MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

DRAFT

Progress Report: Notice of Commencement of Provincial Environmental Assessment

October 2022

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Acronyms

ATRI……..	Aboriginal and Treaty Rights and Interests
AZA.....	Animbiigoo Zaagi'igan Anishinaabek First Nation
CAR	Community Access Road
CBLUP	Community Based Land Use Planning
CCC	Community Consultation Co-ordinator
CCLO	Community Communications Liaison Officer
CEAA	Canadian Environmental Assessment Agency
DFO	Department of Fisheries and Oceans Canada
EA	Environmental Assessment
EAA.....	Environmental Assessment Act
ECCC.....	Environment and Climate Change Canada
ENDM.....	Ministry of Energy, Northern Development and Mines
GANRAC.....	Geraldton Area Natural Resource Advisory Committee
GRT	Government Review Team
IA.....	Impact Assessment
IAA	Impact Assessment Act
IK.....	Indigenous Knowledge
IKSA.....	Indigenous Knowledge Sharing Agreement
IS.....	Impact Statement
LSA	Local Study Area
MECP.....	Ministry of the Environment, Conservation and Parks
MFFN.....	Marten Falls First Nation
MHSTCI	Ministry of Heritage, Sport, Tourism and Culture Industries
MNO.....	Métis Nation of Ontario
MNRF.....	Ministry of Natural Resources and Forestry
MOU.....	Memorandum of Understanding
MTCS.....	Ministry of Tourism, Culture and Sport
MTO	Ministry of Transportation
NDMNRF.....	Ministry of Northern Development, Mines, Natural Resources and Forestry
NoC.....	Notice of Commencement
NRL.....	Northern Road Link
OPP	Ontario Provincial Police
PIC.....	Public Information Centre
RoCE.....	Record of Consultation and Engagement
RSA.....	Regional Study Area
RSMIN.....	Red Sky Métis Independent Nation
SAR.....	Species at Risk
The Agency	Impact Assessment Agency of Canada
TISG.....	Tailored Impact Statement Guidelines
ToR	Terms of Reference
WSR.....	Webequie Supply Road

1. Introduction

1.1 Background

The Terms of Reference (ToR) for the Marten Falls First Nation (MFFN) Community Access Road (CAR or the Project) was approved with amendments on October 8, 2021 and the Notice of Commencement (NoC) of the provincial Environmental Assessment (EA) for the Project was posted on October 29, 2021. As part of the ToR Notice of Approval, Ontario's Minister of the Environment, Conservation and Parks (MECP) included an amendment requiring additional consultation reporting at key EA milestones. Visit https://www.ontario.ca/page/marten-falls-community-access-road-project to read the details on the Notice of Approval. The ToR Notice of Approval is also included in **Appendix A**.

As required by the Minister of MECP, the development of progress reports on consultation activities associated with each of the following EA milestones are required to support Indigenous communities to provide meaningful input during the development of the EA:

- NoC of Provincial EA (referred to as NoC of EA);
- Effects Assessment Methods; and
- Identification of Preferred Alternatives.

Each progress report is required to:

- Be organized by each Indigenous community;
- Contain a consultation log and summary that tracks consultation activities, information shared by the MFFN CAR Project Team with Indigenous communities, any community input and MFFN CAR Project Team's responses to such input for the EA milestone; and
- Contain a discussion of how any input and information provided by the Indigenous communities have informed the development of the EA milestone.

The progress reports are to be shared with MECP, with community-specific sections shared with each individual Indigenous community before MFFN can move to the next milestone of the EA / IA. If questions or concerns are raised by MECP or an Indigenous community, the MFFN CAR Project Team will make revisions to the progress reports, if necessary, and encourage opportunities to meet in-person or virtually to discuss with the interested community.

This report is the first progress report for the NoC of EA, and pertains to activities related to both the EA and IA processes. The time period begins the day the NoC was issued (October 29, 2021) and ends after the Public Information Centre #3 for the EA / Impact Statement (IS) phase (PIC #3) which took place on June 30, 2022. The NoC of EA milestone is expected to extend past June 30, 2022, however, due to the time to develop this report, any information missed during this phase will be included in the next progress report for the Effects Assessment Methods which is expected to begin in winter 2022.

The final progress reports will be appended, along with any relevant updates, to the Record of Consultation and Engagement submitted with the draft and final EA / IS.

This progress report provides a detailed account of all communication exchanged with the MFFN CAR Project Team and neighbouring Indigenous communities from October 29, 2021 to June 30, 2022 as part of the NoC of EA

milestone. Note that government agencies and interested persons[1] are not included in progress reports, however, their sections will be included in the Record of Consultation and Engagement for the draft and final EA / IS. **Section 1.5** includes details about the neighbouring Indigenous communities.

The first section of this progress report provides an overview of the Project and outline of the approach to consultation and engagement, the second section describes the consultation and engagement activities undertaken during this time period, and the third section summarizes activities and discussions that occurred with the MFFN CAR Project Team and neighbouring Indigenous communities..

1.2 About the Progress Report

This progress report provides an overview of consultation and engagement carried out between the NoC of EA and after PIC #3 (October 29, 2021 to June 30, 2022). In accordance with the MECP Code of Practice, the progress report has been prepared to:

- Identify Indigenous communities consulted and engaged during this time period and describe how they were identified (confidential information will not be provided);
- Describe the consultation and engagement activities that took place including methods, schedule of events, notification that was given about the activity and materials used;
- Describe how interested Indigenous communities were identified and how they were consulted;
- Summarize clearly and accurately the comments made by all Indigenous communities;
- Describe the Proponent's response and how concerns were considered in the NoC of EA milestone or will be considered and / or addressed in the EA / IS;
- Describe any outstanding concerns; and
- Include appendix reference to minutes of any meetings held and written comments received.

Logistical correspondence (e.g., scheduling a meeting) has not been included in the appendices but has been tracked separately. The only instance when logistical correspondence has been included as an appendix is when a meeting was not scheduled or was postponed; this information is included to show level of effort.

1.3 Approach

As outlined in the Consultation and Engagement Plan to Support the EA / IS (Appendix B of the ToR), the NoC of EA milestone was focused on the following activities and request for targeted input:

Planned Activities for Indigenous communities:

- Circulate Notice of Commencement
- Update MFFN website
- Distribute letter(s) to Chief and Councils, related to setting up meetings, responding to concerns expressed, the IK Program, the Community Co-ordinator Program or other topics, as needed
- Engage Project-specific Community Co-ordinators, as appropriate
- Hold discussions / meetings with interested Chiefs and Councils and / or Indigenous communities

1. *Interested persons is used to describe individuals and groups (e.g., associations, non-government organizations, industry and academia) who could have an interest in the Project, including but not limited to communities in the region, those with commercial interests (e.g., forestry, trappers, outfitters, other mineral tenure holders in the area) and recreational users or those with recreational interest (e.g., campers, hunters and environmental groups).*

- Encourage and host in-person or virtual meetings (based on Indigenous communities' preferences) to provide information on the Project and discuss concerns and / or Aboriginal and Treaty Rights and Interests (ATRI)
- Respond in a timely and transparent manner to Indigenous communities with questions and / or concerns
- Update newsletters / E-Blasts and emails
- Update social media
- Follow-up with communication to confirm information was received and the material(s) provided were understood

Targeted Input (request information to determine and identify):

- Level of interest in Project
- Level of interest in meeting / discussions with Chiefs and Councils and / or Indigenous communities
- Level of interest in meeting to discuss ATRI and the IK Program, in a confidential manner
- How Indigenous communities would like to be kept informed during the EA / IA processes
- Level of interest in creating Indigenous community-specific Consultation and Engagement Plan(s) as they relate to the EA / IS

The following additional activities and request for targeted input took place during the NoC of EA milestone, including:

- **PIC #3: EA / IS Phase #1 Introduction**
  An in-person PIC (with supporting virtual materials) was added to the NoC of EA milestone and took place on Monday June 27, 2022 in Thunder Bay and on Wednesday, June 29, 2022 in Geraldton. Indigenous community members were invited to attend for the first hour of each meeting and stay for the remainder of the event; the public was invited to join during the second hour of the event. PIC #3 provided information on: an overview to the Project; updates since the ToR; the EA / IA process; study areas, including specific updates made to reflect potential sources of aggregate material and input received from Indigenous communities; preliminary results of field studies and information on upcoming field studies; IK and ATRI; how Indigenous communities have been involved to-date and plans for future consultation and engagement, including the Community Co-ordinator Program; feedback heard to-date and how it is being considered; ongoing and future consultation and engagement opportunities and next steps. PIC #3 content, including opportunities for feedback, was also provided to MFFN members at an in-community meeting on June 28, 2022; feedback provided is included in MFFN's section in **Section 3**. More details about the summary of consultation and engagement for PIC #3 are provided in **Section 1.7**.

- **ATRI and Indigenous Knowledge (IK) Program**
  An important part of the assessment process is collecting IK and information on Indigenous land and resource use to help understand baseline (existing) conditions, predict the potential effects of the Project, and determine appropriate mitigation and monitoring measures. The IK Program was developed with the aim to collect IK relevant to the Project and information on Indigenous land and resource use in the vicinity of the Project area. The IK Program strives to collaborate with interested Indigenous communities and to discuss how relevant information will become part of the assessment processes and Project planning and design. During this reporting time period, an update on the Project IK Program with an updated schedule and timeline was distributed to Indigenous communities. Ongoing follow-up regarding the IK Program also took place.

- **Field Studies and Education, Consultation and Engagement on Valued Components**
  Several field programs took place during the NoC of EA milestone. To help Indigenous communities better understand the field studies related to valued components, Discussion Guides were distributed with plain language information about what the Project is studying, why it is important and questions to solicit feedback before the studies take place. Educational videos on valued components were also shared online.

- **Raising Awareness**
  Several activities were completed related to raising awareness on the Project and encouraging opportunities to meet with the MFFN CAR Project Team. Monthly electronic newsletters were distributed (referred to as E-Blasts) and always included a section seeking those interested to reach out and schedule a meeting with the MFFN CAR Project Team, a public social media account was created, the private MFFN members only Facebook account was used to share information and promote upcoming events and an article was featured in the Matawa Messenger newsletter.

Efforts have also been made to initiate discussions to schedule key informant interviews and hold discussions / meetings that consider applicable and relevant subgroups (e.g., women, youth, elders).

1.4 Project Notifications and Information Releases

A formal notice and invitation to PIC #3 was published on the Project website (www.martenfallsaccessroad.ca/documents/#notices) on June 13, 2022 in English, Cree, French, Ojibway and Oji-Cree and distributed in print, online and on the radio via multiple outlets, as outlined below.

Copies of the formal notice, in each language, are provided in **Appendix A7**.

Print Advertisements:

- The Chronicle Journal: June 14, 2022
- Geraldton Times Star: June 15, 2022
- Thunder Bay Source: June 16, 2022
- Wawatay News: June 17, 2022

Online Advertisements

- MFFN All Season Community Access Road Project Website (www.martenfallsaccessroad.ca/documents/#notices): June 13, 2022
- MFFN CAR Facebook page: June 13, June 20 and June 24, 2022
- MFFN members only Facebook page: June 2022
- Greenstone Community Calendar: June 13, 2022
- Northern Ontario Business: June 13, 2022
- NWO NewsWatch: June 13, 2022
- SN NewsWatch: June 13, 2022
- Thunder Bay News Watch: between June 13, 2022 to June 27, 2022.
- Windspeaker: June 13, 2022
- Anishinabek News: June 14, 2022

Radio Advertisements

- Wawatay Radio: three times per day on June 17, 20-24, and 27, 2022 (in English, Ojibway, and Oji-cree)

- CFNO Radio, 91-5 CKPR and Rock94 Radio: June 13-26, 2022

The electronic Project mailing list (anyone who opts-in to receive Project emails) also received the notice on June 13, 2022, which includes the following groups:

- MFFN Chief, Council members and community members
- MFFN CAR Project Team
- Indigenous community key contacts (as requested by Indigenous communities), e.g., Chief and Council members, consultants and / or band office contacts
- Tribal Councils, Provincial Territorial Organizations and Métis Nation
- Indigenous Peoples (i.e., Indigenous community members who opted in and are not identified as key contacts)
- Businesses
- Tourism operators
- Community and interest groups and non-governmental organizations
- Forest management companies
- Mining claim holders
- Unaffiliated members of the public
- Emergency medical services and law enforcement
- Political parties and their contacts
- Neighbouring projects and their key contacts
- Government Review Team (GRT)
- Non-GRT government representatives

In addition to PIC #3 notifications, the Project website (www.martenfallsaccessroad.ca) was periodically updated with Project information including all relevant Project notices (e.g., NoC of EA, Discussion Guides, videos, monthly E-Blasts) and other Project-related materials such as mapping. More details are included in **Section 2** below.

1.5 Summary of Indigenous Community and Organization Consultation

The MECP issued a letter on December 19, 2018 with a list of the neighbouring Indigenous communities to be consulted and engaged on the basis that they have (or may have) constitutionally protected ATRI that may be adversely affected by the Project and / or who may be interested in the Project. This list is included in Table 1-1.

Mishkeegogamang First Nation was added to the list of neighbouring Indigenous communities to be consulted on the Project based on the Agency's 'Preliminary List of Indigenous Communities for Proponent Engagement on the Marten Falls Access Road'. Therefore 23 Indigenous communities were identified for engagement. Although Mishkeegogamang First Nation has not yet expressed interest in the Project, they are being provided information in conjunction with the neighbouring Indigenous communities who might be affected by or have an interest in the Project.

Table 1-1: Identified Indigenous Communities, including their Provincial Territorial Organizations and / or Tribal Council Affiliations

Tribal Council Affiliation	Community or Organization
Matawa First Nations Management (Nishnawbe Aski Nation)	■ **Marten Falls First Nation** (Proponent and potentially affected Indigenous community) ■ Aroland First Nation ■ Constance Lake First Nation ■ Eabametoong First Nation (Fort Hope) ■ Ginoogaming First Nation ■ Neskantaga First Nation ■ Nibinamik First Nation ■ Webequie First Nation
Matawa First Nation and the Union of Ontario Indians (Nishnawbe Aski Nation)	■ Long Lake #58 First Nation**
Mushkegowuk Council (Nishnawbe Aski Nation)	■ Attawapiskat First Nation ■ Fort Albany First Nation ■ Kashechewan First Nation
Shibogama First Nations Council (Nishnawbe Aski Nation)	■ Kasabonika Lake First Nation⬩ ■ Kingfisher Lake First Nation⬩ ■ Wapekeka First Nation⬩ ■ Wawakapewin First Nation⬩⬩ ■ Wunnumin Lake First Nation
Independent First Nations Alliance	■ Kitchenuhmaykoosib Inninuwug First Nation
Independent First Nations (Nishnawbe Aski Nation)	■ Mishkeegogamang First Nation*** ■ Weenusk First Nation
Nokiiwin Tribal Council	■ Animbiigoo Zaagi'igan Anishinaabek First Nation (AZA)*
Métis Nation of Ontario (MNO)	■ Métis Nation of Ontario (MNO), Region 2*⬩
Independent Métis Nation	■ Red Sky Métis Independent Nation (RSMIN)*⬩

Notes: * *Indigenous communities or organizations identified by MECP who should be consulted on the basis that they may be interested in the Project.*

** *MECP indicated in a letter to MFFN that Long Lake #58 First Nation was moved from interest-based to rights-based.*

*** *On September 9, 2019, the Agency identified Mishkeegogamang First Nation in the Preliminary List of Indigenous Groups for Proponent Engagement on the Marten Falls Community Access Road Project*

⬩ *Indicates communities identified by MECP but not on the Agency's Indigenous Engagement and Partnership Plan*

As of June 30, 2022, 17 of these communities have expressed an interest in the Project, including meeting to understand more. Those communities MFFN has met with during the NoC of EA milestone are indicated with an asterisk below (*):

Marten Falls First Nation*;
Aroland First Nation;
Attawapiskat First Nation;
Constance Lake First Nation*;
Eabametoong First Nation (Fort Hope);
Fort Albany First Nation;
Ginoogaming First Nation;
Kasabonika Lake First Nation;
Kashechewan First Nation;
Kingfisher Lake First Nation;
Long Lake #58 First Nation;
Neskantaga First Nation;
Nibinamik First Nation;
Webequie First Nation;
RSMIN;
AZA; and
Kitchenuhmaykoosib Inninuwug First Nation.

The remaining six communities have expressed interest in receiving Project materials and may contact MFFN if they would like to meet in the future. MFFN continues outreach on an ongoing basis to these communities; providing the same milestone information (e.g., Discussion Guides, monthly E-Blasts, notifications, field notices) offered to each of the 23 Indigenous communities being engaged. These communities include:

Wunnumin Lake First Nation;
Wapekeka First Nation;
Wawakapewin First Nation;
Weenusk First Nation;
Mishkeegogamang First Nation; and
Métis Nation of Ontario, Region 2.

Those Tribal Councils, Nations and Alliances listed in the table above, as well as the Chiefs of Ontario and Union of Ontario Indians, have been identified as potentially interested in the Project, and have been provided with information and options to meet with MFFN throughout the EA / IA. Mushkegowuk Tribal Council and Métis Nation of Ontario (MNO) both held virtual meetings with MFFN during this reporting time period.

MFFN is currently consulting and engaging with Indigenous communities identified by the MECP and the Agency (detailed in **Section 1.5**) and will continue to do so throughout the EA / IA, as per the level of interest expressed by each community. MFFN, as the Proponent, will also work with communities to collect IK to incorporate into the EA / IS regarding traditional land and resource use and cultural practices.

All 23 identified Indigenous communities have been contacted regularly by the MFFN CAR Project Team with conversations ranging from: follow-up on the NoC of EA, field study / valued component (e.g., educational videos); information and surveys (via Discussion Guides); regular Project email updates, including monthly E-Blasts; in-person outreach (via telephone and email); the IK Program; Community Co-ordinator Program; PIC #3; and offers to meet (e.g., Chief and Council meetings followed by meetings with the broader community). Comments, issues and questions received from Indigenous communities that can be shared publicly are included in **Section 3**.

Outreach efforts and correspondence with the Indigenous communities continued regarding their interest in the Project and the potential to meet / discuss the Project. Due to the continuation of the COVID-19 pandemic in 2021 and 2022, a hybrid of teleconference and in-person meetings with Indigenous communities were continued to be offered.

In summary, the MFFN CAR Project Team has provided / offered many opportunities to consult and engage the identified Indigenous communities, including (with specific details in the Consultation Snapshot table in **Section 2**:

- Distributed NoC of EA;
- Completed follow-up phone calls and emails to confirm receipt of notifications and other distributed materials;
- Circulated Project updates, including nine E-Blasts;
- Sent emails and phone calls to confirm interest in being consulted on the Project (for communities that had not yet expressed interest);
- Held conference calls / in-person meetings with community representatives and / or community meetings with four Indigenous communities, Provincial Territorial Organizations and Tribal Councils;
- Distributed field study discussion guides (including surveys for feedback) and field notices regarding specific programs;
- Distributed 2021 Highlights Letter, noting challenges faced during 2021 due to COVID-19, States-of-Emergencies and regional and localized forest fires, a link to the December E-Blast including a snapshot of work completed in 2021, requesting a meeting for the EA / IA and requested preferences for receiving information;
- Circulated IK Program update, including updated schedule;

- Completed follow-up via phone calls and emails regarding E-Blast contents, field programs and corresponding Discussion Guides, Community Co-ordinator Program, IK Program;
- Offered to meet
- Circulated Community Co-ordinator Program letter offering to hire members of specific Indigenous communities as Project-specific Community Co-ordinators. A description of the role was provided and offer to setup a meeting to discuss further;
- Distributed Notice of PIC #3 Introduction of EA / IS;
- Held PIC #3 in Thunder Bay and Geraldton, along with an in-community MFFN meeting, and online version of the PIC #3;
- Distributed plain language videos showcasing different valued components and supporting content in Field Study Discussion Guide and Notices; and
- Held meetings with MFFN Chief and Council and broader community.

Specific Indigenous communities were also offered funding through the Community Co-ordinator Program—these communities have been most engaged and active on the Project or have indicated interest in engaging on the Project and requiring financial support. In addition, MFFN members were also offered employment opportunities as Field Study Support Staff to assist with field programs. Between October 29, 2021 and June 30, 2022, 29 Field Study Support Staff opportunities were filled by eight (8) MFFN community members.

1.6 Summary of Input and Information Received and EA Milestone Development

The following **Table 1-2** describes a high-level summary of input and information received during this reporting time period and how this information has informed the EA milestone development or will inform the EA. While there was some specific feedback received that has directly informed the EA milestone development / EA, the majority of feedback was broad with limited specific details (therefore requiring on-going follow-up and additional details from source commenters) or were more general interests or concerns. The MFFN CAR Project Team will continue to follow-up and seek additional details.

Table 1-2: Summary of Input and Information Received and EA / Milestone Development

Input and Information Provided by Indigenous Communities	How the Development of the EA Milestone or EA Has Been or May Be Informed
Specific Feedback Provided on Environmental Existing Conditions ■ Specific feedback was provided on the bird field program, including birds observed and comments on their habitats ■ Specific feedback was provided on the wolverine field program ■ Confidential information regarding the Albany River was provided and is considered as IK ■ Caribou were identified in the District of Kenora ■ Request to participate in field studies	■ Birds and comments on their habitats were noted for the bird field program. ■ One site of the wolverine hair snag was changed based on feedback provided ■ The EA has been informed by confidential information regarding the Albany River and details are being kept confidential ■ The general identification of caribou location(s) has been noted ■ Members of Aroland First Nation were invited to participate in the Groundwater and Geochemistry field program, including a flyover and planning for subsequent drilling program (outside of this reporting time period); any feedback provided during the flyover will be considered as part of the EA
Concerns Related to Environmental Existing Conditions; Additional Details Required ■ It was noted that a spawning area could be relocated if it would be disrupted by the Project ■ Concern was expressed for watersheds ■ Concern was expressed regarding caribou migration and impacts to gathering rights ■ Concern was expressed related to salting on the road and impacts to nearby rivers	■ Relocating spawning areas has not yet been determined due to insufficient details provided. On-going follow-up is taking place to receive additional information to help identify the spawning area ■ More specific details are required related to concerns for watersheds. As part of the alternative selection, effects to Natural Environment will be taken into consideration. ■ More specific details are required related to concerns for caribou migration and impacts to gathering rights. ■ The concern regarding salting and nearby rivers has been noted and maintenance of the Community Access Road, including usage of salt, will be one of the indicators for the evaluation
Interests Related to Environmental Existing Conditions; Additional Details Required ■ Several communities indicated interest in different topics related to existing conditions without providing specific feedback or comments. Some examples include receiving field study results when they become available for caribou	■ Interest in topics has been noted for each community. The MFFN CAR Project Team continues to distribute Discussion Guides related to field studies, educational videos and is planning upcoming webinars on valued components. Early observations and methods for field studies completed to-date were provided at PIC #3 and will be expanded as more information becomes available. Meetings will continue to be offered based on specific topics of interest to solicit additional feedback and issues
Route Alignment ■ A variety of comments were provided on the route alignment near MFFN, including: river and ice levels can be high near MFFN and there are locations where the bank is eroding and could affect the road; intense rain could damage the road and impact streams due to erosion; safety concerns were raised regarding truck activities (including dust, noise, low visibility and speeding) north of the airport and children who play in the same area; and concerns regarding how the Community Access Road may interfere with MFFN community activities (e.g., gathering firewood, social events)	■ Concerns related to the route alignment closer to MFFN have been noted and will be considered as part of the EA. As part of the EA, the evaluation will identify the preferred route for the Community Access Road, temporary infrastructure and aggregate sources with the least potential for negative effects, greatest opportunity for mitigating negative effects and greatest benefits to the community. Safety will be considered as part of the technical considerations and issues such as water level and erosion will also be considered as part of technical considerations and examined under Natural Environment.

