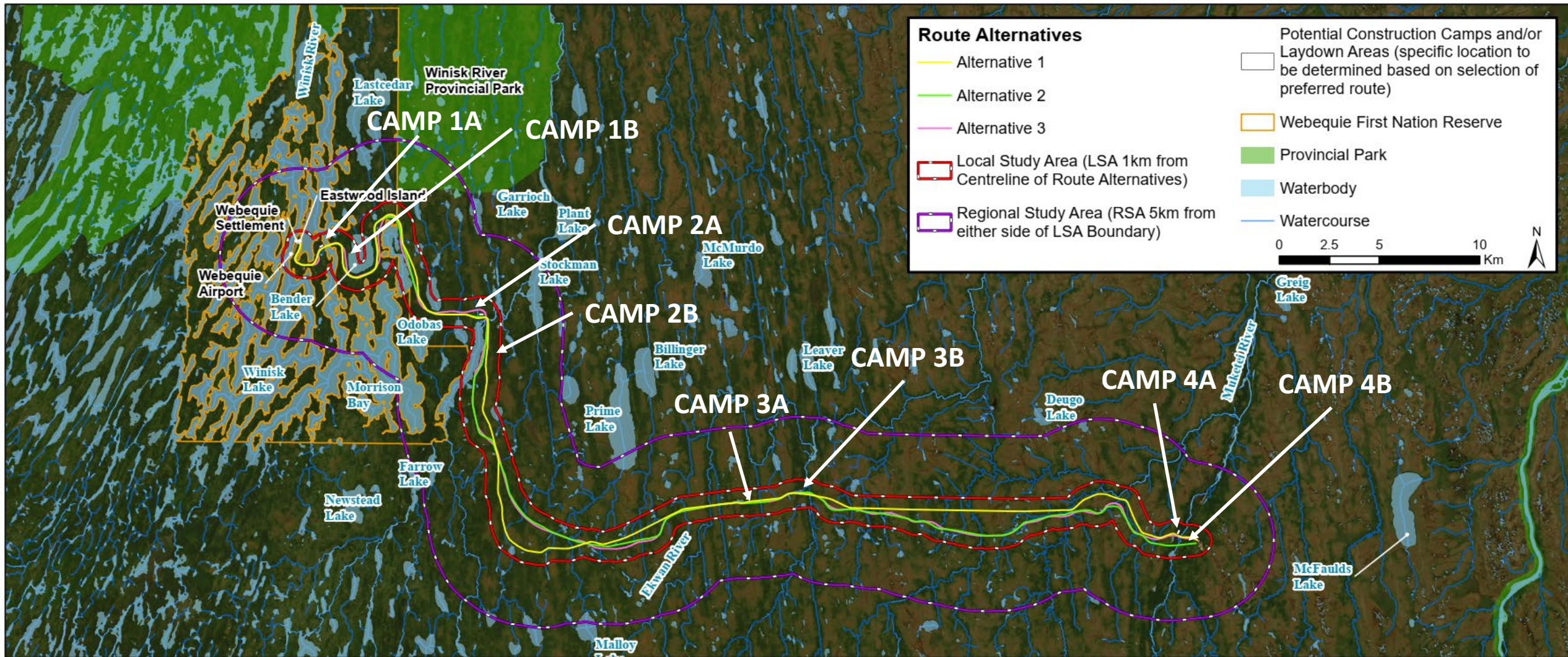
ALTERNATIVES FOR SUPPORTIVE INFRASTRUCTURE

The evaluation of alternative locations for supportive infrastructure includes