Input and Information Provided by Indigenous Communities	How the Development of the EA Milestone or EA Has Been or May Be Informed
Cumulative Effects, Road Projects and Regional Assessment ■ Some communities expressed concerns regarding cumulative effects / impacts in the Project area, including the scope of the EA, impacts from all three road projects (the Community Access Road, Webequie Supply Road and Northern Road Link), the Regional Assessment and a moratorium on the Ring of Fire activities.	■ Some of the comments received were directed to government agencies (e.g., NDMNRF, MECP, the Agency) to respond to as they were outside of the scope of the Community Access Road Project. In terms of cumulative effects, if specific details are provided they will be considered as part of the EA; the EA will predict cumulative effects of the preferred alternative with the effects of past, present and reasonably foreseeable projects. Cumulative effects assessment methods will be shared during the Identifications of Preferred alternatives milestone.
Impacts from COVID-19 ■ Some communities expressed inability to effectively engage with their community members due to the COVID-19 pandemic.	■ The MFFN CAR Project Team continues to work with each Indigenous community's preference in how they would like to be consulted and engaged, whether virtually or in-person and in light of the COVID-19 pandemic or other crises. Custom consultation plans and protocols were also offered and will be followed up on with communities who expressed interest.
Timeline Extensions ■ Some communities requested extended Project timelines, both on the provincial and federal processes.	■ Questions regarding timeline extensions will continue to be responded to, seeking to understand the needs of each community. A request for an IS extension is being planned and will be formally requested outside of this reporting time period. Communities will continue to be kept informed on timelines.
Request for Funding ■ Some communities expressed need for provincial participant funding to participate in consultation and engagement activities. There has also been ongoing coordination to onboard communities to the IK Program and Community Coordinator Program, with funding provided by the MFFN CAR Project Team.	■ While participant funding is issued by the province and not the MFFN CAR Project Team, requests were shared with the province to respond to. ■ Additional funding for Indigenous communities include participation in the IK Program and Community Coordinator Program. The MFFN CAR Project Team has followed up with Indigenous communities via phone and email throughout this milestone regarding funding opportunities.

A detailed record of the efforts made to consult and engage with each of the 23 Indigenous communities and correspondence received from the communities from October 29, 2021 to June 30, 2022 is provided in **Section 3**. The following sections summarize key consultation activities and issues received through consultation and engagement activities during this time period.

The following sections provide an overview of consultation and engagement that has occurred with Indigenous communities, Provincial and Territorial Organizations and Tribal Councils. **Appendix A** of this report includes copies of Project distributions sent to Indigenous communities and others including monthly E-Blasts, educational videos, Field Notices and Field Study Discussion Guides. **Appendix B** of this report includes copies of distributions to Indigenous communities including, presentations, meeting summaries, if applicable. This overview and appendix materials are provided to Indigenous communities for their review before moving into the next milestone, Effects Assessment Methods.

2. Consultation Snapshot

The table below provides an overview of consultation and engagement activities during the NoC of EA. Issues received through consultation and engagement activities during this milestone are included in **Section 3**.

Table 2-1: Consultation Snapshot – From October 29, 2021 to June 30, 2022

Project Phase: NoC of EA			
Activity	**Audience**		
	Indigenous Communities	***Interested Persons***	***Agencies & Government Bodies***
NoC			
■ Distribution of EA NoC (October 29, 2021).	✓	✓	✓
■ NoC Advertisement (October 29 to November 12, 2021).	✓	✓	✓
Public Information Centre #3 (PIC #3)			
– PIC #3 Notice distributed (June 13)	✓	✓	✓
– PIC #3 in Thunder Bay (June 27)	✓	✓	✓
– PIC #3 in Geraldton (June 29)	✓	✓	✓
Individual Project Meetings			
■ Follow-up letters, emails, and phone calls to Indigenous communities regarding the Project.	✓		
■ Hosted in-person and virtual meetings with: – MFFN community (in-person November 16 to 17, 2021) – MFFN community (virtual February 2, 2022) – MFFN community (in-person June 28, 2022; PIC #3 materials)	✓		
■ Presented to the Mushkegowuk Council AGM (in-person, November 24, 2021)	✓		
■ Teleconference with Métis Nation of Ontario (MNO) to discuss the IK Program (February 4, 2022). *Note: Also captured under the IK Program section below*	✓		
■ Teleconference with Constance Lake First Nation (April 21, 2022). *Note: Also captured under the IK Program and Community Co-ordinator section below*	✓		
■ Teleconference presentation to Mushkegowuk Tribal Council's Terrestrial Working Group (May 18, 2022)	✓	✓	
Other Notices / Newsletters			
■ 2021 Highlights Letter distributed to Indigenous communities via email (December 15, 2021 – 2021)	✓		
■ Phone calls to Indigenous communities to follow-up on the December E-Blast, Winter Discussion Guide and field notice (December 16 to 17, 2021)	✓		
■ Circulated Monthly Project Update Email Blast (referred to as E-Blast) – October 2021 (November 3, 2021) – November 2021 (November 30 201) – December 2021 (December 15, 2021) – January 2022 (January 31, 2022) – February / March 2022 (March 15, 2022) – April 2022 (April 29, 2022) – May 2022 (May 27, 2022) – June 2022 (June 24, 2022)	✓	✓	✓

Project Phase: NoC of EA			
Activity	**Audience**		
	Indigenous Communities	***Interested Persons***	***Agencies & Government Bodies***
■ Circulated Field Study Notices & Discussion Guides: – Winter Field Program Notice and Discussion Guide (December 10, 2021) – Furbearer Ground Track Survey Update (January 19, 2022) – Bird Aerial Surveys Update (February 4, 2022) – Wolverine Den Surveys Notice (February 14, 2022) – Wolverine Hair Snag Program and Bird Autonomous Recording Unit Update (March 3, 2022) – Wolverine Den Survey Update (March 9, 2022) – Early Spring Notice (March 29, 2022) – Terrain and Soils Notice (May 11, 2022) – Surface Water, Fish and Fish Habitat Notice (May 30, 2022) – Vegetation Field Notice (June 10, 2022)	✓	✓	✓
■ Matawa Messenger newsletter feature (June 2022)	✓	✓	✓
Indigenous Knowledge (IK) Program			
■ Circulated an update on the MFFN CAR IK Program which included an updated schedule and timeline for Indigenous communities to share IK (January 21 to 24, 2022)	✓		
■ Teleconference with Métis Nation of Ontario (MNO) to discuss the IK Program (February 4, 2022)	✓		
■ Teleconference with Constance Lake First Nation to discuss the IK Program (and Community Co-ordinator Program) (April 21, 2022)	✓		
Community Co-ordinator Program			
■ Distribution of letter introducing the Community Co-ordinator Program to 13 neighbouring Indigenous communities including job posting (March 17, 2022)	✓		
■ Teleconference with Constance Lake First Nation to discuss the Community Co-ordinator Program (and the IK Program) (April 21, 2022)	✓		
■ Ongoing outreach to 13 Indigenous communities to address questions and discuss details of the Community Co-ordinator Program (April – May, 2022)	✓		

3. Consultation and Engagement with Indigenous Communities, Provincial and Territorial Organizations and Tribal Councils

3.1 Consultation and Engagement with Indigenous Communities

To summarize overall engagement with each Indigenous community, the following analytics were performed:
The **Level of Engagement Effort and Response** bar graph reflects the efforts taken by the MFFN CAR Project Team to engage Indigenous communities and the level of response received. Communications channels considered include **email correspondence** (outgoing & incoming), **phone correspondence** (outgoing & incoming), and **meetings offered in comparison to meetings scheduled**, by any means of communication.

- **Email Correspondence** reflects all personalized emails sent between the MFFN CAR Project Team and Indigenous communities.
    - **Outgoing Email Correspondence** reflects all personalized emails sent from the MFFN CAR Project Team to a specific Indigenous community; mass communications sent to all communities by the MFFN CAR Project Team are not considered in this calculation.
    - **Incoming Email Correspondence** includes emails received from an Indigenous community directly to MFFN CAR Project Team; emails that only confirm receipt of an outgoing email or emails where the MFFN CAR Project Team are copied but not directly mentioned are not included.
- **Phone Correspondence** reflects all call attempts between the MFFN CAR Project Team and an Indigenous community.
    - **Outgoing Phone Calls** reflect all phone calls made by the MFFN CAR Project Team to an Indigenous community. **Answered Phone Calls** includes those calls that were answered immediately by the intended recipient or were returned at a later time when the contact was available.
    - **Incoming Phone Calls** reflect instances where Indigenous communities contacted MFFN CAR Project Team without a previous outgoing phone call.
- **Meetings Offered vs. Held** reflects the efforts taken by the MFFN CAR Project Team to schedule a meeting in comparison to the number of meetings achieved between the Indigenous community and the MFFN CAR Project Team.

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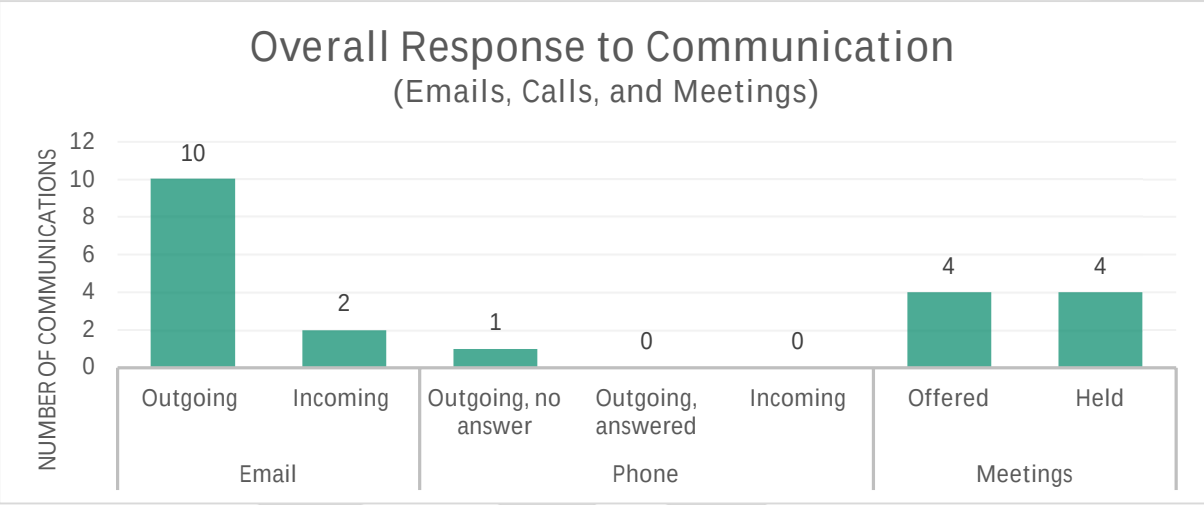
3.1.13 Marten Falls First Nation (MFFN)

Community Profile	
Location:	Ogoki, Ontario, P0T 2L0
Tribal Council:	Matawa First Nations Management
Treaty:	9
Project Team Lead:	Kathryn Ross

Communication Distribution



Summary of Participation During Reporting Period	
Date of Last Outgoing Communication from MFFN CAR Project Team (Email or Phone)	June 28, 2022
Date of Last Incoming Communication from Community (Email or Phone)	June 28, 2022
Participating in IK Program: In Progress	Status of IK Sharing Agreement: Signed
	Status of IK Funding Agreement: Signed

Summary of Participation During Reporting Period	
	IK information provided: In Progress
Participating in Community Coordinator Program: Yes	Coordinator recruited and onboarded (2x)
Commented during The ToR	Commented on Draft ToR: **No**
	Commented on Final ToR: **Yes**

Key Consultation and Engagement Activities Undertaken During EA / IA (October 29, 2021 – June 30, 2022)	
Date	**Consultation and Engagement Activity**
Oct 29, 2021	EA NoC distributed via email.
Nov 02, 2021	EA NoC distributed via mail (hard copy).
Nov 03, 2021	October 2021 MFFN CAR E-Blast distributed via email.
Nov 12, 2021	Details regarding the in-community meeting sent via email.
Nov 16-17, 2021	In-community Project update meetings and Youth Engagement Program.
Nov 30, 2021	November 2021 MFFN CAR E-Blast distributed via email.
Dec 10, 2021	Winter Field Programs Discussion Guide and Notice distributed via email.
Dec 15, 2021	December 2021 MFFN CAR E-Blast & 2021 Highlights Letter distributed via email.
Dec 17, 2021	Phone calls to follow-up on the December E-Blast, Winter Field Programs Notice and Discussion Guide.
Dec 21, 2021	Teleconference to discuss and collect feedback on the Groundwater and Wolverine field programs.
Jan 17, 2022	Circulated a MFFN CAR IK Program update including updated schedule.
Jan 19, 2022	Furbearer Ground Track Survey update distributed via email.
Jan 31, 2022	January 2022 MFFN CAR E-Blast distributed via email.
Feb 02, 2022	Virtual Project update community meeting.
Feb 04, 2022	Ungulate Aerial Surveys update distributed via email.
Feb 07, 2022	Follow up re: IK Program materials and offer to schedule a meeting.
Feb 14, 2022	Wolverine Den Surveys Field Study Notice and Winter Field Programs update distributed via email.
Feb 16, 2022	Follow up email providing a link to a recording of the February 2, 2022 community meeting.
Mar 03, 2022	Wolverine Hair Snag and Bird ARU update distributed via email.
Mar 09, 2022	Wolverine Den Surveys update distributed via email.
Mar 15, 2022	February / March 2022 MFFN CAR E-Blast distributed via email.
Mar 17, 2022	Community Coordinator Program letter and job posting distributed via email.
Mar 2022	Follow up discussions between MFFN CAR Project Team, Senior Community Member Advisors and Leadership about the Community Coordinator Program.
Mar 29, 2022	Early Spring Field Notice and Winter program updates distributed via email.
Apr – May, 2022	Follow up to discussion regarding field programs and sensitive data.
Apr 29, 2022	April 2022 MFFN CAR E-Blast distributed via email.
Apr – May 2022	Direct follow-up with Chief re: Community Coordinator Program.
May 11, 2022	Terrain and Soils Field Notice distributed via email.
May 19 – 30, 2022	Email sent to plan for meeting to discuss field programs.

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Key Consultation and Engagement Activities Undertaken During EA / IA (October 29, 2021 – June 30, 2022)	
Date	**Consultation and Engagement Activity**
May 27, 2022	May 2022 MFFN CAR E-Blast distributed via email.
May 30, 2022	Surface Water, Fish and Fish Habitat Field Notice distributed via email.
May 31, 2022	Teleconference to discuss and collect feedback on upcoming Bird field programs.
Jun 08, 2022	Meeting notes sent from May 31,2022 meeting on upcoming Bird field programs.
Jun 10, 2022	Vegetation Field Notice distributed via email.
Jun 13, 2022	Notice for PIC #3 distributed via email.
Jun 15, 2022	Printed PIC #3 notices in multiple languages were sent to MFFN.
Jun 24, 2022	June 2022 E-Blast distributed via email.
Jun 28, 2022	In-community meeting with PIC #3 information.
Jun 30, 2022	PIC #3 materials and online feedback form distributed via email.

Summary of Feedback Received and Response / Action – Marten Falls First Nation (MFFN)					
Item #	**Topic / Issue Raised**	**Specific Issue / Comment Raised**	**Communication Channel**	**Response / Action**	**Addressed through the NoC EA Milestone and / or in the EA / IS**
1.	■ Socio-Community	■ **Issue—Community:** During the November 16, 2021 in-community meeting, a community member asked what communities typically look like after a road is built.	■ In person	■ Status: Completed ■ All communities are different, and changes can vary. How MFFN might change will be looked at as part of the EA / IA. Consultation can help the MFFN CAR Project Team better understand these potential changes and how to enhance benefits or avoid issues.	■ N/A
2.	■ Consultation Methods	■ **Issue—Presentation:** During the November 16, 2021 in-community meeting, a community member noted it was difficult to read the presentation due to font size and hear the presenter speak. It was suggested to provide printed copies of the presentation during the meetings as well as a microphone for presenters. It was also requested to send printed copies of the	■ In-person	■ Status: Ongoing ■ The MFFN CAR Project Team thanked the MFFN member for the feedback and noted they will incorporate the suggestions for future presentations, and will send printed copies of the presentation deck to the Band Office. ■ The June 28, 2022 in-community meeting had printed copies of the presentation available, and the Project Team made an effort to use the school's microphone and speaker system, however it was not working. ■ Action: The Project Team will look into alternative speaker and microphone	■ N/A

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Summary of Feedback Received and Response / Action – Marten Falls First Nation (MFFN)					
Item #	**Topic / Issue Raised**	**Specific Issue / Comment Raised**	**Communication Channel**	**Response / Action**	**Addressed through the NoC EA Milestone and / or in the EA / IS**
		presentation deck to the Band Office.		systems to bring in-community for future meetings.	
3.	■ Engineering & Design	■ **Issue—Alignment:** During the November 16, 2021 in-community meeting, a community member asked why the winter road was not chosen.	■ In person	■ Status: Completed ■ The winter road was not chosen as a route alternative because there were concerns including a large bridge crossing close to the community, health and safety concerns related to mining traffic, water management during construction and availability of aggregate (for construction) and proximity to Indigenous value sites.	■ N/A
4.	■ Data Collection	■ **Issue—Data Collection and Compensation:** During the November 16, 2021 in-community meeting, a community member asked if there can be a program for people to provide informal data collection / community member observations (like wildlife, track sightings) and compensation.	■ In person	■ Status: Completed ■ The Project has funding available through the IK Program and the Community Coordinator Program, as well as offering payment for things like beaver carcasses to help with field programs.	■ The MFFN CAR Project Team will continue to work with MFFN to secure funding for a Community Coordinator throughout the EA / IA.
5.	■ Engineering & Design	■ **Issue—Western Crossing:** During the November 16, 2021 in-community meeting, community members had no objection to the Project; most were not in favour of the western crossing due to fishery concern and accessibility.	■ In person	■ Status: Completed ■ Noted.	■ N/A
6.	■ Engineering & Design	■ **Issue—Fibre Optic Line:** During the November 16, 2021 in-community meeting, a community member noted to be aware of the fibre optic line and where the Project will cross.	■ In person	■ Status: Complete ■ Noted.	■ Alternatives will be evaluated based on, impacts to natural, socio-economic and cultural environment, and from a technical feasibility and cost perspective.

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Summary of Feedback Received and Response / Action – Marten Falls First Nation (MFFN)					
Item #	**Topic / Issue Raised**	**Specific Issue / Comment Raised**	**Communication Channel**	**Response / Action**	**Addressed through the NoC EA Milestone and / or in the EA / IS**
7.	■ Consultation Methods	▪ **Comment—Mapping**: During the MFFN community meeting on November 16, 2021 it was requested to add names of lakes, islands, points of reference to Project location map. ■ During the in-community June 28, 2022 PIC #3 a participant noted that names were missing from the maps and they could not identify where areas of interest are. MFFN community members added names, landmarks and other comments on large-scale maps provided at the PIC.	■ In person	▪ Status: Ongoing ▪ The MFFN CAR Project Team is working with a Senior Community Member Advisor to add this input directly into maps. ▪ On June 6, 2022 a virtual meeting was held with a Senior Community Member Advisor to walk through how to add input directly onto a digital map. A follow-up meeting is scheduled for September 2022. ▪ The MFFN CAR Project Team is planning to bring confidential zoomed in maps with the requested details at the next in-person November and December 2022 community meetings. ■ Action: Continue to work directly with MFFN CAR Senior Community Member Advisor and show updated confidential mapping to MFFN community members at the November and December 2022 in-community meeting.	▪ The MFFN CAR Project Team will continue to work directly with MFFN CAR Senior Community Member Advisor and show updated mapping to MFFN community members during EA / IA. ■ Information provided at the MFFN community members only meeting in November 2022 (PIC #3) will be incorporated into the upcoming PIC #4 materials.
8.	■ Consultation Methods	■ **Issue—Messaging:** During the MFFN community meeting on February 2, 2022 it was suggested to emphasize that this is an all-season access road.	■ Virtual	■ Status: Complete ■ Project messaging (e.g., presentation materials and key messaging) will continue to emphasize that this is an all-season road.	■ N/A
9.	■ Consultation Methods ■ Field Studies	■ **Issue—In-Person Interviews**: During the MFFN community meeting on February 2, 2022 a suggestion was made about setting up in-person interviews for people to share sensitive information that may overlap field surveys.	■ Virtual	■ Status: Ongoing ■ The Project hopes to be able to have more face-to-face interaction with community members once it is safe from a public health perspective to do so. In June 2022 an in-person community meeting was held in MFFN, alongside the PIC #3 in Thunder Bay and Geraldton. ■ The IK Program also aims to collect sensitive information that may be related to field programs and MFFN is part of the program.	■ In-person interviews will be considered during the EA / IA with MFFN community members to collect sensitive information related to field programs.

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Summary of Feedback Received and Response / Action – Marten Falls First Nation (MFFN)					
Item #	**Topic / Issue Raised**	**Specific Issue / Comment Raised**	**Communication Channel**	**Response / Action**	**Addressed through the NoC EA Milestone and / or in the EA / IS**
				■ Action: Consider planning in-person interviews for MFFN community members to share sensitive information related to field programs.	
10.	■ Field Studies	■ **Issue—Field Program Results**: During the MFFN community meeting on February 2, 2022 there was an inquiry regarding the process and results of the completed and upcoming field programs.	■ Virtual	■ Status: Ongoing ■ The Project continues to share photos and high-level summaries in the monthly E-Blasts distributed to the mailing list (a link was shared to view past E-Blasts on the Project website), which highlights updates from recently completed field programs. ■ At the June 2022 MFFN community member meeting, followed by PIC #3, more information related to field program methods and early observations was shared and there was an opportunity to provide input. The EA process was also described in updated visuals, ■ Action: Share more field study results in 2023 when data is available and analyzed.	■ More details regarding the process and results of field programs will be shared throughout the EA / IA when the data has been reviewed and can be shared publicly.
11.	■ Consultation Methods	■ **Comment—Youth Engagement**: During the MFFN community meeting on February 2, 2022 a community member said they thought it was great there will be youth engagement for urban members and their 16-year-old watched the zoom meeting and was very interested.	■ Virtual	■ Status: Ongoing ■ The Project Team noted the feedback. ■ Action: The Project Team will be planning to deliver the Youth Engagement Program with MFFN youth living outside of the community.	■ The Youth Engagement Program will take place again during the EA / IA.
12.	■ Consultation Methods ■ Wildlife	■ **Comment—Translations:** During the May 31, 2022 meeting on the Bird field programs it was noted it would be beneficial to have Anishinaabe translations for species.	■ Virtual	■ Status: Ongoing ■ A list of species names will be developed and translated, working directly with the MFFN CAR Community Member Advisor. ■ Action: The MFFN CAR Project Consultant will work with the MFFN Community Member Advisor on translating species.	■ Communications throughout the EA / IA regarding field programs will use Anishinaabe translations for species, where appropriate.

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Summary of Feedback Received and Response / Action – Marten Falls First Nation (MFFN)					
Item #	**Topic / Issue Raised**	**Specific Issue / Comment Raised**	**Communication Channel**	**Response / Action**	**Addressed through the NoC EA Milestone and / or in the EA / IS**
13.	■ Field Studies	■ **Comment—Sampling Sites:** During the May 31, 2022 meeting on the Bird field programs it was asked how sampling sites were collected.	■ Virtual	■ Status: Complete. ■ Some Bird field program points were selected using bio statistical models to set up representative monitoring sites, while others are sites that were sampled in previous years.	■ The Field Study Programs are continuing, and updates will be provided regularly, along with opportunities for feedback on the programs in advance of them starting. ■ Opportunities to provide feedback on field programs in advance of them starting will be carried forward into the EA / IA.
14.	■ Field Studies ■ Wildlife	■ **Comment—Field Studies:** During the May 31, 2022 meeting on the Bird field programs it was asked why these field studies are being completed and what effect the road will have on birds.	■ Virtual	■ Status: Complete. ■ The Bird field program studies are a requirement of the EA / IA, and they will help to determine the potential effects of the road.	■ The Field Study Programs are continuing, and updates will be provided regularly, along with opportunities for feedback on the programs in advance of them starting. ■ Opportunities to provide feedback on field programs in advance of them starting will be carried forward into the EA / IA.
15.	■ Field Studies ■ Wildlife	■ **Comment—Field Studies:** During the May 31, 2022 meeting on the Bird field programs it was noted that with climate change, birds are being observed in the area that have not been recorded before. General comments on birds and their habits were also provided.	■ Virtual	■ Status: Complete. ■ This comment has been provided to the Natural Science team for consideration in the EA / IA.	■ The Field Study Programs are continuing, and updates will be provided regularly, along with opportunities for feedback on the programs in advance of them starting. ■ Opportunities to provide feedback on field programs in advance of them starting will be carried forward into the EA / IA.
16.	■ Consultation Methods	■ **Comment—Presentation:** During the in-community June 28, 2022 PIC #3 attendees remarked that the presentation was difficult to hear.	■ In-Person	■ Status: Ongoing ■ Noted. Response is currently being drafted.	■ N/A
17.	■ Field Studies	■ **Comment—Field Study Results:** During the in-community June 28, 2022 PIC #3 attendees remarked that they would like to see more information on Field Studies shared at community meetings, including images and videos.	■ In-Person	■ Status: Ongoing ■ Noted. Response is currently being drafted.	■ The Field Study Programs are continuing, and updates will be provided regularly, along with opportunities for feedback on the programs in advance of them starting. ■ Opportunities to provide feedback on field programs in advance of them starting will be carried forward into the EA / IA.

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Summary of Feedback Received and Response / Action – Marten Falls First Nation (MFFN)					
Item #	**Topic / Issue Raised**	**Specific Issue / Comment Raised**	**Communication Channel**	**Response / Action**	**Addressed through the NoC EA Milestone and / or in the EA / IS**
18.	■ Study Area	■ **Comment—Mapping:** During the in-community June 28, 2022 PIC #3 a participant noted an area of the rapids Big Rock between points F and G along the river that is important to some community members. The exact location could not be pinpointed due to the scale of the map.	■ In-Person	■ Status: Ongoing ■ Noted. Response is currently being drafted.	■ Opportunities will be provided at the upcoming PIC #4 for community members to provide input to the Project.
19.	■ Consultation Methods	■ **Comment—Meeting Materials:** During the in-community June 28, 2022 PIC #3 a participant noted that the scale of the map was too small to pinpoint a site.	■ In-Person	■ Status: Ongoing ■ Action: The MFFN CAR Project Team made note of mapping issues and will investigate alternative methods of sharing information at next in-community meeting.	■ N/A
20.	■ Engineering and Design	■ **Comment—Route Design:** During the in-community June 28, 2022 PIC #3 a comment was raised about why the road along the river was not used to connect to the CAR instead of the area north of the airport which is widely used.	■ In-Person	■ Status: Ongoing ■ Noted. Response is currently being drafted	■ As part of the EA / IA, the evaluation will identify the preferred route for the CAR, temporary infrastructure and aggregate sources with the least potential for negative effects, greatest opportunity for mitigating negative effects and greatest benefits to the community.
21.	■ Engineering and Design	■ **Comment—Route Design:** During the in-community June 28, 2022 PIC #3 comments were made about the possibility of the route alternatives aligning along the broad-band or fibre optic line instead of by the cemetery	■ In-Person	■ Status: Ongoing ■ Noted. Response is currently being drafted.	■ As part of the EA / IA, the evaluation will identify the preferred route for the CAR, temporary infrastructure and aggregate sources with the least potential for negative effects, greatest opportunity for mitigating negative effects and greatest benefits to the community.
22.	■ Engineering and Design	■ **Comment—Route Design:** During the in-community June 28, 2022 PIC #3 a participant requested that the CAR be wide enough for cars to pass safely	■ In-Person	■ Status: Ongoing ■ Noted. Response is currently being drafted.	■ As part of the evaluation, safety will be considered as part of the technical considerations.

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Summary of Feedback Received and Response / Action – Marten Falls First Nation (MFFN)					
Item #	**Topic / Issue Raised**	**Specific Issue / Comment Raised**	**Communication Channel**	**Response / Action**	**Addressed through the NoC EA Milestone and / or in the EA / IS**
23.	■ Engineering and Design	■ **Comment—Route Design:** During the in-community June 28, 2022 PIC #3 a participant advised that there may be issues along the river as river levels and ice were very high. They also noted that there are locations where the bank is eroding and might affect the existing road.	■ In-Person	■ Status: Ongoing ■ Noted. Response is currently being drafted.	■ As part of the EA / IA, the evaluation will identify the preferred route for the CAR, temporary infrastructure and aggregate sources with the least potential for negative effects, greatest opportunity for mitigating negative effects and greatest benefits to the community. ■ Issues such as water level, erosion will be considered as part of the technical considerations and be examined under Natural Environment.
24.	■ Engineering and Design	■ **Comment—Route Design:** During the in-community June 28, 2022 PIC #3 participants noted that MFFN can experience intense rain showers which may damage the CAR and impact streams due to erosion resulting in turbidity.	■ In-Person	■ Status: Ongoing ■ Noted. Response is currently being drafted.	■ As part of the EA / IA, the evaluation will identify the preferred route for the CAR, temporary infrastructure and aggregate sources with the least potential for negative effects, greatest opportunity for mitigating negative effects and greatest benefits to the community. ■ Issues such as water level, erosion will be considered as part of the technical considerations and be examined under Natural Environment.
25.	■ Safety	■ **Comment—Safety:** During the in-community June 28, 2022 PIC #3 participants noted that the area north of the airport is widely used by the community, including children. There was a safety concern flagged for the children who play in area.	■ In Person	■ Status: Ongoing ■ Noted. Response is currently being drafted.	■ As part of the evaluation, safety will be considered as part of the technical considerations.
26.	■ Safety	■ **Comment—Safety:** During the in-community June 28, 2022 PIC #3 safety concerns were raised related to increased truck activity on the proposed access road including dust, noise, low visibility and speeding.	■ In-Person	■ Status: Ongoing ■ Noted. Response is currently being drafted.	■ As part of the evaluation, safety will be considered as part of the technical considerations. ■ Factors such as air quality and noise, will be evaluated as part of the EA / IA.

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Summary of Feedback Received and Response / Action – Marten Falls First Nation (MFFN)					
Item #	**Topic / Issue Raised**	**Specific Issue / Comment Raised**	**Communication Channel**	**Response / Action**	**Addressed through the NoC EA Milestone and / or in the EA / IS**
27.	■ Coordinated EA / IA Process	■ **Comment—EA / IA Process:** During the in-community June 28, 2022 PIC #3 a concern was voiced regarding the length of the EA / IA process and why it is taking so long for the road to be constructed. An approximate timeline for the start of construction was requested.	■ In-Person	■ Status: Ongoing ■ The representative from the MINES explained that the EA / IA process in general is lengthy but that the COVID-19 pandemic also slowed down the process. ■ Response is currently being drafted.	■ N/A
28.	■ Wildlife ■ Species at Risk	■ **Comment—Wildlife:** During the in-community June 28, 2022 PIC #3 a community member flagged that there is a caribou area in the District of Kenora, in the area between points I and H on the Alternative Routes map.	■ In-Person	■ Status: Ongoing ■ Noted. Response is currently being drafted.	■ As part of the EA / IA, the evaluation will identify the preferred route for the CAR, temporary infrastructure and aggregate sources with the least potential for negative effects, greatest opportunity for mitigating negative effects and greatest benefits to the community. ■ Impacts to caribou will be evaluated under Natural Environment.
29.	■ Socio-Economic	■ **Comment—Social:** During the in-community June 28, 2022 PIC #3 a concern was raised about how the CAR may interfere with outings, ability to gather firewood and socialize.	■ In-Person	■ Status: Ongoing ■ Noted. Response is currently being drafted.	■ As part of the EA / IA, the evaluation will identify the preferred route for the CAR, temporary infrastructure and aggregate sources with the least potential for negative effects, greatest opportunity for mitigating negative effects and greatest benefits to the community.
30.	■ Socio-Economic	■ **Comment—Social:** During the in-community June 28, 2022 PIC #3 a concern was raised about the alternative routes and possible effects that a new route will have on MFFN	■ In-Person	■ Status: Ongoing ■ Noted. Response is currently being drafted.	■ As part of the EA / IA, the evaluation will identify the preferred route for the CAR, temporary infrastructure and aggregate sources with the least potential for negative effects, greatest opportunity for mitigating negative effects and greatest benefits to the community.

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Summary of Feedback Received and Response / Action – Marten Falls First Nation (MFFN)					
Item #	**Topic / Issue Raised**	**Specific Issue / Comment Raised**	**Communication Channel**	**Response / Action**	**Addressed through the NoC EA Milestone and / or in the EA / IS**
31.	■ Engineering and Design	■ **Comment—Route Design:** During the in-community June 28, 2022 PIC #3 participants were interested in how the CAR will be maintained following construction and if salt would be used in the winter. There is a concern of the impact of salting on the nearby rivers.	■ In-Person	■ Status: Ongoing ■ Noted. Response is currently being drafted.	■ As part of the EA / IA, the evaluation will identify the preferred route for the CAR, temporary infrastructure and aggregate sources with the least potential for negative effects, greatest opportunity for mitigating negative effects and greatest benefits to the community. ■ Maintenance of the CAR (i.e. usage of salt) will be one of the indicators for the evaluation.

Consultation and Engagement Log– Marten Falls First Nation (MFFN)							
Communication Date	**Method of Engagement**	**Incoming**	**Outgoing**	**Contact Name**	**Contact Title**	**Project Team**	**Summary**
Oct 29, 2021	Email		X	■ Bruce Achneepineskum ■ Linda Moonias ■ Rob Moonias ■ Sam Achneepineskum ■ Paul Achneepineskum	■ Chief ■ Councillor ■ Councillor ■ Councillor ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team issued the NoC for the provincial EA to MFFN on October 29, 2021. The email included the English NoC as an attachment and noted that the NoC is available in English, French, Ojibway, Oji-Cree and Cree on the MFFN CAR Project website.
Nov 02, 2021	Mail		X	■ Bruce Achneepineskum ■ Linda Moonias ■ Rob Moonias ■ Sam Achneepineskum ■ Paul Achneepineskum	■ Chief ■ Councillor ■ Councillor ■ Councillor ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team mailed the NoC for the provincial EA to MFFN and included the English Ojibway, Oji-Cree and Cree versions.
Nov 03, 2021	Email		X	■ Bruce Achneepineskum ■ Linda Moonias ■ Rob Moonias ■ Sam Achneepineskum ■ Paul Achneepineskum	■ Chief ■ Councillor ■ Councillor ■ Councillor ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent the October E-Blast to MFFN. The E-Blast included updates about the provincial and federal assessment processes, the experience of a MFFN field support staff during the Vegetation Field Program, recently completed and upcoming field studies, the new Ungulates educational video, and a profile of a MFFN CAR Project Team member.

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Consultation and Engagement Log– Marten Falls First Nation (MFFN)							
Communication Date	**Method of Engagement**	**Incoming**	**Outgoing**	**Contact Name**	**Contact Title**	**Project Team**	**Summary**
Nov 12, 2021	Email		X	■ Bruce Achneepineskum ■ Linda Moonias ■ Rob Moonias ■ Sam Achneepineskum ■ Paul Achneepineskum	■ Chief ■ Councillor ■ Councillor ■ Councillor ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed MFFN about the November 16, 2021 community update meeting taking place. The email included information on the agenda for the meeting, including an update on the provincial EA and schedule, field programs and job opportunities as well as the Youth Engagement Program.
Nov 16, 2021	Meeting			■ Bruce Achneepineskum ■ Linda Moonias ■ Rob Moonias ■ Sam Achneepineskum ■ Paul Achneepineskum	■ Chief ■ Councillor ■ Councillor ■ Councillor ■ Councillor	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team provided a Project update to community members in MFFN. Discussions included an update on the provincial EA, EA schedule, upcoming field programs and Support Staff opportunities and the IK Program. A Youth Engagement Program was delivered alongside the presentation for MFFN youth.
Nov 30, 2021	Email		X	■ Bruce Achneepineskum ■ Linda Moonias ■ Rob Moonias ■ Sam Achneepineskum ■ Paul Achneepineskum	■ Chief ■ Councillor ■ Councillor ■ Councillor ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the November E-Blast to MFFN. The E-Blast included updates about the provincial and processes, recently completed and upcoming field studies, the new Valued Components video, and a profile of a MFFN CAR Project Team member.
Dec 10, 2021	Email		X	■ Bruce Achneepineskum ■ Linda Moonias ■ Rob Moonias ■ Sam Achneepineskum ■ Paul Achneepineskum	■ Chief ■ Councillor ■ Councillor ■ Councillor ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the Winter Field Notice and Discussion Guide to MFFN. The field notice included upcoming winter field study programs such as furbearer ground track surveys, winter ungulate aerial surveys and wolverine hair snag surveys with approximate dates. The Discussion Guide was attached with key questions relating to the upcoming winter field study programs to provide feedback.
Dec 15, 2021	Email and Letter		X	■ Bruce Achneepineskum ■ Linda Moonias ■ Rob Moonias ■ Sam Achneepineskum ■ Paul Achneepineskum	■ Chief ■ Councillor ■ Councillor ■ Councillor ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the December E-Blast to Marten Falls First Nation. A letter was also attached detailing upcoming outreach, opportunities to meet and gather feedback. The E-Blast included key highlights from 2021, upcoming winter field study programs and their approximate timelines, and a message from a MFFN CAR Project Team member.

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Consultation and Engagement Log– Marten Falls First Nation (MFFN)							
Communication Date	**Method of Engagement**	**Incoming**	**Outgoing**	**Contact Name**	**Contact Title**	**Project Team**	**Summary**
Dec 17, 2021	Phone		X	■ Bruce Achneepineskum	■ Chief	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant called to confirm receipt of the letter and E-Blast, Winter Program Discussion Guides and Field Program notices and if there were any questions a meeting could be coordinated in the new year. There was no answer and no voicemail left.
Dec 21, 2021	Meeting			■ Lawrence Baxter	■ MFFN CAR Community Member Advisor	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team met with the MFFN CAR Community Member Advisor to discuss and collect feedback on the groundwater and wolverine field programs.
Jan 17, 2022	Email and Letter		X	■ Bruce Achneepineskum ■ Shane Baxter ■ Eli Coaster ■ Corrina Baxter ■ Linda Moonias ■ Rob Moonias ■ Patricia Achneepineskum ■ Maria Baxter ■ Paul Achneepineskum	■ Chief ■ Councillor ■ Councillor ■ Executive Assistant to C&C ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant distributed an IK Program Timeline and Update letter to MFFN via email. The letter provided information on key IK Program and ATRI dates and deadlines.
Jan 19, 2022	Email		X	■ Bruce Achneepineskum ■ Shane Baxter ■ Eli Coaster ■ Corrina Baxter ■ Linda Moonias ■ Rob Moonias ■ Patricia Achneepineskum ■ Maria Baxter ■ Paul Achneepineskum	■ Chief ■ Councillor ■ Councillor ■ Executive Assistant to C&C ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a notification providing confirmed dates for the first round of surveys for the furbearer ground track field program from January 20 to 24, 2022. The field crew will also conduct a remote camera check and caribou mortality investigation from January 21 to 27, 2022. Further updates will be provided in the January E-Blast.
Jan 31, 2022	Email		X	■ Bruce Achneepineskum ■ Shane Baxter ■ Eli Coaster ■ Corrina Baxter ■ Linda Moonias ■ Rob Moonias ■ Patricia Achneepineskum ■ Maria Baxter ■ Paul Achneepineskum	■ Chief ■ Councillor ■ Councillor ■ Executive Assistant to C&C ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent the January E-Blast to MFFN. The E-Blast included an overview of recently completed and upcoming field studies, upcoming outreach to help inform the Project's land use assessment, updates on the schedule for the IK Program, a feature on two new educational videos (furbearers and greenhouse gases and air quality), and opportunities to meet the MFFN CAR Project Team virtually.

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Consultation and Engagement Log– Marten Falls First Nation (MFFN)							
Communication Date	**Method of Engagement**	**Incoming**	**Outgoing**	**Contact Name**	**Contact Title**	**Project Team**	**Summary**
Feb 02, 2022	Teleconference			■ N/A	■ MFFN Community Members	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team hosted a teleconference with MFFN community members. Project updates were provided, including a refresher on the Project, schedule updates, the EA process, questions and answers from the November 2021 in-community meeting, field studies and Field Support Staff job opportunities, and an update on the IK program.
Feb 04, 2022	Email		X	■ Bruce Achneepineskum ■ Linda Moonias ■ Rob Moonias ■ Sam Achneepineskum ■ Paul Achneepineskum	■ Chief ■ Councillor ■ Councillor ■ Councillor ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team followed up from the Winter Field Notice with confirmed dates for the winter ungulate aerial field program taking place from February 7 to 14, 2022. A field notice with more information was attached.
Feb 07, 2022	Email		X	■ Bruce Achneepineskum ■ Linda Moonias ■ Rob Moonias ■ Sam Achneepineskum ■ Paul Achneepineskum ■ Shane Baxter ■ Maria Baxter ■ Eli Coaster ■ Corrina Baxter	■ Chief ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Executive Assistant	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent a follow up email asking if MFFN had any questions or comments on the IK Program, timeline or any of the other documents that were provided in the January 17, 2022 email. The MFFN CAR Project Consultant also offered to meet to discuss anything further.
Feb 14, 2022	Email		X	■ Bruce Achneepineskum ■ Linda Moonias ■ Rob Moonias ■ Sam Achneepineskum ■ Paul Achneepineskum	■ Chief ■ Councillor ■ Councillor ■ Councillor ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team distributed an update for winter programs. The first update included a Field Notice for Wolverine Den Surveys taking place in advance of tree clearing activities for the upcoming Groundwater and Geochemistry field program, and noted that the Groundwater and Geochemistry Program was delayed and is expected to start after the Wolverine Den Surveys. The second update was that the Ungulate Aerial Survey was delayed due to needing optimal snow conditions. The third update was that the second round of Furbearer Ground Track Surveys are expected to start later in February. Links to videos about wolverines, groundwater, ungulates and furbearers were included, along with a link to the website for notices. Notices for the Groundwater and Geochemistry Program, Wolverine Den Surveys and Combined Winter Field Programs were attached.

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Consultation and Engagement Log– Marten Falls First Nation (MFFN)							
Communication Date	**Method of Engagement**	**Incoming**	**Outgoing**	**Contact Name**	**Contact Title**	**Project Team**	**Summary**
Feb 16, 2022	Email		X	■ Bruce Achneepineskum ■ Linda Moonias ■ Rob Moonias ■ Sam Achneepineskum ■ Paul Achneepineskum	■ Chief ■ Councillor ■ Councillor ■ Councillor ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a reminder to MFFN Chief and Council and community members that a recording of the community update meeting held on February 2, 2022 is available to view online, including a survey and opportunity to win a gift card.
Mar 03, 2022	Email		X	■ Bruce Achneepineskum ■ Linda Moonias ■ Rob Moonias ■ Sam Achneepineskum ■ Paul Achneepineskum	■ Chief ■ Councillor ■ Councillor ■ Councillor ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team distributed an update for the wolverine hair snag program confirming crews will be making the monthly trip to re-bait hair snag traps from March 6 – 16, 2022. In an effort to avoid programs during the traditional goose hunt, it was noted that around 30 bird autonomous recording units would be placed in the study area during this time. A Discussion Guide will be provided shortly with questions asking for input on future locations of the units. The Winter Field Notice was attached, and a link to the wolverine video was included.
Mar 09, 2022	Email		X	■ Bruce Achneepineskum ■ Linda Moonias ■ Rob Moonias ■ Sam Achneepineskum ■ Paul Achneepineskum	■ Chief ■ Councillor ■ Councillor ■ Councillor ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team distributed an update confirming the Wolverine Den Surveys, in advance of the Groundwater and Geochemistry program, will take place from March 11 – 15, 2022. The Groundwater and Geochemistry program is anticipated to start shortly after the wolverine den surveys. It was also noted field crews are awaiting appropriate weather to conduct the last round of furbearer surveys, with a modified methodology, and dates will be provided once confirmed. The Wolverine Den Survey Field Notice, Groundwater and Geochemistry Field Notice and Winter Field Notice were attached, and links to the wolverine, furbearer and groundwater videos were included.
Mar 15, 2022	Email		X	■ Bruce Achneepineskum ■ Shane Baxter ■ Eli Coaster ■ Corrina Baxter ■ Linda Moonias ■ Rob Moonias ■ Patricia Achneepineskum ■ Maria Baxter ■ Paul Achneepineskum	■ Chief ■ Councillor ■ Councillor ■ Executive Assistant to C&C ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the combined February / March E-Blast to MFFN. The E-Blast included a Project update video, Bird and Spring Programs Discussion Guides and an overview of recently completed and upcoming field studies and their approximate timelines. A link to the website with more detailed information was provided.

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Consultation and Engagement Log– Marten Falls First Nation (MFFN)							
Communication Date	**Method of Engagement**	**Incoming**	**Outgoing**	**Contact Name**	**Contact Title**	**Project Team**	**Summary**
Mar 17, 2022	Email and Letter		X	■ Bruce Achneepineskum ■ Linda Moonias ■ Rob Moonias ■ Patricia Achneepineskum ■ Sam Achneepineskum ■ Paul Achneepineskum ■ Shane Baxter ■ Maria Baxter ■ Eli Coaster ■ Corrina Baxter	■ Chief ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Executive Assistant	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant distributed an introduction letter and job posting for the Community Coordinator Program to MFFN via email. The letter provided information on key Community Coordinator program details, deadlines and a request for who should be hired as the Community Coordinator. Setting up a meeting was also offered. The job posting included responsibilities, compensation and contact information.
Mar 29, 2022	Email		X	■ Bruce Achneepineskum ■ Linda Moonias ■ Rob Moonias ■ Patricia Achneepineskum ■ Sam Achneepineskum ■ Shane Baxter ■ Maria Baxter ■ Eli Coaster ■ Paul Achneepineskum ■ Corinna Baxter	■ Chief ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Executive Assistant	■ MFFN CAR Project Team	■ The MFFN CAR Project Team distributed an update on the last round of winter furbearer surveys scheduled for April 1-5, 2022 during which, remaining wolverine denning surveys will be completed in advance of the Groundwater and Geochemistry program. The email included an Early Spring Field Notice, providing advanced notice of upcoming field programs taking place between March – May, 2022 and includes links to the Bird Discussion Guide and Spring Programs Discussion Guide. The Winter Field Notice, Wolverine Den Survey Field Notice and Early Spring Field Notice were attached, and a links to the Project website and furbearer video were included.
Mar 2022	Email	X	X	■ Bruce Achneepineskum	■ Chief	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team	■ Ongoing discussions between MFFN CAR Project Team, Community Member Advisors and Leadership about the Community Coordinator Program and identifying community members for the role.
Apr 05, 2022	Email		X	■ Bob Baxter	■ MFFN Community Member Advisor	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed the MFFN CAR Community Member Advisor to clarify if any of the feedback provided during field program discussions is considered sensitive.
Apr 05, 2022	Email		X	■ Bob Baxter	■ MFFN Community Member Advisor	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed the MFFN CAR Community Member Advisor to provide a table of feedback collected during field program discussions to indicate which comments are considered sensitive.