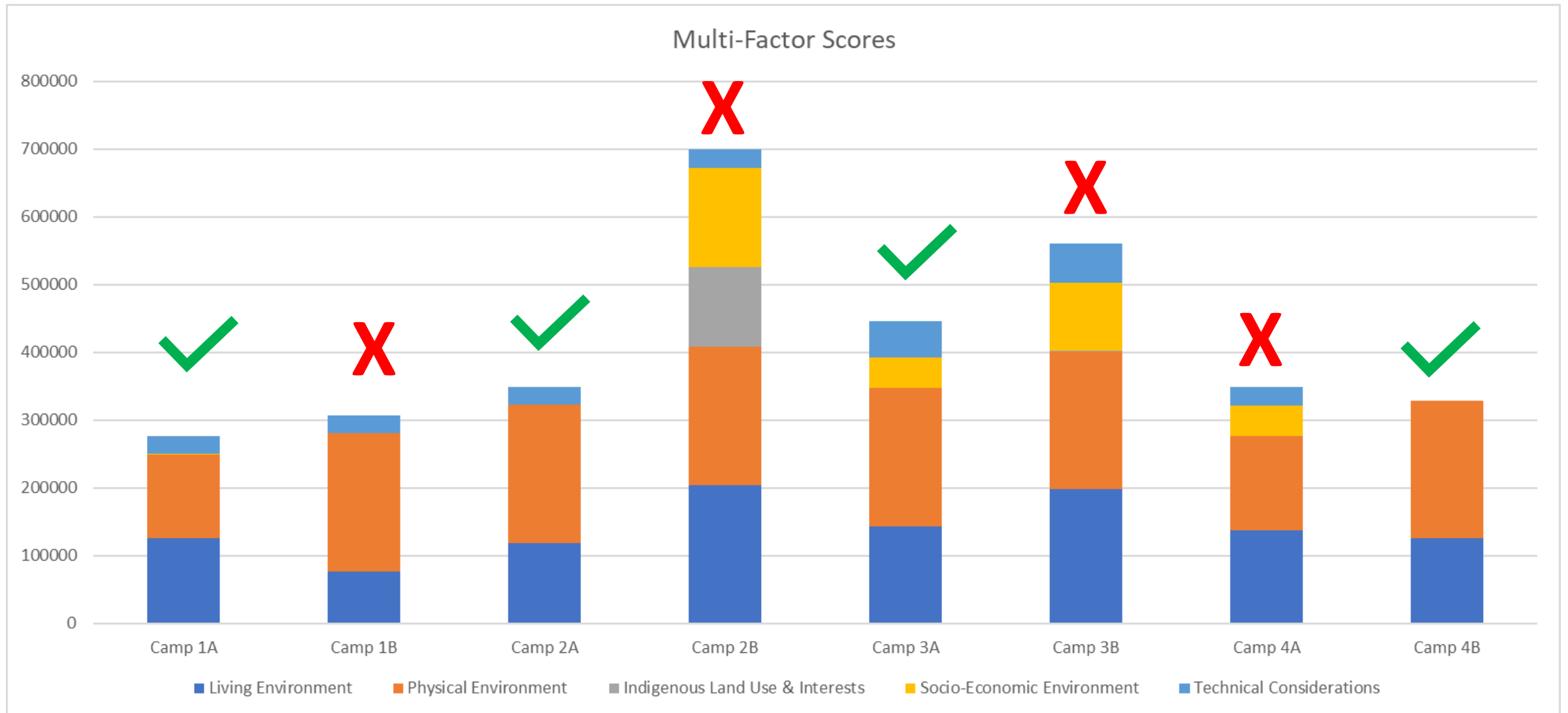
- Aggregate/Rock Source Areas (Pits/Quarries)
- Access Roads
- Construction Camps with Storage/Laydown Areas for Equipment & Materials