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Consultation and Engagement Log– Marten Falls First Nation (MFFN)							
Communication Date	**Method of Engagement**	**Incoming**	**Outgoing**	**Contact Name**	**Contact Title**	**Project Team**	**Summary**
Apr 29, 2022	Email		X	■ Bruce Achneepineskum ■ Linda Moonias ■ Rob Moonias ■ Marilyn Wenjack ■ Sam Achneepineskum ■ Russell Achneepineskum ■ Paul Achneepineskum ■ Vida Baxter	■ Chief ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the April E-Blast to MFFN. The E-Blast included field study updates, an overview of upcoming field studies, an update on the IK Program submission deadline and upcoming opportunities to meet the MFFN CAR Project Team in-person at PDAC and at the first PIC for the EA in June 2022.
Apr - May, 2022	Email		X	■ Bruce Achneepineskum	■ Chief	■ MFFN CAR Project Team	■ The MFFN CAR Project Team contacted Chief Bruce Achneepineskum throughout April and May to follow-up on the Community Coordinator Program and who would be a good fit for the role.
May 06, 2022	Email		X	■ Bob Baxter	■ MFFN Community Member Advisor	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant followed up with the MFFN Community Member Advisor on the provided feedback table collected during field program discussions to indicate which comments are considered sensitive.
May 11, 2022	Email		X	■ Bruce Achneepineskum ■ Linda Moonias ■ Rob Moonias ■ Marilyn Wenjack ■ Sam Achneepineskum ■ Russell Achneepineskum ■ Paul Achneepineskum ■ Vida Baxter	■ Chief ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team distributed the Physiography, Terrain & Soils Field Notice and an update for May field programs to Marten Falls First Nation. The Physiography, Terrain and Soils field study will be starting at the end of May. The Wolverine Hair Snag Survey / Bird Autonomous Recording Units / Remote Camera Check and Caribou Mortality Investigation will be ongoing until May 16, 2022. The Aerial Waterfowl Migration Surveys will be conducted May 12 - 16, 2022. Questions, comments or feedback were requested about the programs.
May 11, 2022	Email		X	■ Bob Baxter	■ MFFN Community Member Advisor	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed to follow up on the feedback table provided to confirm whether feedback shared during field program discussions are considered sensitive. A meeting to walk through the table together was offered and potential meetings times were provided.

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Consultation and Engagement Log– Marten Falls First Nation (MFFN)							
Communication Date	**Method of Engagement**	**Incoming**	**Outgoing**	**Contact Name**	**Contact Title**	**Project Team**	**Summary**
May 19, 2022	Email		X	■ Bob Baxter ■ Lawrence Baxter	■ MFFN Community Member Advisor ■ MFFN Community Member Advisor	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed a few suggested meeting times to discuss the bird field programs. Questions to be discussed were included.
May 19, 2022	Email	X		■ Bob Baxter ■ Lawrence Baxter	■ MFFN Community Member Advisor ■ MFFN Community Member Advisor	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from the MFFN Community Member Advisor noting they will be unavailable to participate in a meeting next week.
May 20, 2022	Email		X	■ Bob Baxter ■ Lawrence Baxter	■ MFFN Community Member Advisor ■ MFFN Community Member Advisor	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant provided an alternative meeting time to suit the MFFN community Member Advisors availability.
May 24, 2022	Email		X	■ Bob Baxter ■ Lawrence Baxter	■ MFFN Community Member Advisor ■ MFFN Community Member Advisor	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team emailed the MFFN CAR Community Member Advisor to coordinate a meeting to discuss field sampling locations.
May 27, 2022	Email		X	■ Bruce Achneepineskum ■ Linda Moonias ■ Rob Moonias ■ Marilyn Wenjack ■ Sam Achneepineskum ■ Russell Achneepineskum ■ Paul Achneepineskum ■ Vida Baxter	■ Chief ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the May E-Blast to MFFN. The E-Blast included field study updates, an overview of upcoming field studies, an update on the IK Program submission deadline and upcoming opportunities to meet with the MFFN CAR Project Team in-person at the EA / IS Introduction PIC #3 in June 2022.
May 30, 2022	Email		X	■ Bruce Achneepineskum ■ Linda Moonias ■ Rob Moonias ■ Marilyn Wenjack ■ Sam Achneepineskum ■ Russell Achneepineskum ■ Paul Achneepineskum ■ Vida Baxter	■ Chief ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team distributed the Surface Water, Fish and Fish Habitat Field Notice to Marten Falls First Nation. The Surface Water Fish and Fish Habitat field study will be starting mid to late June. Questions, comments or feedback were requested about the programs via the Discussion Guide, and a link to a video was also provided.
May 30, 2022	Email		X	■ Bob Baxter ■ Lawrence Baxter	■ MFFN Community Member Advisor ■ MFFN Community Member Advisor	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant reached out to the MFFN CAR Project Team to ask if the MFFN CAR Community Member Advisors are available to

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Consultation and Engagement Log– Marten Falls First Nation (MFFN)							
Communication Date	**Method of Engagement**	**Incoming**	**Outgoing**	**Contact Name**	**Contact Title**	**Project Team**	**Summary**
							attend tomorrow's meeting to discuss the bird field programs.
May 31, 2022	Meeting			■ Bob Baxter	■ MFFN CAR Community Member Advisor	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team met with the MFFN Community Member Advisor to discuss the bird field program and field program sites.
Jun 08, 2022	Email		X	■ Bob Baxter	■ MFFN Community Member Advisor	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant followed up with meeting notes from the May 31, 2022 meeting to discuss the bird field program. A feedback log of insights shared during previous discussions was provided for the MFFN CAR Community Member Advisor to review to identify sensitive information.
Jun 10, 2022	Email		X	■ Bruce Achneepineskum ■ Linda Moonias ■ Rob Moonias ■ Marilyn Wenjack ■ Sam Achneepineskum ■ Russell Achneepineskum ■ Paul Achneepineskum ■ Vida Baxter	■ Chief ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team distributed the Vegetation Field Notice to Marten Falls First Nation noting that the program is starting mid-July. Questions, comments or feedback were requested about the programs via the Discussion Guide, and a link to a video was also provided. Dates for several other upcoming field programs were also confirmed.
Jun 10, 2022	Email	X		■ Lawrence Baxter	■ MFFN Community Member Advisor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team received a response from Lawrence Baxter acknowledging the Vegetation Field Notice and field program updates were received.
Jun 13, 2022	Email		X	■ Bruce Achneepineskum ■ Linda Moonias ■ Rob Moonias ■ Marilyn Wenjack ■ Sam Achneepineskum ■ Russell Achneepineskum ■ Paul Achneepineskum ■ Vida Baxter	■ Chief ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent out a notice for PIC #3 for the EA / IS Introduction on June 27, 2022 in Thunder Bay and June 29, 2022 in Geraldton for an opportunity to meet the MFFN CAR Project Team and share feedback, ideas and values related to the Project. Complimentary shuttle transportation is offered for community members to and from the PIC in Thunder Bay. The MFFN CAR Project Team also included an invitation to a community meeting in Marten Falls on June 28, 2022 at the school gymnasium with lunch, a presentation, Q&A session, door prizes and an open house for members to view display materials and provide feedback. A formal notice for the PIC was attached, along with a link to

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Consultation and Engagement Log– Marten Falls First Nation (MFFN)							
Communication Date	**Method of Engagement**	**Incoming**	**Outgoing**	**Contact Name**	**Contact Title**	**Project Team**	**Summary**
							the website with the notice translated in French, Ojibway, Cree and Oji-Cree and the community meeting invite.
Jun 15, 2022	Mail		X	■ Bruce Achneepineskum	■ Chief	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent printed notices for the PIC #3, translated in English, Cree, Ojibway, and Oji-Cree to be posted around the community. The invitation for the in-community meeting was also printed and mailed to be posted around the community and distributed to doors.
Jun 24, 2022	Email		X	■ Bruce Achneepineskum ■ Linda Moonias ■ Rob Moonias ■ Marilyn Wenjack ■ Sam Achneepineskum ■ Russell Achneepineskum ■ Paul Achneepineskum ■ Vida Baxter	■ Chief ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the June E-Blast to MFFN. The E-Blast included details to meet the MFFN CAR Project Team in-person at PIC #3 in Thunder Bay on June 27 and Geraldton on June 29 as well as field study updates, an overview of upcoming field studies, and an update on the IK Program submission deadline.
Jun 28, 2022	In-Person			■ MFFN Community Members	■ N/A	■ MFFN CAR Community Member Advisors ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team held an in-community meeting to present updates and information on the MFFN CAR Project. The meeting was formatted to include the serving of a meal followed by a presentation, with an informal Q&A session, followed by an open house period where community members could review display boards including maps for discussion and provide feedback to MFFN Community Member Advisors and the MFFN CAR Project Team.
Jun 30, 2022	Email		X	■ Bruce Achneepineskum ■ Linda Moonias ■ Rob Moonias ■ Marilyn Wenjack ■ Sam Achneepineskum ■ Russell Achneepineskum ■ Paul Achneepineskum ■ Vida Baxter	■ Chief ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed MFFN to thank those who joined PIC #3 in Thunder Bay and Geraldton. A link to all PIC #3 materials on the website was shared, as well as an online feedback form with a deadline of July 13, 2022.

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B13. MFFN

B13.1 Outgoing Community Specific Correspondence
B13.2 Incoming Community Specific Correspondence
B13.3 Community Specific Meeting Materials

B13.1 Outgoing Community Specific Correspondence

From: Nokleby, Andrea <anokleby@dillon.ca>
Sent: January 17, 2022 12:03 PM
To: Bruce Achneepineskum; [redacted]; corrina baxter
Cc: Bob Baxter; Qasim Saddique; Lawrence Baxter; Ross, Kathryn
Subject: [EXTERNAL] MFFN CAR IK Program Timeline Update
Attachments: Letter- 2022-01-17- IK Program Timeline Update - Marten Falls First Nation.pdf

Dear Chief Achneepineskum,

We hope the start of the new year brings with it safety, peace, and prosperity to you and your community.

Please see attached a letter regarding the Project's Indigenous Knowledge Program schedule.

For any questions you may have regarding the Indigenous Knowledge Program, or to follow-up on this correspondence, please do not hesitate to contact Bob Baxter at 807-628-7553 or bbaxter48@gmail.com or myself at 604-417-5332 or at anokleby@dillon.ca.

Thank you and have a great day,

Andrea

Andrea Nokleby
Partner
Dillon Consulting Limited
3820 Cessna Drive Suite 510
Richmond, British Columbia, V7B 0A2
T - 604.295.7070 ext. 4247
F - 604.278.7894
M - 604.417.5332
ANokleby@dillon.ca
www.dillon.ca

This message is directed in confidence solely to the person(s) named above and may contain privileged, confidential or private information which is not to be disclosed. If you are not the addressee or an authorized representative thereof, please contact the undersigned and then destroy this message.

Ce message est destiné uniquement aux personnes indiquées dans l'entête et peut contenir une information privilégiée, confidentielle ou privée et ne pouvant être divulguée. Si vous n'êtes pas le destinataire de ce message ou une personne autorisée à le recevoir, veuillez communiquer avec le soussigné et ensuite détruire ce message.

January 17th, 2022

Chief Bruce Achneepineskum
Marten Falls First Nation
General Delivery
Ogoki Post, Ontario
P0T 2L0

Re: Indigenous Knowledge Program Timeline and Update

Dear Chief Bruce Achneepineskum:

In December 2019, the Marten Falls First Nation (MFFN) Community Access Road Project Team (Project Team) introduced an Indigenous Knowledge Program to support the federal and provincial assessments for the Community Access Road Project (the Project). Since that time the following milestones have been accomplished:

- The Terms of Reference for the Project were approved with amendments on October 8, 2021 by the Minister of the Environment, Conservation and Parks;
- The Notice of Commencement of the Environmental Assessment (EA) was published on October 29, 2021; and
- The federal Tailored Impact Statement Guidelines were issued on February 24, 2020.

The Indigenous Knowledge Program is a critical component of the information base upon which the assessments will be conducted. The information generated through the Indigenous Knowledge Program will be used in tandem with scientific approaches, and both knowledge systems will be used in forming the foundation for baseline conditions, predicting potential project impacts, and determining appropriate mitigation and monitoring methods.

Figure 1: Indigenous Knowledge Timeline (attached) illustrates the key steps in the Indigenous Knowledge Program and their anticipated completion dates. As noted above, the Project Team began communicating with Indigenous Communities in December 2019, and Project funding support for information and data gathering began in the summer of 2020 and is on-going. To more holistically integrate Indigenous Knowledge and information on Indigenous Land and Resource Use into the assessment processes we have targeted a June 30, 2022 deadline for the completion of Project-Specific Indigenous Knowledge/Indigenous Land and Resource Use Studies. We ask that you please let us know if you intend to participate but do not think you can meet this timeline. Further, Figure 1 provides a timeline for ongoing engagement with your community to:

- Validate Indigenous Knowledge/Indigenous Land and Resource Use inputs provided by your community (if applicable);
- Initiate conversations on effects to Aboriginal and Treaty Rights and Interests; and

- Review information on effects on Aboriginal and Treaty Rights and Interests and discuss mitigation.

Indigenous Knowledge and information on Indigenous Land and Resource Use is invaluable in that it helps us to better understand and appreciate the environment with respect to the identity, culture, and heritage of Indigenous Communities. We hope that the Indigenous Knowledge Program also helps to support your on-going efforts to document and record your oral knowledge for the benefit of your community and future generations. We look forward to finalizing the Indigenous Knowledge Sharing Agreement and Funding Agreement with you to support this important work. For any questions you may have regarding the Indigenous Knowledge Program, please contact Bob Baxter at 1-807-628-7553 or bbaxter48@gmail.com or Andrea Nokleby at 1-604-417-5332 or anokleby@dillon.ca.

We hope you and your community are safe and well, and we look forward to hearing from you.

Sincerely,

Qasim Saddique
Project Director

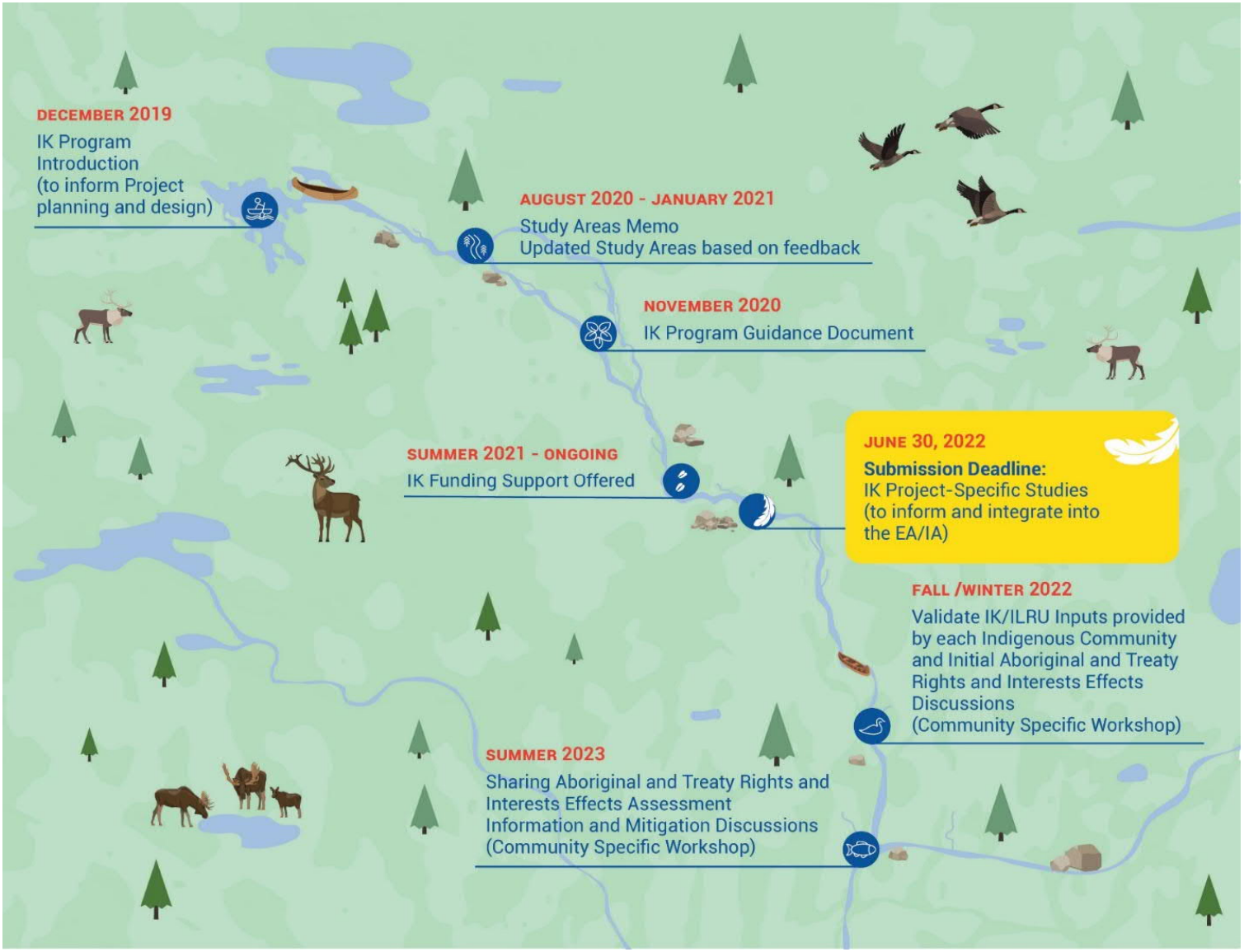
Lawrence Baxter
Senior Community Member Advisor

Encl. Indigenous Knowledge Program Timeline

CC:

- Linda Moonias, Councillor, Marten Falls First Nation
- Rob Moonias, Councillor, Marten Falls First Nation
- Patricia Achneepineskum, Councillor, Marten Falls First Nation
- Sam Achneepineskum, Councillor, Marten Falls First Nation
- Shane Baxter, Councillor, Marten Falls First Nation
- Maria Baxter, Councillor, Marten Falls First Nation
- Eli Coaster Baxter, Councillor, Marten Falls First Nation
- Paul Achneepineskum, Councillor, Marten Falls First Nation
- Corinna Baxter, Executive Assistant to Chief and Council, Marten Falls First Nation
- Bob Baxter, MFFN CAR Senior Community Member Advisor
- Andrea Nokleby, MFFN CAR Project Consultant

Figure 1: Indigenous Knowledge Program Timeline



From: Nokleby, Andrea <anokleby@dillon.ca>
Sent: February 7, 2022 2:06 PM
To: Bruce Achneepineskum; [redacted]; corrina baxter
Cc: Bob Baxter; Qasim Saddique; Lawrence Baxter; Ross, Kathryn
Subject: [EXTERNAL] Re: MFFN CAR IK Program Timeline Update

Good Afternoon Chief Achneepineskum,

I am just following up to see if you had any questions or comments on the Indigenous Knowledge Program, timeline or any of the other documents that were provided. We would be happy to set up a time to meet to discuss anything further at your request.

Thank you and have a great afternoon,

Andrea

Andrea Nokleby
Partner
Dillon Consulting Limited
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Richmond, British Columbia, V7B 0A2
T - 604.295.7070 ext. 4247
F - 604.278.7894
M - 604.417.5332
ANokleby@dillon.ca
www.dillon.ca

From: MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>
Sent: Wednesday, February 16, 2022 3:49 PM
Subject: Community Access Road Meeting Follow-Up Feb 2

Good afternoon,

It's not too late to watch the recording from the MFFN Community Member meeting from February 2nd and fill out the survey. If you fill out the survey by this Friday, February 18 you have a chance of winning one of two $50 gift cards to iTunes or Amazon.

Visit http://www.martenfallsaccessroad.ca/community-meeting-feb-2022/ for the recording, presentation materials, maps, Field Study Support Staff job poster and the Wolverine Bait poster.

If you have any questions you can reply to this email or call us at 1-800-764-9114.

Miigwetch and we look forward to seeing you at the next meeting.

--
MFFN Community Access Road Project Team
Visit our website: http://www.martenfallsaccessroad.ca/
Follow us on Facebook: https://www.facebook.com/MFFNCommunityAccessRoadProject/
Call us: 1 800-764-9114
Email us: info@martenfallsaccessroad.ca

From: Ross, Kathryn
Sent: March 17, 2022 1:29 PM
To: bruce.achneepineskum@gmail.com
Cc: [redacted]; lawrence baxter; Qasim Saddique
Subject: Marten Falls First Nation Community Access Road. Funding available for Community Coordinator Program
Attachments: 2022-03-17-MFFN CAR Community Coordinator Program Letter to Marten Falls FN.pdf; 2022-03-17-MFFN Community Coordinator Job Posting.pdf

Good afternoon Chief Bruce Achneepineskum,

I hope you and the community are doing well and staying safe. We are excited to announce we are officially launching the Community Coordinator Program for the Marten Falls First Nation Community Access Road and Marten Falls First Nation is invited to participate.

The Community Coordinator Program will support Community Access Road Project activities, meetings and events; helping to make sure input is collected from the right people and shared back with the Project Team so as to be included in the Environmental Assessment and Impact Assessment processes. The Community Coordinator will be hired part-time at $25.00/hr for up to three years.

Please see the letter attached for more information on the Program and a request to: confirm your participation; identify who is the right fit as a Community Coordinator; and to gauge your interest in a meeting to answer any questions you may have. Alongside the letter, the job posting is also attached for the Community Coordinator position with more details on the role and responsibilities.

We believe this program will create more avenues for meaningful engagement and consultation with Marten Falls First Nation on the Community Access Road Project. We appreciate your input on this request and welcome any feedback or suggestions you may have on the proposed process. I hope to hear from you by March 31, 2022 and will follow-up next week to answer any questions you may have.

Sincerely,

Kathryn Ross
On behalf of the MFFN Community Access Road Project Team

Kathryn Ross
Senior Consultant, Communication and Community Engagement
Cell +1-226-821-0844
kathryn.ross@aecom.com

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Chief Bruce Achneepineskum
Marten Falls First Nation
General Delivery, Ogoki Post, ON P0T 2L0

Date: March 17, 2022

Re: Marten Falls First Nation Community Access Road Community Coordinator Program

Dear Chief Achneepineskum,

The Marten Falls First Nation (MFFN) Community Access Road Project Team is excited to announce that we are offering to hire members of specific Indigenous communities as **Community Coordinators**. As we continue to move through the provincial Environmental Assessment (EA) and federal Impact Assessment (IA), we want to continue to engage and consult with Marten Falls First Nation on a consistent basis and in a way that works best for your community. The Community Coordinator Program is set to begin early April 2022.

The Community Coordinator Program will support Community Access Road Project activities, meetings and events; helping to make sure input is collected from the right people and shared back with the Project Team so as to be included in the EA processes. The position is $25 an hour and is expected to be approximately 16 hours of work per week for up to three years. Please see the attached job description for a list of responsibilities.

Is Marten Falls First Nation interested in participating in the Community Coordinator Program? If so, we are looking for your input on who should be the Community Coordinator in your community. We understand that Marten Falls First Nation currently has funding from the Ministry of Northern Development, Mines, Natural Resources and Forestry (NDMNRF) for Larissa Stevens as a Community Coordinator, however she is no longer in this role. We would like to propose supplementing the funding already provided by NDMNRF for this position, so as to increase the hours already being worked on the Project. Do you have someone in mind to replace Larissa? If not, please let us know if we can support you by reaching out to your members to see if someone else is interested. We hope to hear from you by **March 31, 2022**.