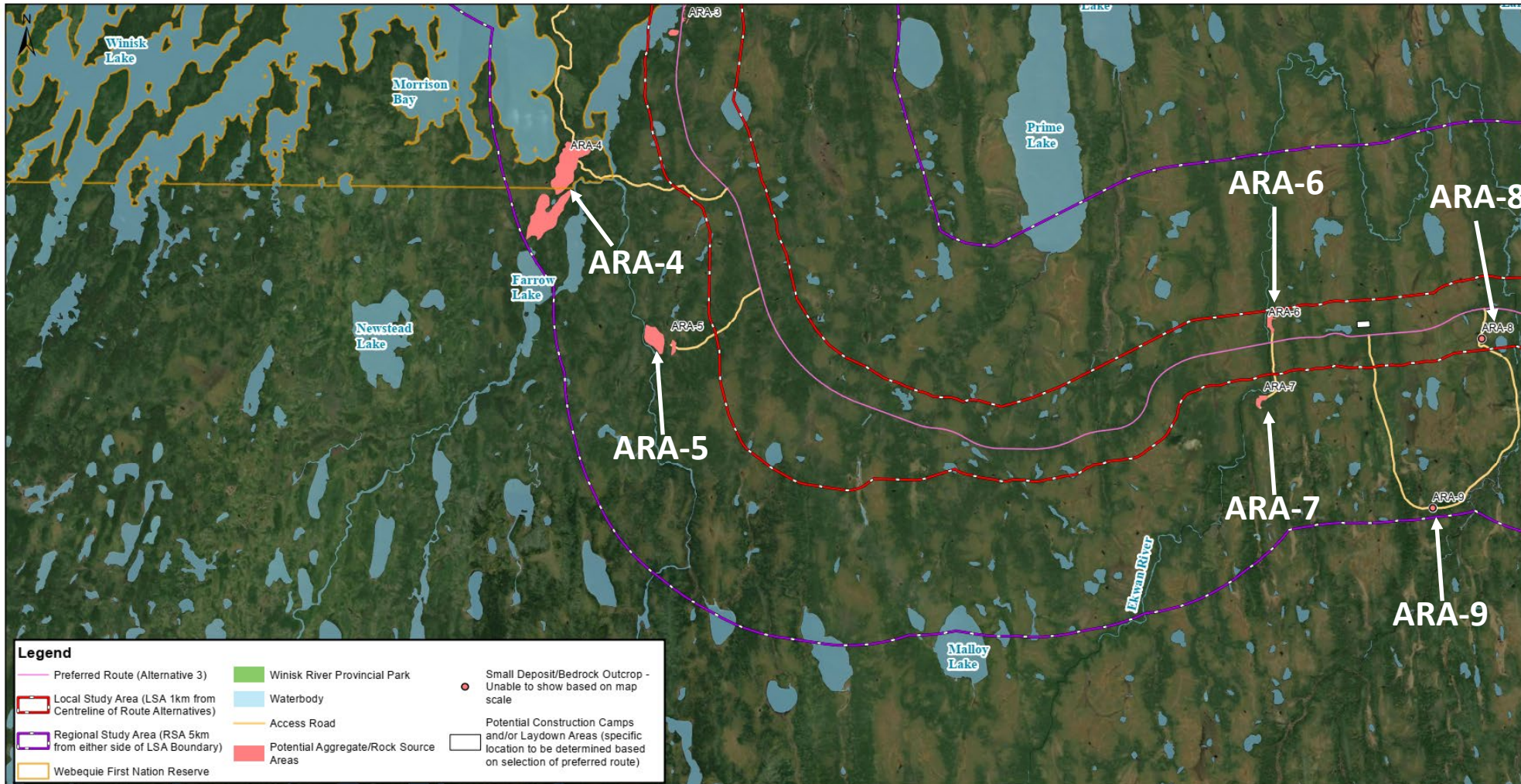
POTENTIAL CONSTRUCTION CAMP LOCATIONS



ALTERNATIVE CAMP AREAS (RESULTS)



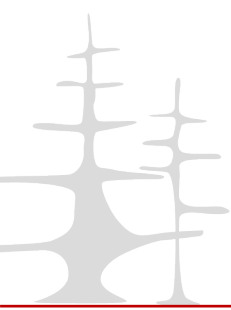
POTENTIAL AGGREGATE SOURCE AREAS (WEST-CENTRAL)



ALTERNATIVE AGGREGATE SOURCE AREAS (RESULTS)

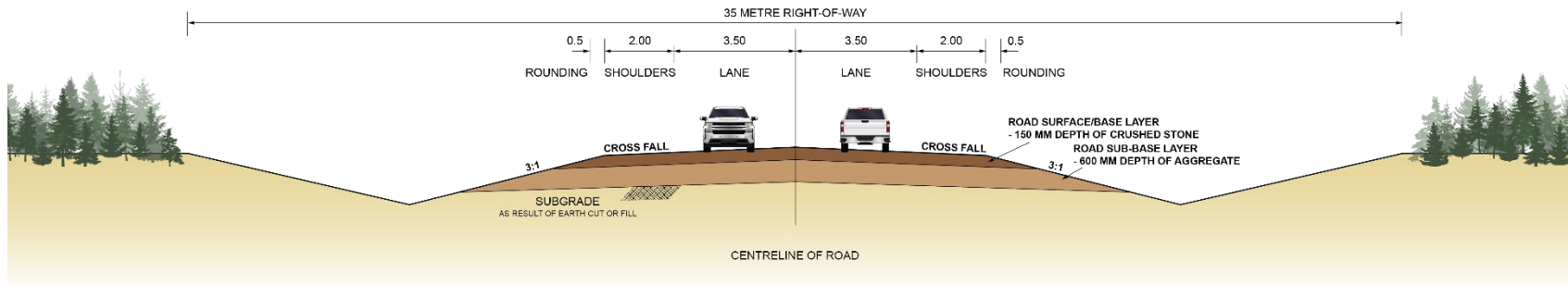


Option	Meets Quantity	Ability to Access	Proximity to Start of Construction (Webequie)	Long-term Source of Aggregates	Multi-Factor Score Ranking	Overall Rank
Option 1 - ARA-3 and ARA-4	YES	ARA-3 requires minimal access ARA-4 requires significant access road/bridge	NO	SCREENED OUT BECAUSE TOO FAR FROM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