We appreciate your time and thoughts on this Program and are open to have a detailed discussion. We believe the hiring of Community Coordinators will strengthen our collective efforts on both the EA and IA and allow for a more open and responsive consultation and engagement between Marten Falls First Nation and the MFFN Community Access Road Project Team. If you have any questions or would like to setup a meeting, please contact kathryn.ross@aecom.com or call 1-800-764-9114. We will follow-up directly with you in advance of the two-week deadline to answer any questions or concerns you may have regarding the Community Coordinator Program.

Sincerely,

Qasim Saddique
Project Director

Lawrence Baxter
Senior Community Member Advisor

Encl. MFFN Community Access Road Community Coordinator Job Posting

CC:

- Linda Moonias, Councillor, Marten Falls First Nation
- Rob Moonias, Councillor, Marten Falls First Nation
- Patricia Achneepineskum, Councillor, Marten Falls First Nation
- Sam Achneepineskum, Councillor, Marten Falls First Nation
- Shane Baxter, Councillor, Marten Falls First Nation
- Maria Baxter, Councillor, Marten Falls First Nation
- Eli Coaster Baxter, Councillor, Marten Falls First Nation
- Paul Achneepineskum, Councillor, Marten Falls First Nation
- Corinna Baxter, Executive Assistant to Chief and Council, Marten Falls First Nation
- Lawrence Baxter, Senior Community Member Advisor, MFFN Community Access Road Project Team
- Qasim Saddique, Project Director, MFFN Community Access Road Project Team
- Kathryn Ross, Consultant, MFFN Community Access Road Project Team

MARTEN FALLS FIRST NATION
ALL SEASON COMMUNITY ACCESS ROAD

WE'RE HIRING!

Marten Falls First Nation (MFFN) is undertaking a federal Impact Assessment (IA) and provincial environmental assessment (EA) for an all-season access road to our community. To support these studies, we are looking to hire **Community Coordinators**.

Are you a highly motivated person? Do you have strong organizational and relationship building skills? Would you like to work with a great project team and build experience in environmental management?

If so, this could be the role for you!

The Community Coordinator will be a primary point of contact between your community and the MFFN Project Team. We will work closely with you as you help to involve your community in the environmental assessment processes.

Responsibilities

- Coordinate between the MFFN Project Team and community members living in / outside of your community as per your local practices and in collaboration with Chief and Council;
- Provide advice and guidance on appropriate ways to engage your community—in-person (when appropriate to do so), and virtually during COVID-19;
- Keep informed on Community Access Road Project activities (e.g., timelines, documents, events) and communicate relevant Project information to community members;
- Participate in meetings with the Project Team and other Community Coordinators;
- Provide support for community engagement activities related to the Project including:
    - Coordinate and organize logistics for meetings, workshops, events and / or school visits (e.g., book meeting spaces, order refreshments, help with truck / boat rentals and accommodations);
    - Help identify meeting participants and information providers (e.g., youth and / or elders);
    - Assist with meeting facilitation, note taking and meeting minute preparation, and coordinate translation services, if needed; and
    - Organize distributing Project advertisements and notices in your community; either online (e.g., Facebook or posting in community);
- Assist in collecting data / information in your community (e.g., Indigenous Knowledge, community information and socio-economic information);
- Assist in reviewing draft documents, questionnaires or Project updates / information sheets.

This position will receive $25 per hour and is expected to be approximately 16 hours per week for up to 41 months. If you would like to learn more, contact: Jennifer Bruin or James Meyer at info@martenfallsaccessroad.ca or 1-800-764-9114.

From: Baker, Nadia
Sent: Tuesday, April 5, 2022 1:34 PM
To: Bob Baxter
Cc: Kjartanson, Shawna; Deveaux, Leah; Jackman, Lindsay; Barss, Sara; Andrea Nokleby; Mishal Naseer
Subject: MFFN CAR - Information on field studies

Hi Bob,

The information you've shared with us during our meetings to review and discuss field program sampling sites and broader consultation questions in the discussion guide is invaluable and has shaped the sampling locations and will inform the baseline reports. This includes our discussions on the following field programs:

- Bat ARU & Ungulate Remote Camera
- Caribou
- Surface Water, Fish & Fish Habitat
- Groundwater
- Wolverine

In discussion with Andrea, we wanted to ask a) if this information is considered Indigenous Knowledge – if so what is sensitive, and b) if the meeting is considered consultation?

Thanks,
Nadia

Nadia Baker, B.Sc.H., P.Biol., R.P.Bio.
Environmental Assessment and Permitting Specialist
Western Canada, Environment

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From: Baker, Nadia
Sent: Tuesday, April 5, 2022 1:22 PM
To: Bob Baxter
Cc: Kjartanson, Shawna; Deveaux, Leah; Jackman, Lindsay; Barss, Sara; Nokleby, Andrea; Mishal Naseer
Subject: RE: MFFN CAR - Information on field studies
Attachments: 2022-04-05-MFFN Field Study Feedback Log-60593122.xlsx; 2022-04-05-MFFN Field Study Feedback Log-60593122.pdf

Hi Bob,

For reference, please find attached a draft feedback table with the information you've shared with us on the different field programs. Feedback received during our meetings is noted in Column G. If it is helpful, you can indicate in Column H and I if the information is considered IK, and if so what is sensitive. In the future, we will ask at the beginning of our meetings to confirm.

Thanks for your help,
Nadia

Nadia Baker, B.Sc.H., P.Biol., R.P.Bio.
Environmental Assessment and Permitting Specialist
D +1-604-444-6434
M +1-604-347-8242

From: Baker, Nadia
Sent: Friday, May 6, 2022 11:30 AM
To: Bob Baxter
Cc: Kjartanson, Shawna; Deveaux, Leah; Jackman, Lindsay; Andrea Nokleby; Mishal Naseer; Jennifer Bruin
Subject: RE: [EXTERNAL] Re: MFFN CAR - Information on field studies
Attachments: 2022-04-05-MFFN Field Study Feedback Log-60593122.xlsx; 2022-04-05-MFFN Field Study Feedback Log-60593122.pdf

Hi Bob,
Happy Friday! Have you had a chance to review the information you shared with us on the field program sampling sites to confirm a) if this information is considered Indigenous Knowledge – if so what is sensitive, and b) if the meeting is considered consultation? Also happy to set up a meeting to walk through the table with you if this would be helpful. Please let me know.
Thanks,
Nadia

Nadia Baker, B.Sc.H., P.Biol., R.P.Bio. (she/her)
Environmental Assessment and Permitting Specialist
D +1-604-444-6434
M +1-604-347-8242

From: Baker, Nadia
Sent: Wednesday, May 11, 2022 2:33 PM
To: Bob Baxter; Jennifer Bruin; Andrea Nokleby; Mishal Naseer; Cinnamon, Christine
Cc: Kjartanson, Shawna; Deveaux, Leah; Jackman, Lindsay
Subject: MFFN CAR - Information on field studies
Attachments: 2022-04-05-MFFN Field Study Feedback Log-60593122.pdf; 2022-04-05-MFFN Field Study Feedback Log-60593122.xlsx

Hello Bob and Team,

As requested, I'd like to set up a meeting to review the information shared with us during our meetings to review and discuss field program sampling sites and broader consultation questions in the discussion guide. In discussion with Andrea, we wanted to ask Bob a) if this information is considered Indigenous Knowledge – if so what is sensitive, and b) if the meeting is considered consultation?

See attached draft feedback table for reference.

Potential meeting times include:

Tuesday May 17th, 12-4 pm EST
Thursday May 19th, 1-2 pm EST
Friday May 20th, 12-4 pm EST

Please let me know which of these times works best for you and I will distribute a meeting invite.

Best regards,
Nadia

Nadia Baker, B.Sc.H., P.Biol., R.P.Bio. (she/her)
Environmental Assessment and Permitting Specialist
Western Canada, Environment

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aecom.com

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From: Baker, Nadia
Sent: Thursday, May 19, 2022 12:50 PM
To: Bob Baxter; lawrence baxter; Jennifer Bruin; Qasim Saddique; Andrea Nokleby; Mishal Naseer
Cc: Deveaux, Leah; Jackman, Lindsay; Cinnamon, Christine
Subject: MFFN CAR - Bird Field Program - Review of Field Sampling Locations
Attachments: MAP_2022-05-11_Fig1_BirdARU_60593122.pdf; MAP_2022-05-11_Fig3_BreedingBird_60593122.pdf; MAP_2022-05-11_Fig4_MarshPlayback_60593122.pdf; MAP_2022-05-11_Fig2_EWPW_60593122.pdf; 2022-02-22-Bird-Discussion-Guide.pdf

Hi Bob, Lawrence, Jennifer, and Qasim,

I'd like to set up a meeting to review and discuss the field sampling locations and consultation questions for the Bird field programs. See attached discussion guide and sampling location maps for reference.

Bird Autonomous Recording Units Program (May, Summer/Fall 2022)
Breeding Bird Counts, Marsh Playback Surveys, & Eastern Whip-poor-will Autonomous Recording Units Program: (early and late June 2022): Skilled observers will use three survey methods to identify birds, including marsh birds, breeding birds and the Eastern Whip-poor-will (a Species at Risk), by sight and sound. Species at Risk birds are those that are listed as endangered or special concern. Species at Risk birds in the study area include Olive-Sided Flycatcher and Common Nighthawk (bekshkew).
Aerial Waterfowl Migration Surveys* (May and fall 2022): Transects, or straight lines, will be flown in spring and fall to observe waterfowl (such as ducks; Shesheeb) and shorebird stopover and staging locations, and to observe raptors nesting locations.
Breeding Bird Aerial Surveys* (May and June 2022): Similar to Aerial Waterfowl Migration Surveys, these aerial surveys will focus on waterfowl and raptor nesting in the breeding season (and does not include shorebirds).

Note*: Aerial surveys are not tied to locations, Golder will be flying the entire site multiple times, and exactly how that will look will depend on what they see, conditions encountered, etc.

Potential meeting times include:

- Wednesday May 25th, 3-5 pm EST
- Tuesday May 31st, 12:30-3 pm EST
- Wednesday June 1st, 3-5 pm EST

Please let me know which of these times works best for you and I will distribute a meeting invite.

Here are the consultation questions in the discussion guide for reference:

Do you know of any stopover or nesting sites for waterfowl and raptors (binesi)? Other information or interest in birds that you can provide is also appreciated.
Are there known locations of stick nests for eagles (binsei) or ospreys (saagwadamo)?
Are there any known staging areas if a spring harvest occurs?
Are there any areas in the study area to avoid. This could be because the areas are cultural/spiritual/ sacred sites.
What are you Aboriginal and Treaty Rights and Interests in the areas?

Best regards,
Nadia

Nadia Baker, B.Sc.H., P.Biol., R.P.Bio. (she/her)
Environmental Assessment and Permitting Specialist
Western Canada, Environment

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M +1-604-347-8242
nadia.baker@aecom.com

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Burnaby, BC V5A 4R4, Canada
T +1-604-444-6400
aecom.com

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From: Baker, Nadia
Sent: Wednesday, June 8, 2022 5:51 PM
To: Bob Baxter; Jennifer Bruin; Qasim Saddique; Mishal Naseer; Andrea Nokleby
Cc: Jackman, Lindsay; Cinnamon, Christine; Deveaux, Leah; LeeHo, Elaine; Moore, Kathleen
Subject: MFFN CAR - Bird Field Program - Review of Field Sampling Locations
Attachments: 2022-05-31-Minutes Bird Field Sampling Discussion MFFN.docx; MAP_2022-05-11_Fig1_BirdARU_60593122.pdf; MAP_2022-05-11_Fig2_EWPW_60593122.pdf; MAP_2022-05-11_Fig3_BreedingBird_60593122.pdf; MAP_2022-05-11_Fig4_MarshPlayback_60593122.pdf; TAB-2022-06-02-MFFN CBLUP OjiCree translations.xlsx; Copy of 2022-04-05-MFFN Field Study Feedback Log-60593122_NB.xlsx

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Bob, Jennifer, and Team,

Thank you for sharing your input on the Bird Field Program sampling sites and the discussion on sensitivity of information. Please find attached notes from our May 31st meeting and maps with sampling sites for reference. If there is anything I have missed or something is not correct, please let me know.

Please also find attached the following for your review and consideration:

1. List of species with Oji-Cree translations - During the meeting Bob noted it would be helpful to see the Anishinaabe name. Noting that many would not know what a Whip-poor-will is. Also be helpful to have a photo and bird call. As a first step, please find attached a list of birds, wildlife, fish, reptiles, and amphibian species from the MFFN CBLUP with Oji-Cree translations, plus additional species listed in Nat Sci study plans for which we do not have translations for (e.g., Whip-poor-wil). Bob can we request your help in translating key species?

2. Feedback log on field studies from Bob and Lawrence for another review for sensitive information. Based on the working definition provided by Bob regarding sensitive information, it appears that most of the information provided is natural history related or technical questions and not sensitive (Bob to confirm). The last row of the excel table references moving a wolverine sampling location outside of sensitive area based on mapping drafted by the MFCBLUP team (squares identified sensitive areas). Bob, I can set up another meeting to review the feedback log on items that may need further clarification if needed. Please let me know your availability and we can set something up.

Jennifer, we are looking into your question about why some marsh playback survey stations are located outside the regional study area and will get back to you soon.

Best regards,
Nadia

Nadia Baker, B.Sc.H., P.Biol., R.P.Bio. (she/her)
Environmental Assessment and Permitting Specialist
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aecom.com

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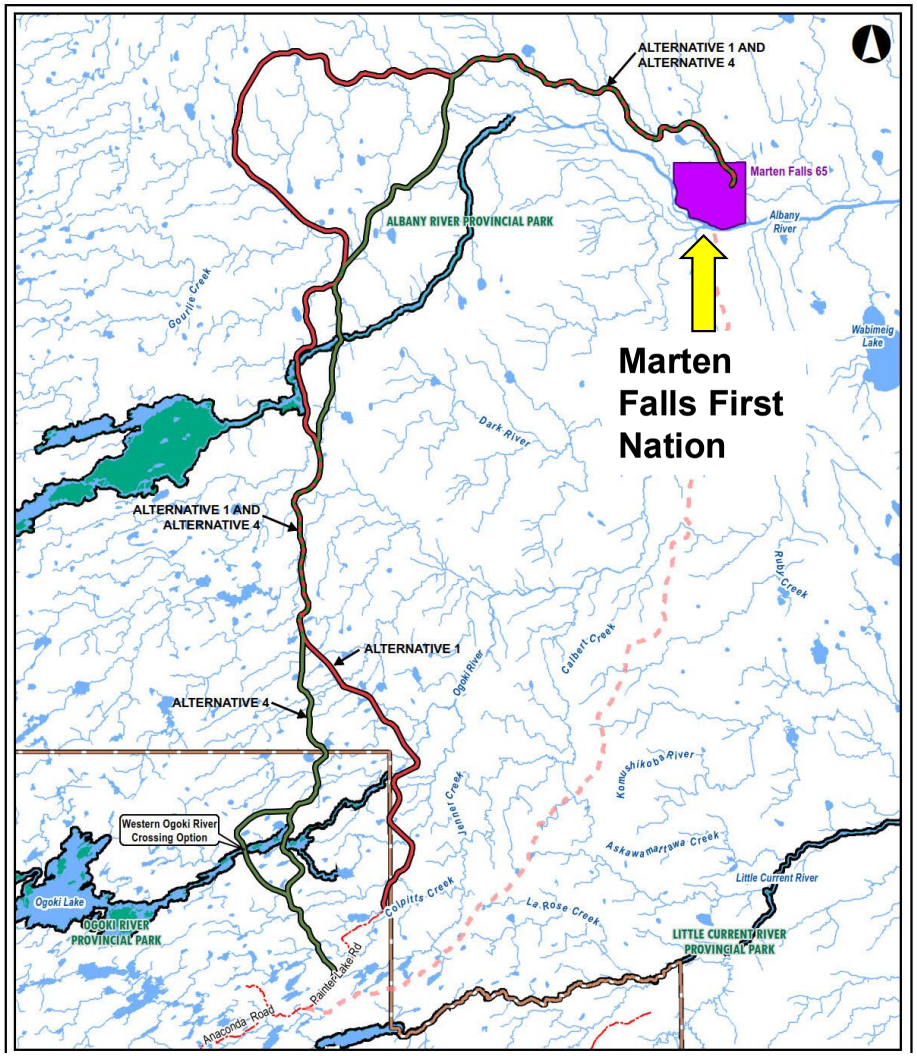
B13.2 Incoming Community Specific Correspondence

From: lawrence baxter <lawrencebax@gmail.com>
Sent: Friday, June 10, 2022 1:42 PM
To: MFFN Community Access Road Project Team
Subject: Re: Vegetation Field Notice, Aerial Bird Survey and Other Updates

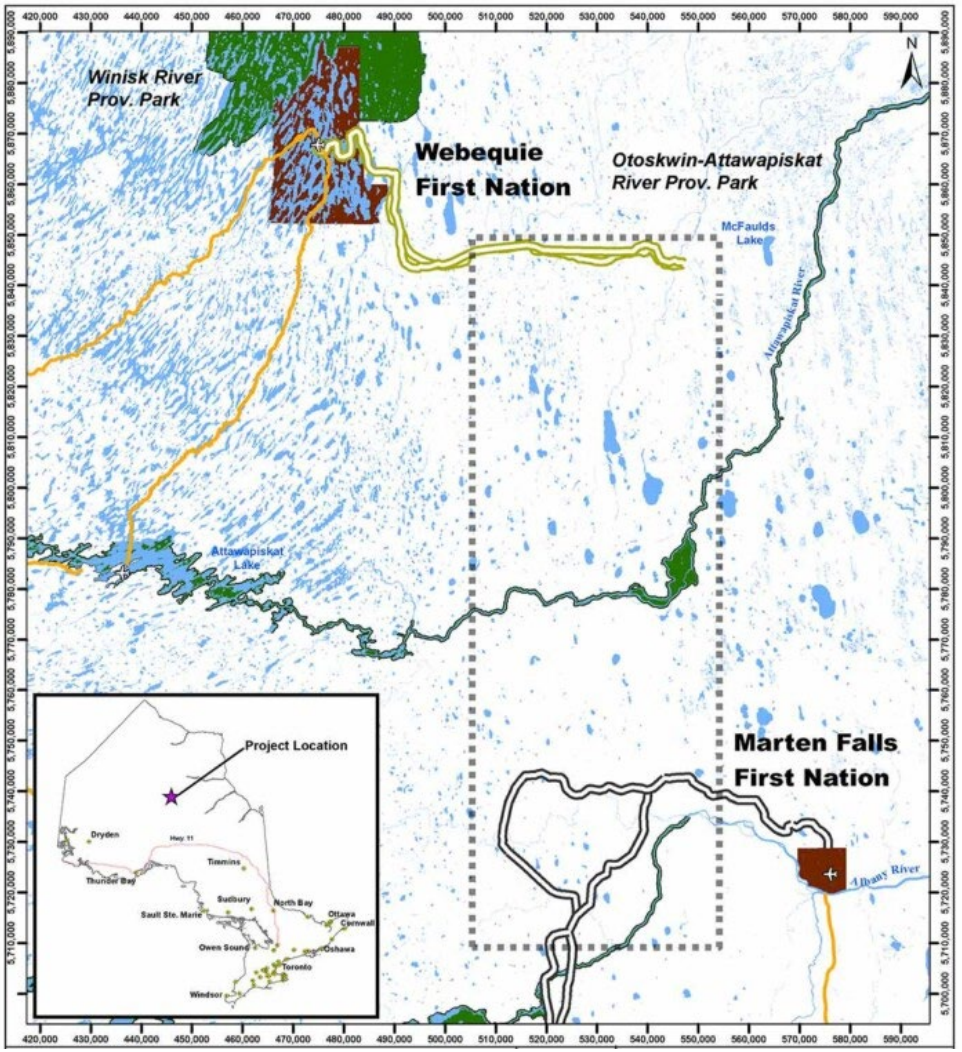
Thanks for the update!

B13.3 Community Specific Meeting Materials

Community Access Road



Northern Road Link



Boozhoo!

ALL SEASON COMMUNITY ACCESS ROAD

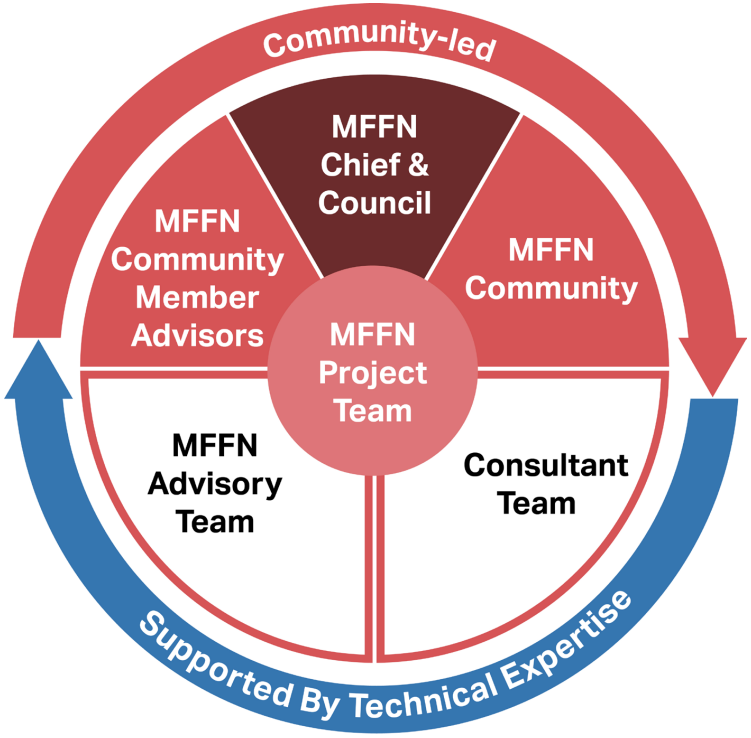
MFFN Community Meeting
November 16, 2021

Agenda

- Refresher about the Community Access Road and Introductions
- Update on the provincial Environmental Assessment
- Environmental Assessment Schedule
- Field Program and Job Opportunities
- Consultation and Engagement
  - Short-Term Activities
  - Youth Engagement Program
- Indigenous Knowledge / Indigenous Land & Resource Use

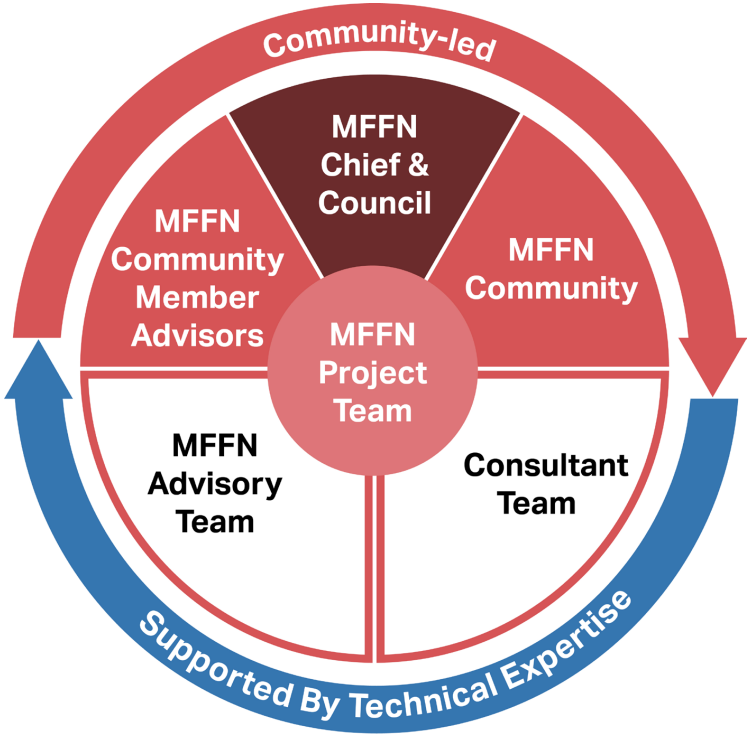
Refresher: What is the Project?

- Proposed All Season Community Access Road to connect to the provincial highway network through the Painter Lake Road System
- Marten Falls First Nation (MFFN) is the Proponent—or owner of the Project—for the provincial Environmental Assessment and federal Impact Assessment
- The Community Access Road Project does not include a road to the Ring of Fire. It is also a separate to the Northern Road Link Project.



Project Team Introductions

- Lawrence Baxter, Senior Community Member Advisor
- Bob Baxter, Senior Community Member Advisor
- Jack Moonias, Community Member Advisor
- Qasim Saddique, Project Director
- Larissa Stevens, Community Consultation Coordinator and Advisor
- Jennifer Bruin, Technical Advisor
- Don McKinnon, Consultation Co-Lead, Consultant



Congratulations!

- Congratulations on reaching a new milestone and all the hard work completed so far—the Terms of Reference was approved by Ontario and MFFN can now officially start the Environmental Assessment for the Community Access Road.
- This is a huge accomplishment!

A Closer Look at the Environmental Assessment

What is the Proposed Project

- Where
- Why

What is the Environment like today?

- Establish current conditions for water, air, land, social, cultural and economic conditions
- Undertake Indigenous knowledge and scientific studies

Evaluate the alternatives

- "Net effects" – consider both the positive and negative effects of the access road
- Reduce or avoid negative effects with mitigation
- Enhance (add to) positive effects

Identify the preferred alternatives = the project

- Positive effects must out weight negative effects overall

Consult: Listen and make changes, as appropriate

Indigenous Knowledge and Indigenous Land and Resource Use inform each step

Environmental Assessment Schedule

Oct 29, 2021*	Spring – Summer 2022*	Fall – Winter 2022*	Fall 2022 – Spring 2023*	Summer 2023*	Fall 2023*	Summer 2024*	Apr 2025*
• **Milestone:** Notice of Commencement of the Environmental Assessment (EA)	• **Milestone:** Effects Assessment Methodology Consultation / Engagement	• **Milestone:** Share Existing Conditions information with Indigenous Communities	• **Milestone:** Share Effects Assessment information with Indigenous Communities	• **Milestone:** Share Aboriginal and Treaty Rights Effects Assessment information with Indigenous Communities	• **Milestone:** Preferred Route Determined	• **Milestone:** Draft EA / IS Published for Comment	• **Milestone:** Final EA / IS Submitted to IAAC / MECP

Ongoing Field Programs

June 31, 2022: Deadline for Indigenous Knowledge input from Indigenous communities

***Timing (Tentative)**

2021 Field Study Programs

Air Quality Monitoring
(started & ongoing)

Bats
(completed)

Remote Camera Program
(started & ongoing)

Fish and Fish Habitat
(started & ongoing)

Vegetation, Physiography
and Peatlands
(started & ongoing)

Surface Water
(started & ongoing)

Caribou (Atigwag)
Collaring
(started & ongoing)

Videos now available on our website martenfallsaccessroad.ca/study-plan-multimedia-showcase/:

- Groundwater
- Vegetation (e.g., Okikatik)
- Surface Water, Fish and Fish Habitat (e.g., Okaas, Nameh)
- Ungulates (Caribou and Moose; Atigwag and Moozoog)

Upcoming Winter Field Study Programs

Furbearers (e.g., Makwa'ang)
Ground Track Survey
(2 trips between January – February 2022)

Ungulates (Caribou and Moose; Atigwag and Moozoog)
Aerial Winter Survey *(January – March 2022)*

Air Quality Monitoring Maintenance
(February 2022)

Wolverine (Wishkobishag) Hair Snag
(5 trips between February and May 2022)

Birds ARU Winter Program
(February 2022)

Field Study Support Staff

- Watch our video about Field Study Support Staff experiences!
- Help make the natural sciences program a success and apply now if you:
  - Are 18+, looking for temporary part-time work
  - Are comfortable working outdoors in a variety of weather conditions for long hours, can walk long distances in the snow carrying equipment, and be able to travel in a helicopter
  - Are reliable, motivated and enjoy working outdoors! No other experience is needed.
- **We are hiring immediately for the winter field season**

We encourage everyone who is interested to apply to the Field Study Support Staff positions.

Contact:
info@martenfallsaccessroad.ca
or call 1-800-764-9114

Examples of What We Will Consult and Engage on During the Environmental Assessment

What are your cultural protocols and how would you like to be informed / consulted and engaged?

What do you think about the planned field studies?

What do you think about the results of the field studies?

Are there impacts on Aboriginal or Treaty Rights we should consider?

What are you concerned about?

What do we need to think about when planning the road?

Planned Consultation and Engagement with Neighbouring Indigenous Communities

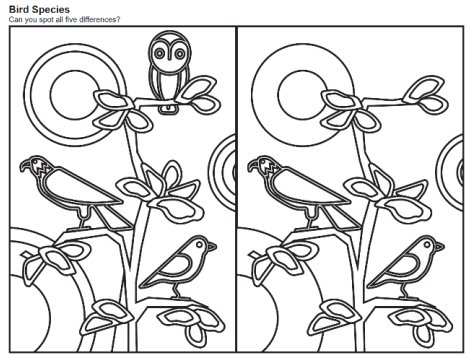
- Notice of Commencement of Environmental Assessment Distribution
  - Email and hard copy in English, French, Ojibway, Oji-Cree and Cree
  - Follow up phone calls
- Engagement Survey
- Update Meetings with Communities
- Continue to engage communities regarding interest in participating in the Indigenous Knowledge Program
- Open House for Indigenous communities and interested persons (likely take place between Spring and Summer of 2022)

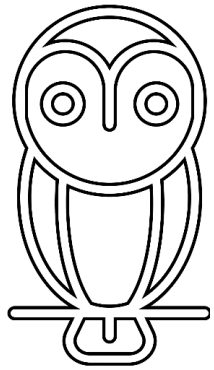
These are examples. More opportunities to come!

Youth Engagement Program

This program happened in MFFN yesterday!

- Honour youth participation in decisions that will impact their future and acknowledge their unique perspective.
- Youth are knowledgeable and carry different skills that can offer positive input.
- Different activities for different age groups, with each session providing information on the Project and education on science, technology, engineering and math (STEM) careers.





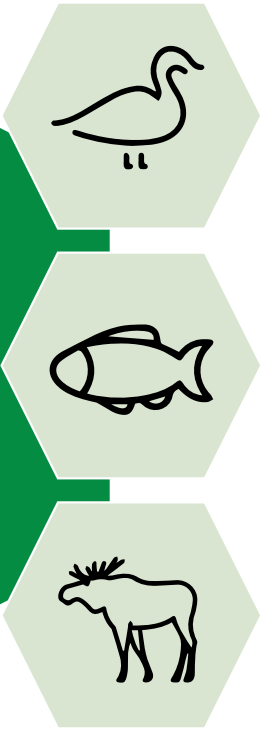
Indigenous Knowledge/ Indigenous Land & Resource Use

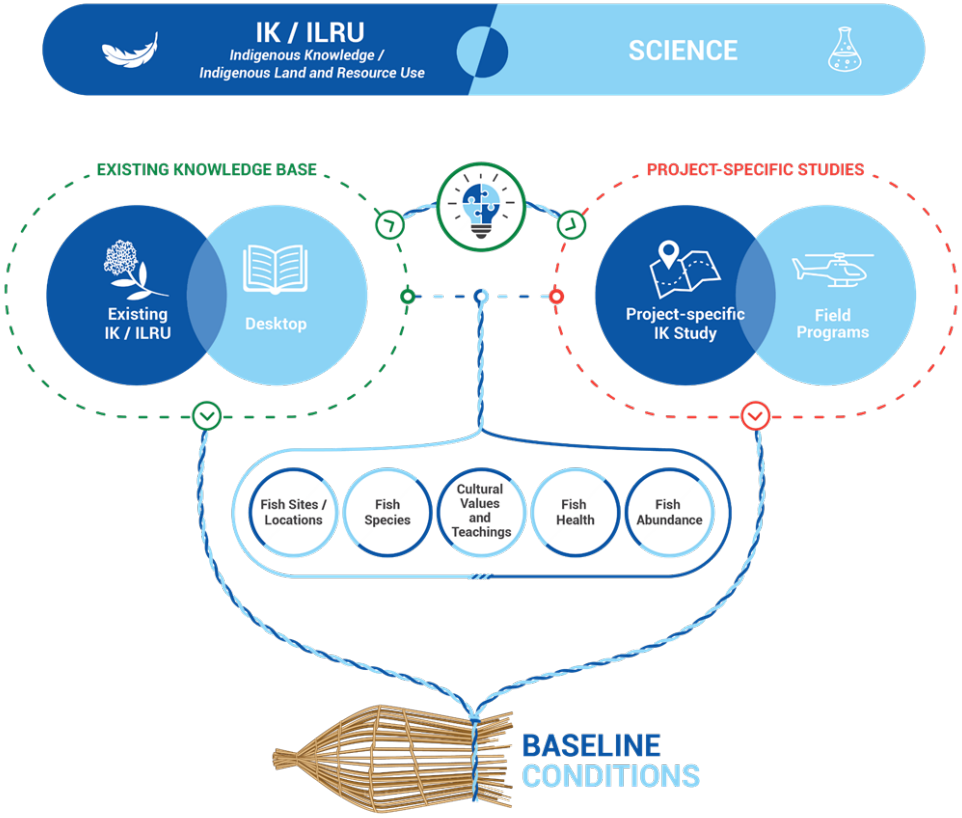
Indigenous Knowledge (IK)

- Indigenous systems of knowledge and cultural practices
- Is based on traditional belief systems, relationships to the environment and community practices
- Is accumulated and a living knowledge built on experiences of Indigenous People

Indigenous Land & Resource Use (ILRU)

- Specific areas used for traditional purposes (e.g., hunting area, cultural site, travel routes)
- Specific resources (e.g., moose, berries) used for traditional purposes




IK / ILRU
Indigenous Knowledge /
Indigenous Land and Resource Use
SCIENCE
EXISTING KNOWLEDGE BASE
Existing IK / ILRU
Desktop
PROJECT-SPECIFIC STUDIES
Project-specific IK Study
Field Programs
Fish Sites / Locations
Fish Species
Cultural Values and Teachings
Fish Health
Fish Abundance
BASELINE CONDITIONS

Considering MFFN's Indigenous Knowledge and Indigenous Land & Resource Use in the Assessment Process

- MFFN plays a key role in the IK/ILRU program and the assessment processes
- MFFN entered into an IK Sharing Agreement to protect and direct the use of information
- MFFN will guide the collection and sharing of MFFN's IK/ILRU information
- MFFN owns and controls MFFN's IK/ILRU information

IK/ILRU – MFFN Key Activities

To date, MFFN has:

- Prepared IK/ILRU information to confirm which Alternatives to move forward with
- Created IK/ILRU categories for collecting information (e.g., Game Trails, Fish Spawning)
- Provided previously collected IK/ILRU information to inform the early stages of the Project
- Reviewed field program site locations to identify any concerns

Key Next Step:

- Collect additional information through a Project-specific IK/ILRU Study to inform the assessment processes

Project Specific IK/ILRU from MFFN by: March 2022

Meegwetch! Questions?

Stay Involved

- Email us at info@martenfallsaccessroad.ca
- Call us at 1-800-764-9114
- Visit our website: www.martenfallsaccessroad.ca

Boozhoo!

ALL SEASON COMMUNITY ACCESS ROAD

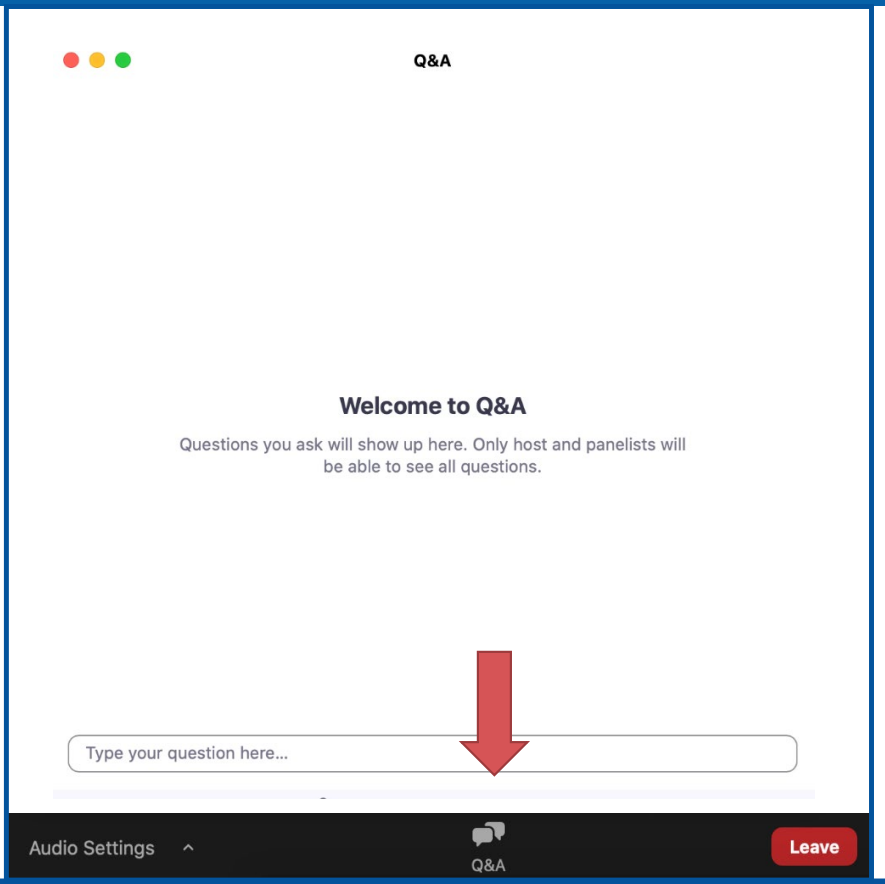
MFFN Community Meeting
February 2, 2022, starting at 5:00 p.m.

This is a webinar platform that allows you to see and hear the presenters; we cannot see or hear you.

If you have a question during the presentation, please use the Q&A window on the screen. We will have a Q&A at the end of the presentation.

Housekeeping

- If there are technical difficulties, the speaker may turn off their video
- Attendees will be muted; please participate through the Q&A window. **Hover your mouse on a computer or tap the screen on a smartphone or tablet for the toolbar to pop-up and then click Q&A**
- If you have any technology issues, please also use the Q&A window
- The presentation deck has been sent to all MFFN community member contacts we have on file
- This meeting is being recorded so that MFFN community members unable to participate today can view it after



Agenda

- Recap from November 2021 MFFN meeting
- Refresher about the Community Access Road and introductions
- Update on the provincial Environmental Assessment and federal Impact Assessment
- Environmental Assessment / Impact Assessment Schedule
- Field Programs and Job Opportunities
- Consultation and Engagement
- Indigenous Knowledge / Indigenous Land and Resource Use
- Question and Answers
- Gift Card Winners

Recap of November 2021 In-Community MFFN Meeting

- Over 20 people attended
- Presentation with Q&A
  - Study area and field study maps
  - Field Study Support Staff job posting
  - Poster for wolverine program bait
  - Fact sheet based off presentation
  - Comment form

Questions, Comments & Feedback (Nov 2021 Meeting)

Q: What do communities typically look like after a road is built?	**Answer:** All communities are different, and changes can vary. How Marten Falls might change will be looked at as part of the environmental assessment. Consultation can help us better understand these potential changes and how to enhance benefits or avoid issues.
Q: Why was the winter road not chosen?	**Answer:** There were concerns including a large bridge crossing close to the community, health and safety concerns related to mining traffic, water management during construction and availability of aggregate (for construction) and proximity to Indigenous value sites.
Q: Can there be a program for people to provide informal data collection / community member observations (like wildlife, track sightings) and be compensated for it?	**Answer:** We do have funding available through the Indigenous Knowledge Program and the Community Coordinator Program, as well as offering payment for things like beaver carcasses to help with field programs.

Questions, Comments & Feedback (Nov 2021 Meeting)

Comments & Feedback

- No objection to the Community Access Road; most were not in favour of the western crossing due to fishery concern and accessibility
- Be aware of the fibre optic line and where the Community Access Road will cross
- Add names of lakes, islands, points of reference to Project location map
- Share printed copies of the presentation deck to members in advance and to Band Office

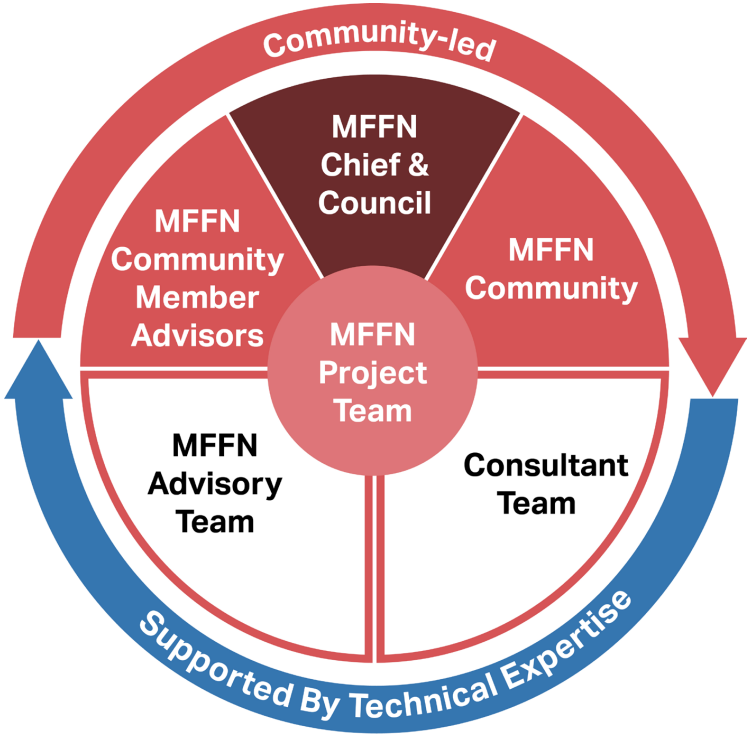
Refresher: What is the Project?

- Proposed All Season Community Access Road to connect to the provincial highway network through the Painter Lake Road System
- Marten Falls First Nation (MFFN) is the Proponent—or owner of the Project—for the provincial Environmental Assessment and federal Impact Assessment
- The Community Access Road Project does not include a road to the Ring of Fire. It is also a separate to the Northern Road Link Project.

Project Team Introductions

- Lawrence Baxter, Senior Community Member Advisor
- Bob Baxter, Senior Community Member Advisor
- Jack Moonias, Community Member Advisor
- Qasim Saddique, Project Director
- Jennifer Bruin, Technical Advisor

Don McKinnon, Consultation Co-Lead, Consultant is helping present today



Congratulations!

- Congratulations on reaching a new milestone and all the hard work completed so far—the Terms of Reference was approved by Ontario and MFFN has officially started the Environmental Assessment for the Community Access Road.
- The Terms of Reference was approved October 8, 2021
- The Environmental Assessment started October 29, 2021
- This is a huge accomplishment!

A Closer Look at the Environmental Assessment

What is the Proposed Project

- Where
- Why

What is the Environment like today?

- Establish current conditions for water, air, land, social, cultural and economic conditions
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Evaluate the alternatives

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Indigenous Knowledge and Indigenous Land and Resource Use inform each step

Environmental Assessment Schedule

Fall 2021 – Winter 2022	Oct 29th, 2021	Spring – Summer 2022	Fall – Winter 2022	Spring – Summer 2023	Fall 2023 – Winter 2024	Summer 2024*	Spring 2025
• **Milestone:** Notice of Commencement of the Environmental Assessment (EA)	• **Milestone:** Notice of Commencement of the Environmental Assessment (EA)	• **Milestone:** Effects Assessment Methodology Consultation / Engagement	• **Milestone:** First IC Workshop (Validate IK, Initial ATRI Effects)	• **Milestone:** Second IC Workshop (ATRI Effects Assessment)	• **Milestone:** Preferred Route Determination	• **Milestone:** Draft EA / IS Published for Comment	• **Milestone:** Final EA / IS Submitted to IAAC / MECP

Ongoing Field Programs

June 31, 2022: Deadline for Indigenous Knowledge input from Indigenous communities

***Timing (Tentative)**

2021 Field Study Programs (started and ongoing)

Air Quality Monitoring

Bats
(completed)

Remote Camera Program

Fish and Fish Habitat

Vegetation, Physiography
and Peatlands

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Caribou (*Atigwag*) Collaring

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Aerial Winter Survey (started and ongoing; January – March 2022)

Air Quality Monitoring Maintenance
(February 2022)

Wolverine (*Wishkobishag*) Hair Snag
(started and ongoing; 5 trips between February and May 2022)

Field Studies Early Findings

- The Project area crosses multiple watersheds and approximately 100 or more waterbodies. These typically drain towards James Bay.
- Generally, groundwater is not that far below the ground surface and is found zero to five meters below the ground.
- We have seen Caribou in herds of three to twelve in the Local Study Area. In 2018, adult females were observed with multiple calves which suggests possible twins or the mother adopting a calf.
- There are a large number of grey wolves in the study area, but their populations fluctuate based on available prey.

More field study findings will be shared with you!

Your Input Helps Shape Field Programs

- Our Field Program Discussion Guides ask for input to help shape field programs before they start
- We are looking for your input on field programs—we will share a link to a survey after this meeting with maps and field program questions

Did You Know?

Between February 1 – March 30, 2022, we are paying $80 for beaver carcasses. Contact us if you have any!

Valued Component Videos

- Videos are on our website describing topics being studied, (also known as 'valued components'), how they are being studied and why they are important:
  - Groundwater
  - Vegetation (e.g., *Okikatik*)
  - Surface Water, Fish and Fish Habitat (e.g., *Okaas*, *Nameh*)
  - Ungulates (Caribou and Moose; *Atigwag* and *Moozoog*)
  - Furbearers
  - Air Quality and Greenhouse Gases
  - More to come!

Visit http://www.martenfallsaccessroad.ca/study-plan-multimedia-showcase/

Field Support Staff Experience

"I was given the opportunity to learn multiple new skills and gain knowledge during the program. Knowledge about plants, trees, soil, and skills for figuring out how to extract soil or tell the difference between similar plants and moss. I learned about bat detectors, observed experts investigate caribou corpses, how to conduct a ground depth probe check, and how to use a GPS and communications device.

The best part for me was the caribou mortality investigation because it was my first time doing one. It was fascinating trying to figure out what was the cause of death and seeing the skeletal frame of the animal."

Field Study Support Staff

- Help make the natural sciences program a success and apply now if you:
  - Are 18+, and looking for temporary part-time work
  - Are comfortable working outdoors in a variety of weather conditions for long hours, can walk long distances in the snow carrying equipment, and be able to travel in a helicopter
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What do we need to think about when planning the road?

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- Notice of Commencement of Environmental Assessment Distribution (complete)
  - Email and hard copy in English, French, Ojibway, Oji-Cree and Cree
  - Follow up phone calls
- Engagement Survey
- Outreach for economic and socio-community assessments
- Update Meetings with Communities
- Continue to engage communities regarding interest in participating in the Indigenous Knowledge Program
- Open House for Indigenous communities and interested persons (likely take place between Spring and Summer of 2022)

These are examples. More opportunities to come!