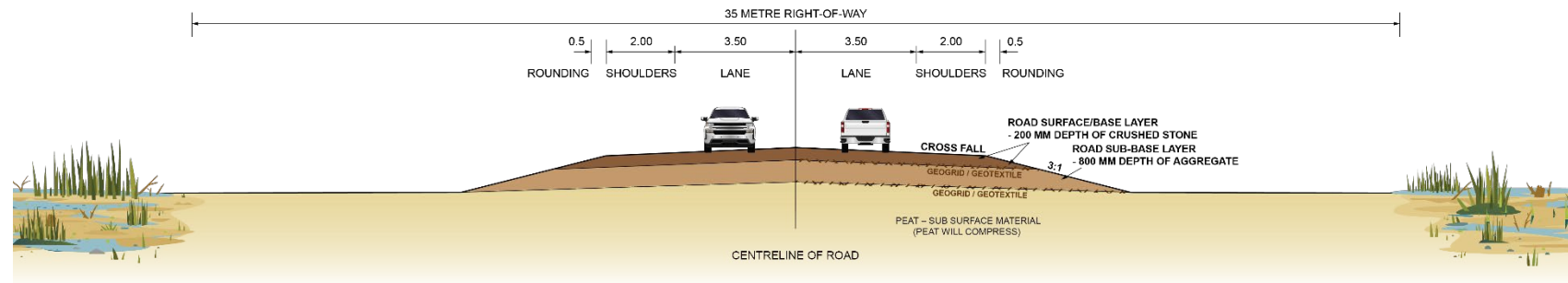


ROAD FOUNDATION DESIGN

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

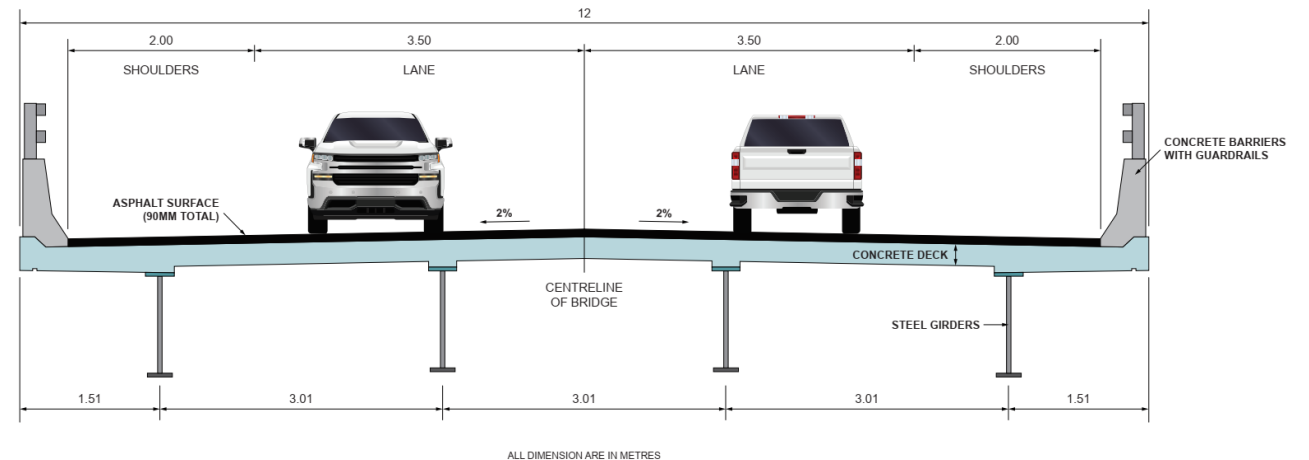
WATERCOURSE CROSSINGS - BRIDGES

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

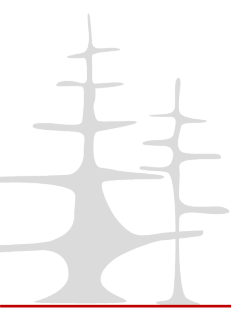
- Consists of foundations, abutments and piers that support steel girders, concrete deck and side barrier walls



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