Most Active / Interested Indigenous Communities

- Aroland First Nation
- Attawapiskat First Nation
- Constance Lake First Nation
- Eabametoong First Nation
- Fort Albany First Nation
- Ginoogaming First Nation
- Kasabonika Lake First Nation
- Kashechewan First Nation
- Long Lake #58 First Nation
- Marten Falls First Nation
- Neskantaga First Nation
- Nibinamik First Nation
- Webequie First Nation

Challenges with Consultation & Engagement

These are some examples of challenges we've heard communities facing:

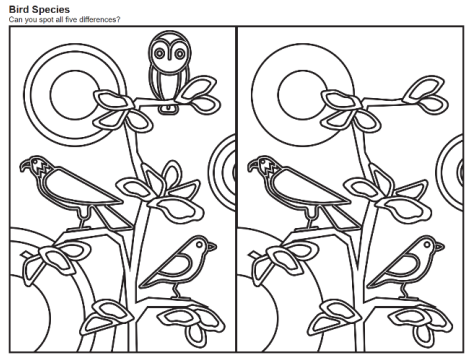
- Emergencies and community crises, due to the pandemic or other ongoing issues
- Inability to bring the community together for in-person events and meetings
- Not enough staff / capacity to help
- Consultation fatigue with other projects going on in the area

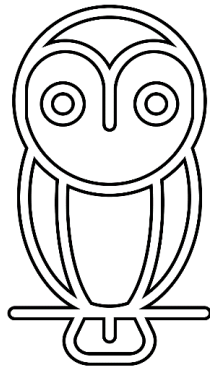
Youth Engagement Program

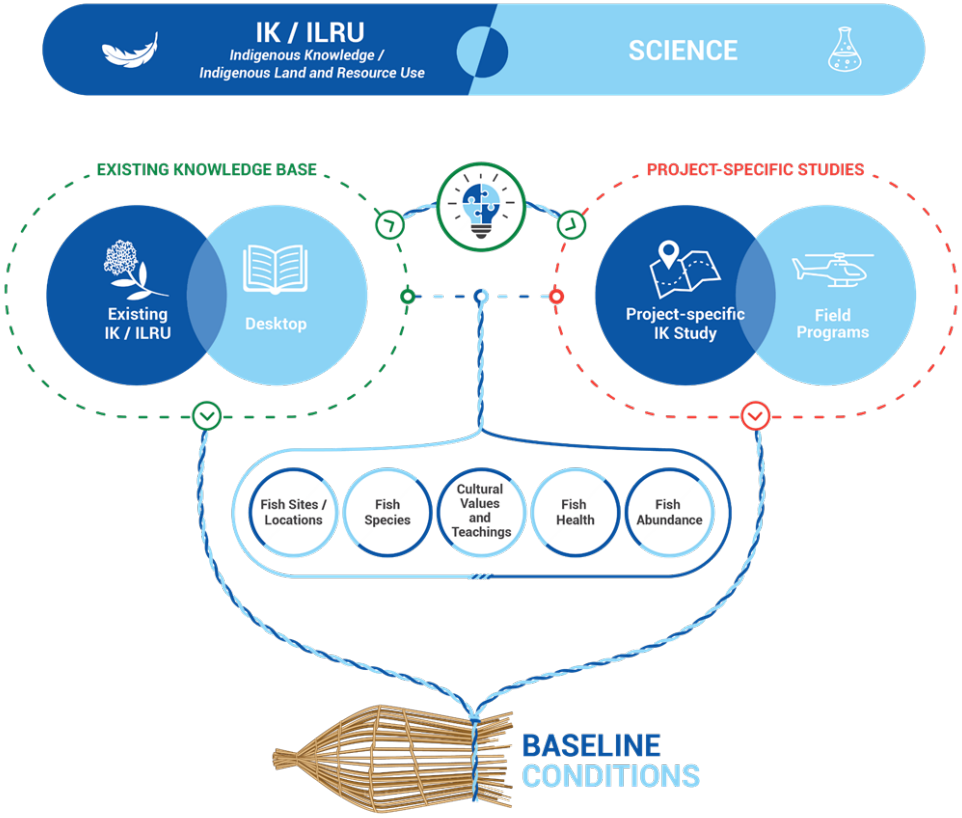
- Different activities for different age groups, with each session providing information on the Project and education on science, technology, engineering and math (STEM) careers.

This program happened in MFFN in November, 2021

A session in Thunder Bay will be planned for when we can meet in-person



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- Reviewed field program site locations to identify any concerns

Key Next Step:

- Collect additional information through a Project-specific IK/ILRU Study to inform the assessment processes

Project Specific IK/ILRU from MFFN by: April 2022

Thank You For Participating. Any Questions?

We want to hear from you! Use the Q&A window to type in a question

There will be ongoing opportunities for engagement with MFFN. A survey will be shared after this meeting with a link to the recording.

Stay involved and receive updates:

- Update your contact information and join our mailing list: info@martenfallsaccessroad.ca or 1-800-764-9114
- Visit our website: www.martenfallsaccessroad.ca and join our Facebook page

Gift Card Winners!

- Thank you for joining this virtual community meeting
- We have three $50 gift cards. Your names have been added to a spreadsheet. Bob or Lawrence will randomly pick three numbers and those will be the winners!

MARTEN FALLS FIRST NATION
ALL SEASON COMMUNITY ACCESS ROAD

We're Hiring Up to 30 Field Study Support Staff!

Marten Falls First Nation is undertaking a federal Impact Assessment and provincial Environmental Assessment for an all-season access road to our community. To support these studies, we are looking to hire Field Study Support Staff to help with the upcoming winter field season.

Are you a Marten Falls First Nation community member looking for temporary part-time work?

Are you reliable, motivated and enjoy working outdoors?

If yes, then consider applying to be a Field Study Support Staff for the MFFN Community Access Road!

Field Study Support Staff will play a key role in a successful natural sciences program for the Community Access Road.

Job Description

Field Study Support Staff will be required to transport themselves to Thunder Bay or Geraldton to meet and join the field crews for participation in field programs. Food and accommodations will be provided during participation in field programs. Any necessary Personal Protective Equipment (e.g., steel toe work boots, safety glasses, hard hat, waders and winter gear) will be provided by field crews. Participants will work under the supervision of Golder Associates Inc. There are no educational requirements, but interest in environmental science is beneficial. This role is best suited for someone who is physically fit.

Safety training and field program specific training will be provided.

Work Conditions

Applicants should be physically fit, motivated and interested in environmental sciences. The work will typically occur in challenging landscapes. Applicants should be prepared to:

- Work outdoors in the cold winter climate (e.g., cold, snow)
- Work long hours (workdays can last between 10 and 12 hours)
- Travel by helicopter
- Walk long distances in the snow and over uneven terrain
- Carry some equipment
- Wear personal protective equipment

MARTEN FALLS FIRST NATION
ALL SEASON COMMUNITY ACCESS ROAD

For the upcoming winter season, we are hiring up to 30 Field Study Support Staff for four different programs:

1

Furbearer Ground Track Surveys* (Jan – Feb 2022)
Walking several straight lines, several kilometres long each, in the snow to estimate the distribution, abundance and density of fur bearers (such as marten (wabizheshihwag, wabashtanang), beaver (amikwag) and wolverine (wishkobishag, wiingwa'waakeg) and other mammals such as wolf (maihgan, maihganang) and black bear (makwa, makwa'ang).
This program requires high physical endurance as there is long-periods of walking through heavy snow.

2

Ungulate Aerial Winter Surveys* (Jan – Mar 2022)
Flying in a helicopter or small airplane to visually look for information about caribou (atik, atigwag) and observe signs of wildlife. The Winter Aerial Surveys require continuous flight for long periods of time, meaning a strong stomach is required if wanting to participate on this field program. **We recommend those with plane / helicopter flight experience or strong endurance to participate in this program.**

3

Wolverine Hair Snag Surveys (Feb – May 2022)
Deploying and baiting hair snags and remote cameras to understand wolverine (wishkobishag, wiingwa'waakeg) demographics (gender) throughout the Local Study Area.

* Ground Track Surveys and Ungulate Aerial Winter Surveys are weather dependent and require a fresh snowfall. Support Staff will be notified of an anticipated window for these programs. Confirmation of field dates and mobilization will occur quickly, with crews expected to be in the field 2-3 days after optimal snowfall.

Additional opportunities will be available for more spring / summer 2022 programs.

Compensation

Field staff will be compensated for $25 per hour, up to 12 hours per day for the duration of the program. Overtime does not apply. Any additional expense will not be provided without the permission of the Project Director. Please note that COVID-19 tests may be required.

How to Apply

We encourage everyone who is interested to apply. If you have any questions or would like to become a Field Study Support Staff contact info@martenfallsaccessroad.ca.

1-800-764-9114 | martenfallsaccessroad.ca

JOB APPLICATION – Field Support

Please complete and return this form to info@martenfallsaccessroad.ca. Applicants will be placed in a pool for the programs they are interested in and will be contacted as spaces become available. All participants must be available via phone, text or email. Please attach resume if possible.

Name: _____ **Email:** _____

Phone: _____ **Location:** _____

Preferred Contact Method: Email _____ Phone_____ Text_____

Emergency Contact Name: _____ **Contact's Phone Number:** _____
Relation: _____

Work Conditions

- Work outdoors in various elemental conditions (snow, heat, cold, etc.).
- Will be required to wear personal protective equipment.
- May be required to perform repetitive heavy lifting up to 50 pounds.
- May be required to obtain a negative Covid-19 rapid test.
- Travel by helicopter.

Please indicate which programs you are interested in participating in:

Field Program	Approximate Dates Work to be Completed	Check All You Are Interested in
Furbearer Ground Track Surveys	Between January and February	
Aerial Winter Ungulate Surveys	Between January and March	
Wolverine Hair Snag Surveys	Between February and May	

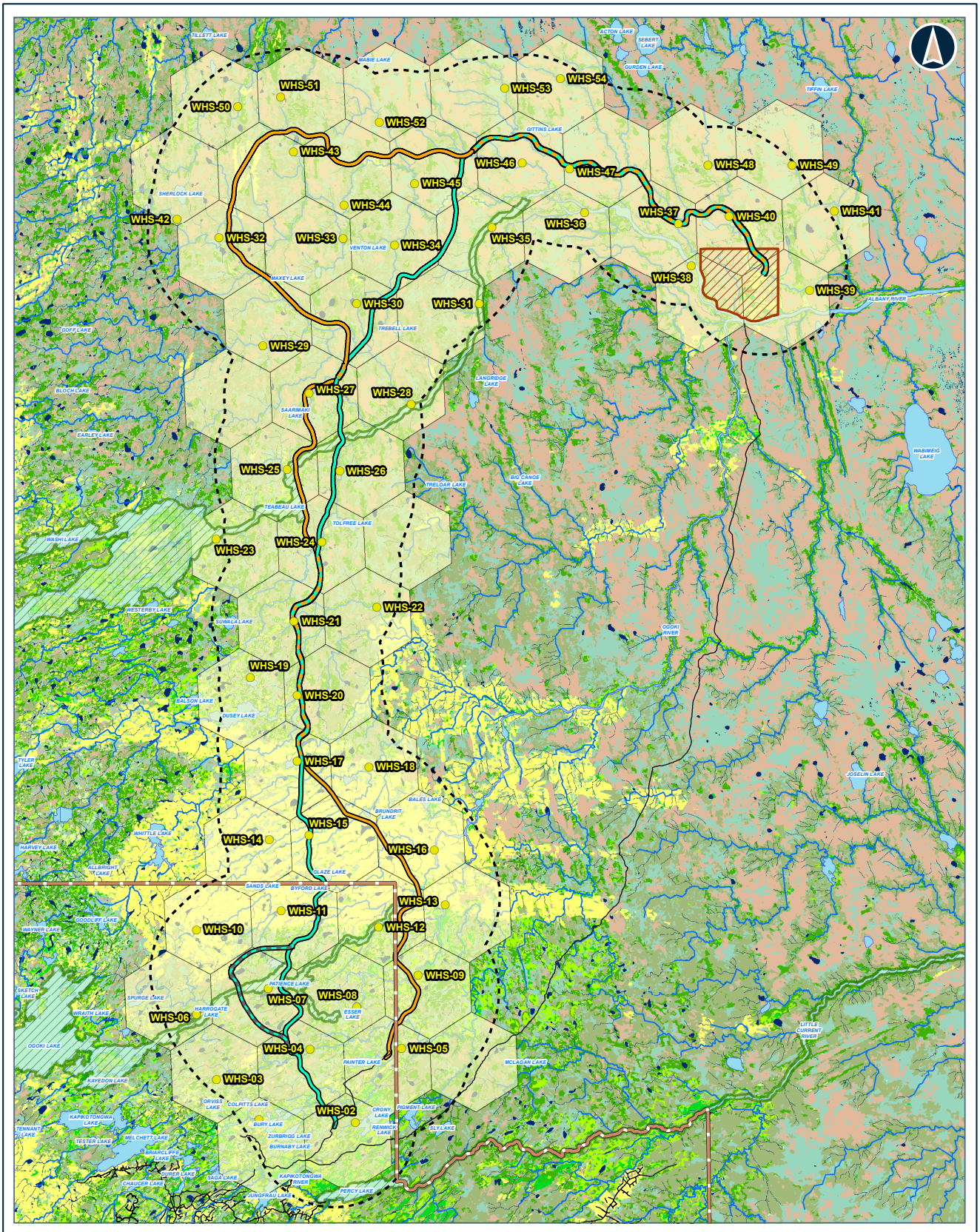
Availability

Are there any dates between January and March 2022 which you will be **unavailable**? Note dates below:

January	February	March		

Do you have the following protective equipment?

Steel Toe Boots/Shoes (suitable for walking long distances) ____ Rubber Boots ____ Hip/Chest Waders ____



Legend

- Hair Snag Location
- ROAD

Community Access Road Alternatives Centerline

- ALTERNATIVE 1
- ALTERNATIVE 4
- ALTERNATIVE 1 AND ALTERNATIVE 4
- ALTERNATIVE 4 - WESTERN OGOKI RIVER CROSSING OPTION

- FAR NORTH BOUNDARY
- FIRST NATION COMMUNITY
- PROVINCIAL PARK
- PROPOSED DEVELOPMENT AREA - 100M
- HEXAGON GRID CELL
- WOLVERINE LOCAL STUDY AREA - 10KM

Land Cover

- Other
- Cloud/Shadow
- Clear Open Water
- Turbid Water
- Marsh
- Swamp
- Fen
- Bog
- Sparse Treed
- Deciduous Treed
- Mixed Treed
- Coniferous Treed
- Disturbance
- Sand/Gravel/Mine Tailings/Extraction
- Bedrock
- Community/Infrastructure

Notes:
None

Data Source:
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DRAFT

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Wolverine Hair Snag Survey Locations

0 5 10 20
Kilometres
Datum: NAD 1983 UTM Zone 16N

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Figure A

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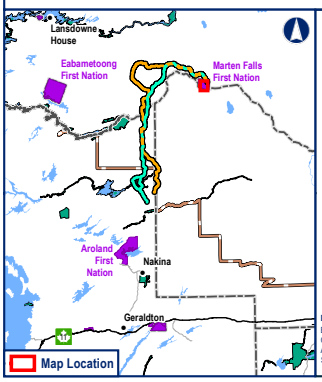

Legend

- Proposed Clearing and Drilling Location
- Groundwater and Geochemistry Local Study Area (LSA) - 2 km

Route Alternatives

- Alternative 1 and Alternative 4

General Features

- Watercourse
- Local Road
- Resource / Recreation Road
- MFFN Existing Winter Access Road
- Waterbody
- Far North Boundary
- First Nation Reserve
- District Municipal Boundary

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MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Groundwater and Geochemistry - Site 1

0 0.5 1
Kilometres

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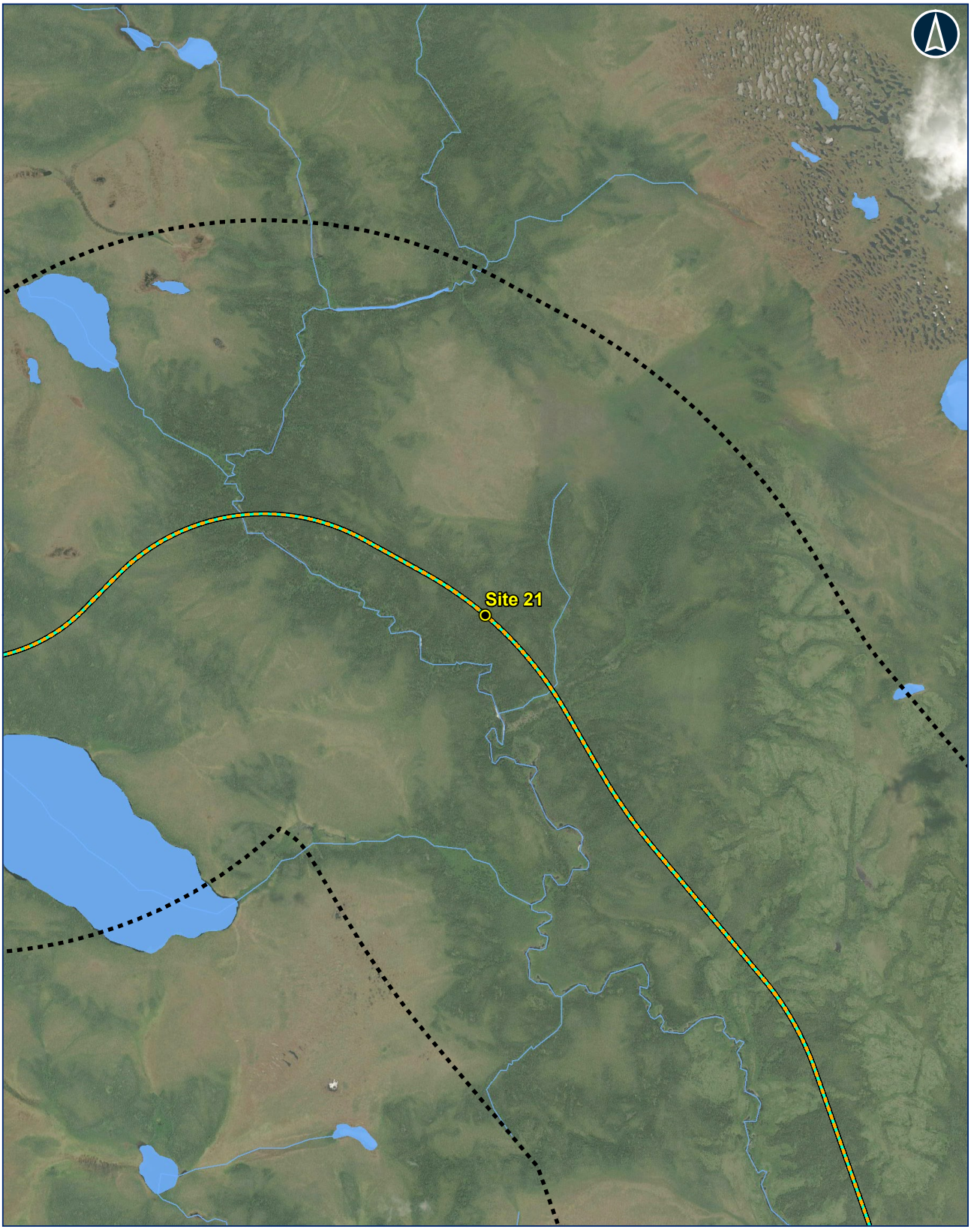

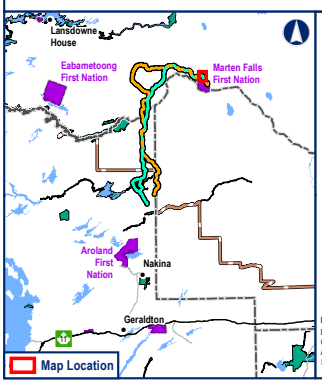

Legend

- Proposed Clearing and Drilling Location
- Groundwater and Geochemistry Local Study Area (LSA) - 2 km
- Far North Boundary
- District Municipal Boundary

Route Alternatives

- Alternative 1 and Alternative 4

General Features

- Watercourse
- Waterbody

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MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Groundwater and Geochemistry - Site 21

0 0.5 1
Kilometres

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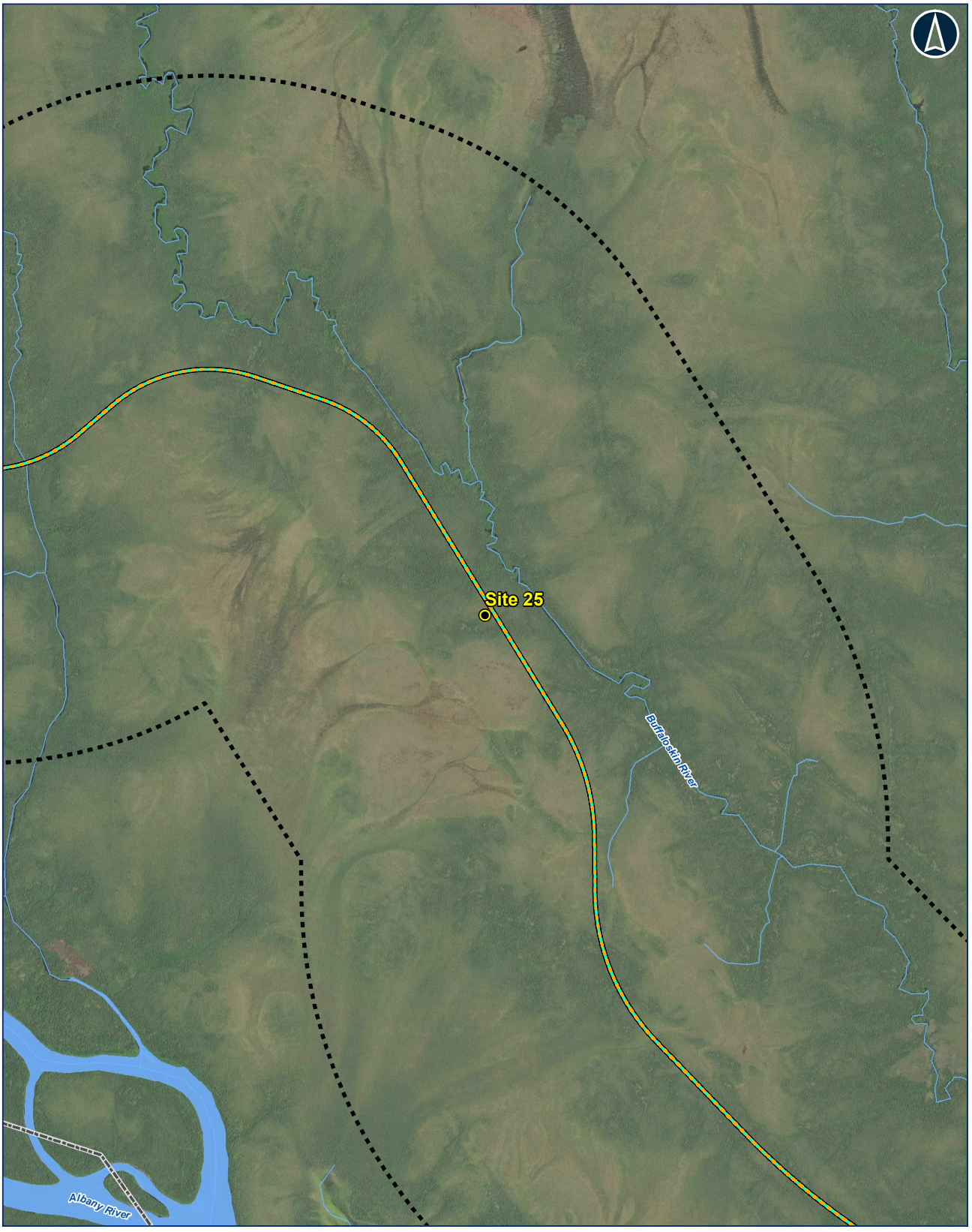

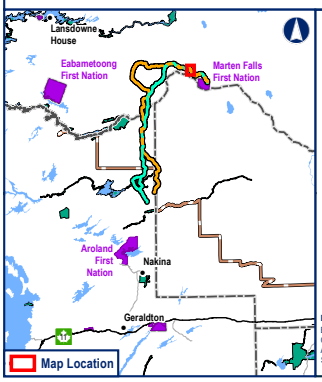

Legend

- Proposed Clearing and Drilling Location
- Groundwater and Geochemistry Local Study Area (LSA) - 2 km
- Far North Boundary
- District Municipal Boundary

Route Alternatives

- Alternative 1 and Alternative 4

General Features

- Watercourse
- Waterbody

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MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Groundwater and Geochemistry - Site 25

0 0.5 1
Kilometres

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Figure 03 of 18

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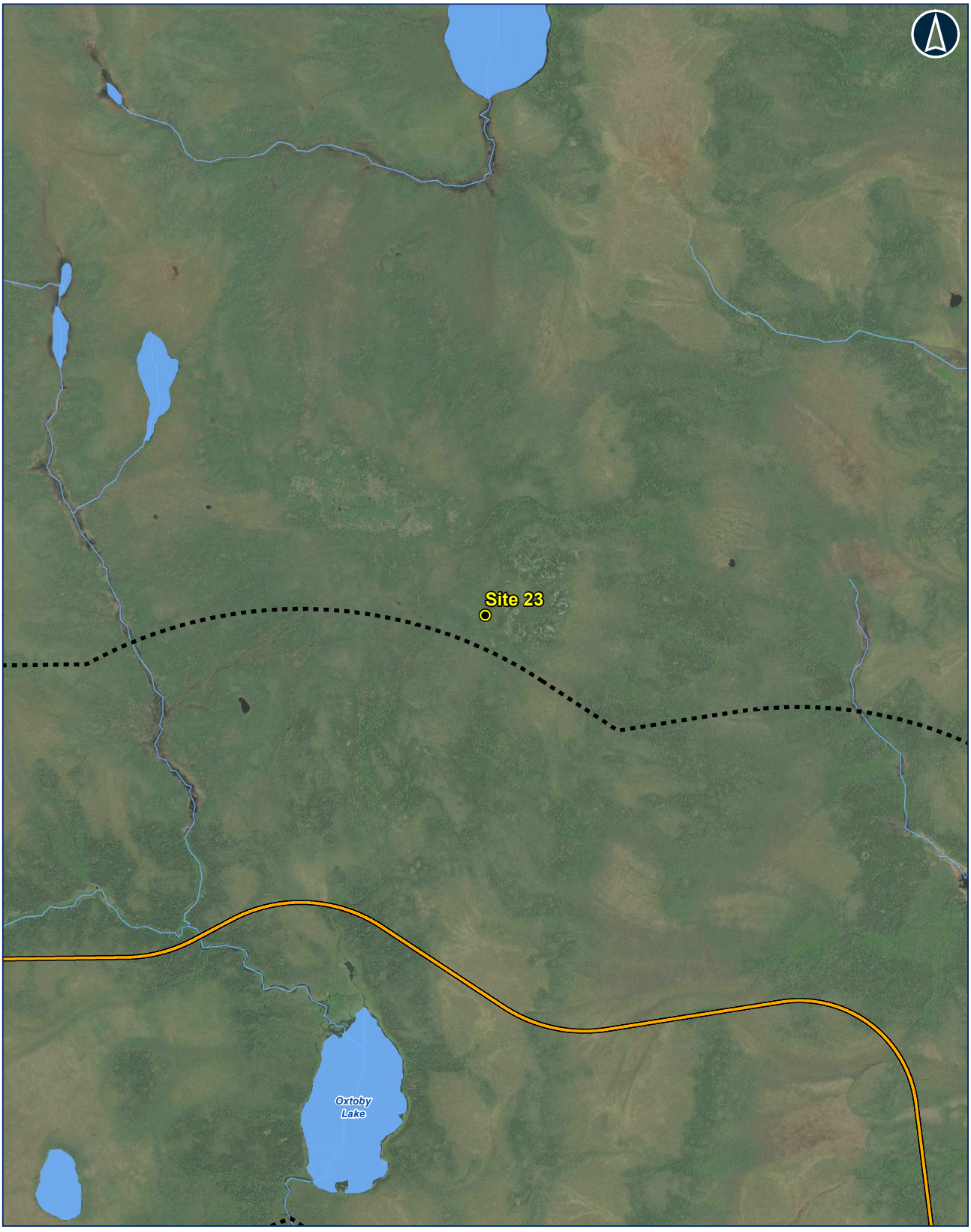

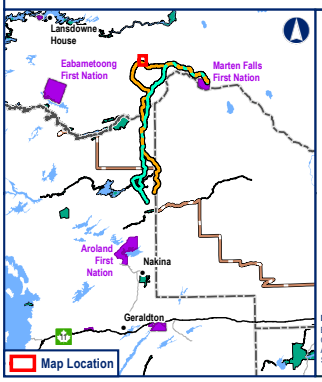

Legend

- Proposed Clearing and Drilling Location
- Groundwater and Geochemistry Local Study Area (LSA) - 2 km

Route Alternatives

- Alternative 1

General Features

- Watercourse
- Waterbody
- Far North Boundary
- District Municipal Boundary

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MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Groundwater and Geochemistry - Site 23

0 0.5 1
Kilometres

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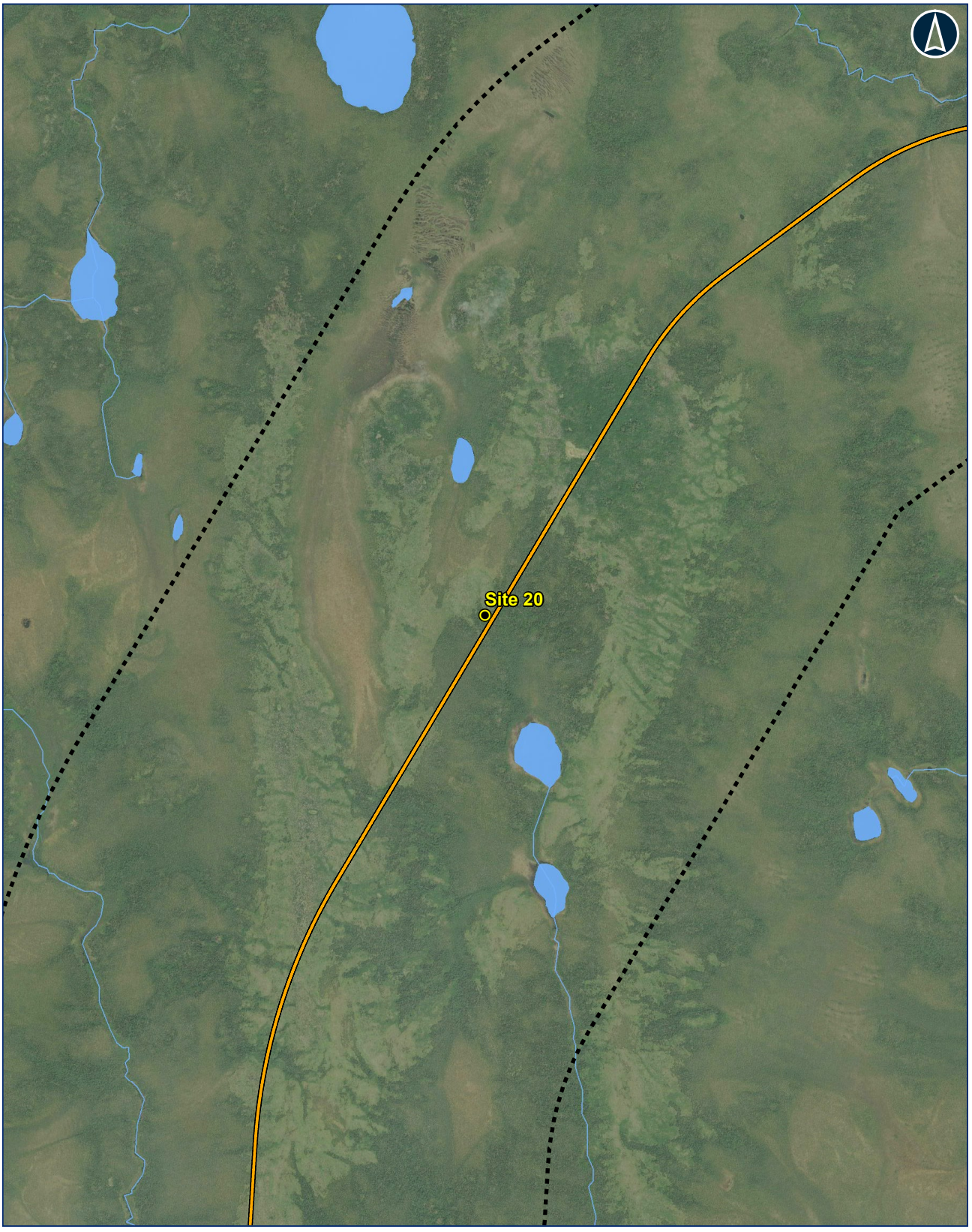

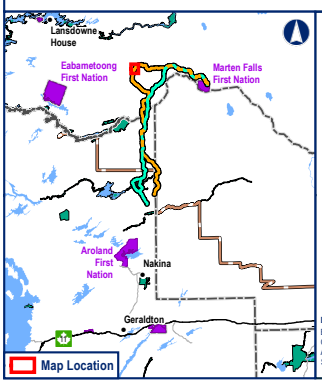

Legend

- Proposed Clearing and Drilling Location
- Groundwater and Geochemistry Local Study Area (LSA) - 2 km
- Far North Boundary
- District Municipal Boundary

Route Alternatives

- Alternative 1

General Features

- Watercourse
- Waterbody

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MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Groundwater and Geochemistry - Site 20

0 0.5 1
Kilometres

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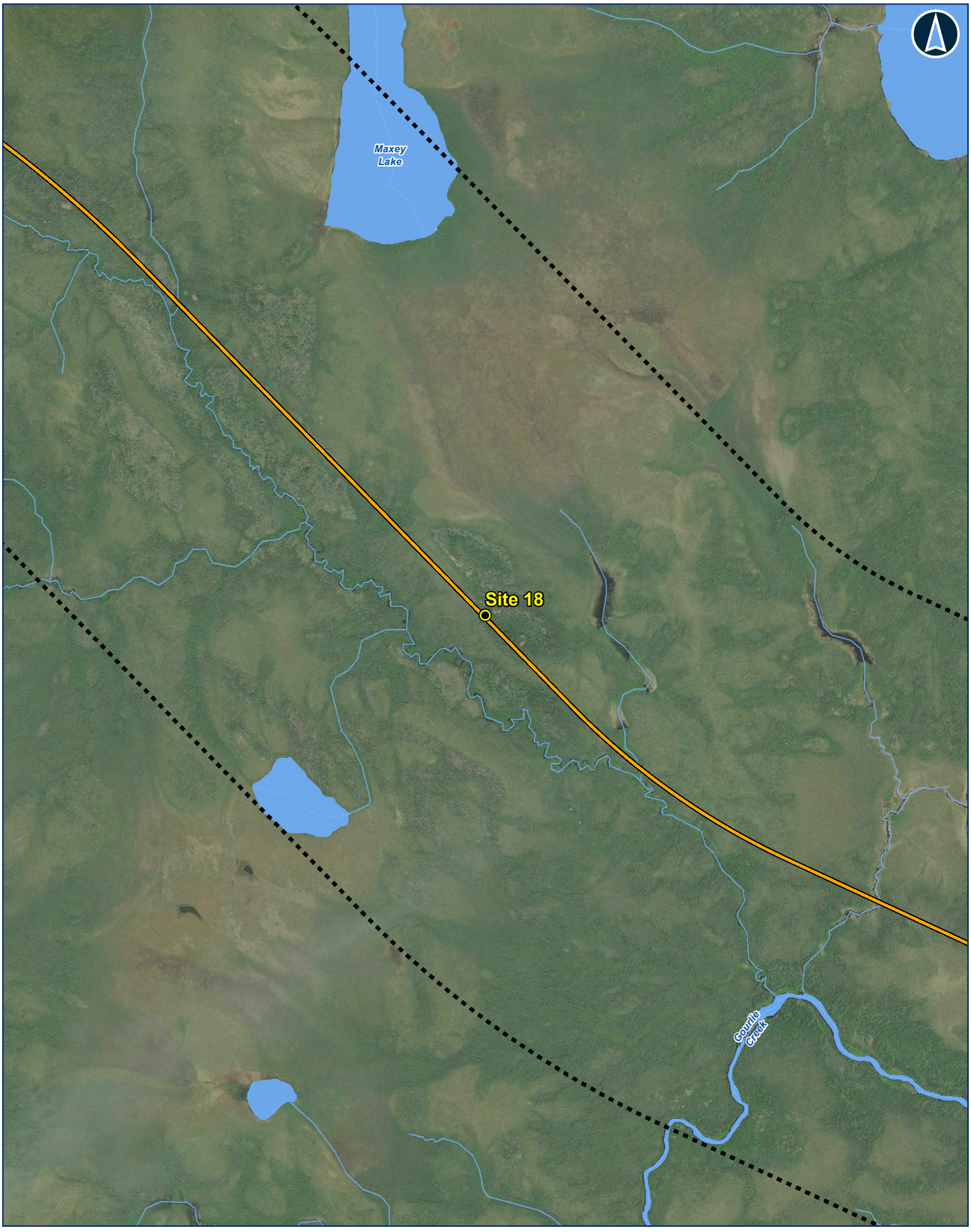

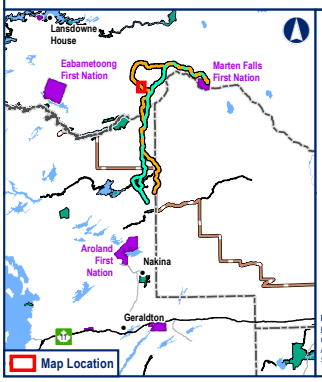

Legend

- Proposed Clearing and Drilling Location
- Groundwater and Geochemistry Local Study Area (LSA) - 2 km
- Far North Boundary
- District Municipal Boundary

Route Alternatives

- Alternative 1

General Features

- Watercourse
- Waterbody

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MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Groundwater and Geochemistry - Site 18

0 0.5 1
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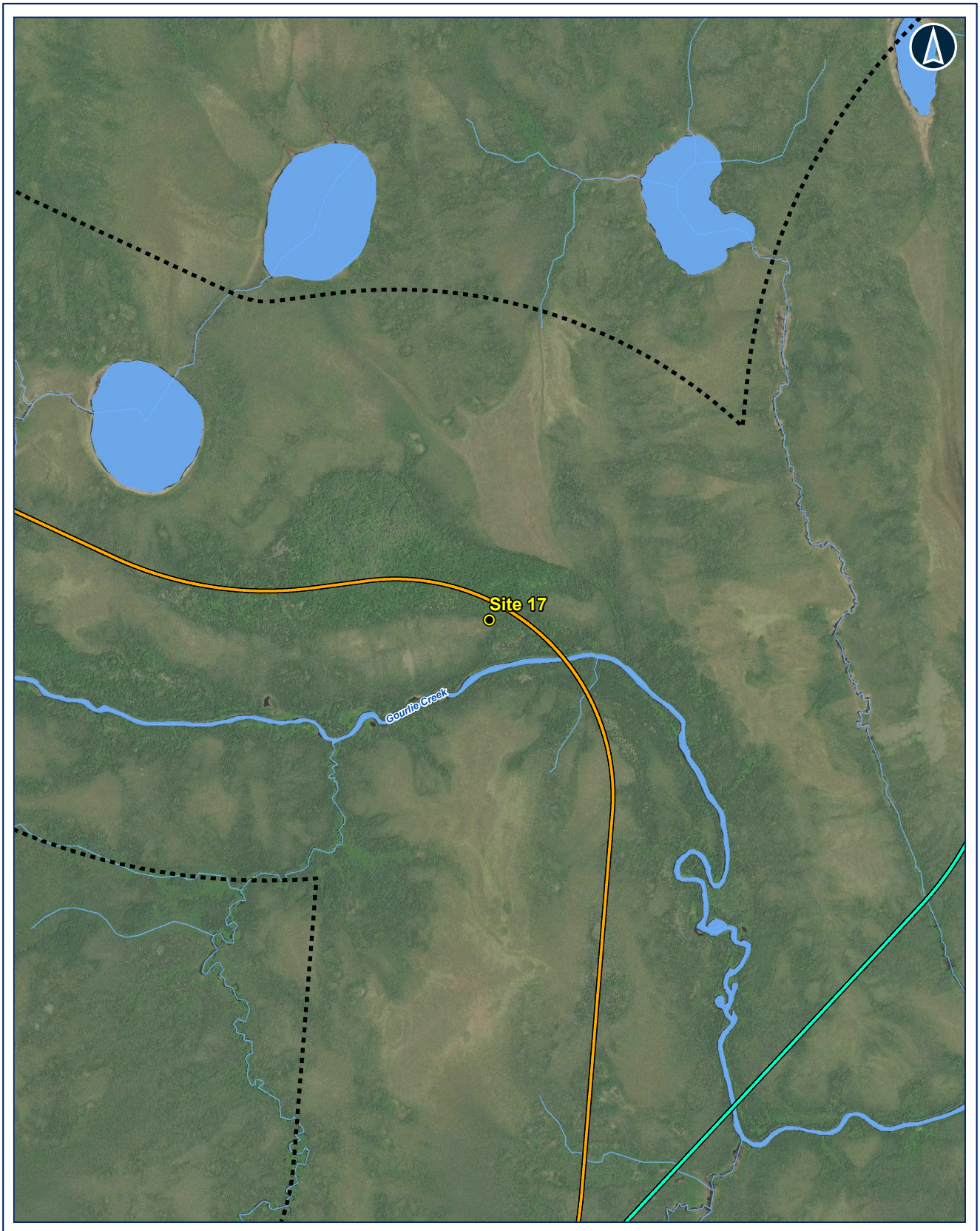

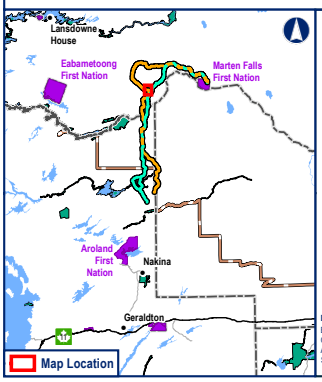

Legend

- Proposed Clearing and Drilling Location
- Groundwater and Geochemistry Local Study Area (LSA) - 2 km
- Far North Boundary
- District Municipal Boundary

Route Alternatives

- Alternative 1
- Alternative 4

General Features

- Watercourse
- Waterbody

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MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Groundwater and Geochemistry - Site 17

0 0.5 1
Kilometres

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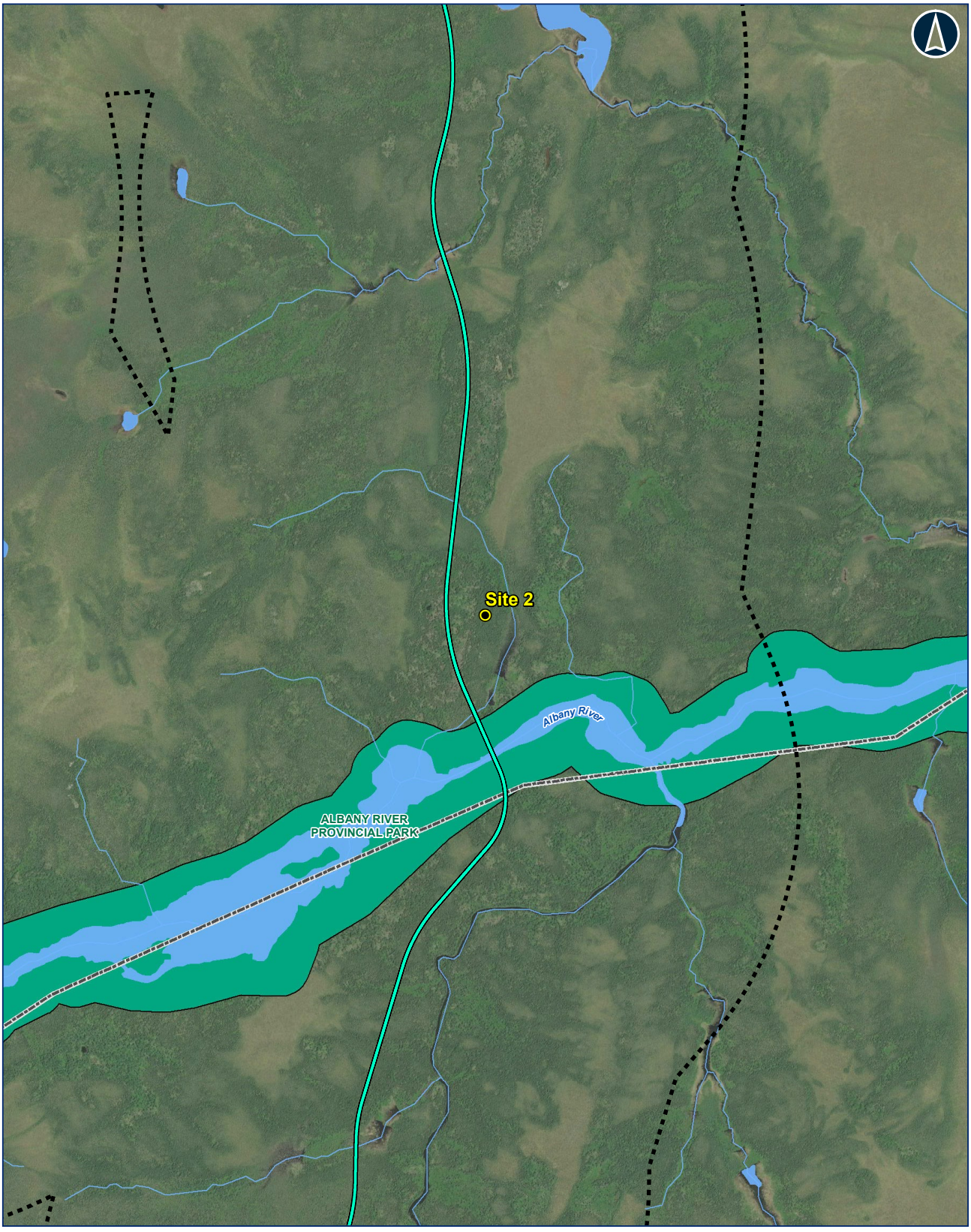

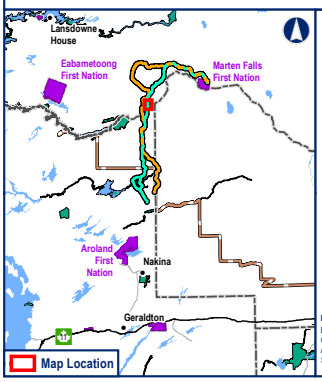

Legend

- Proposed Clearing and Drilling Location
- Groundwater and Geochemistry Local Study Area (LSA) - 2 km

Route Alternatives

- Alternative 4

General Features

- Watercourse
- Waterbody
- Far North Boundary
- District Municipal Boundary
- Provinicial Park

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MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Groundwater and Geochemistry - Site 2

0 0.5 1
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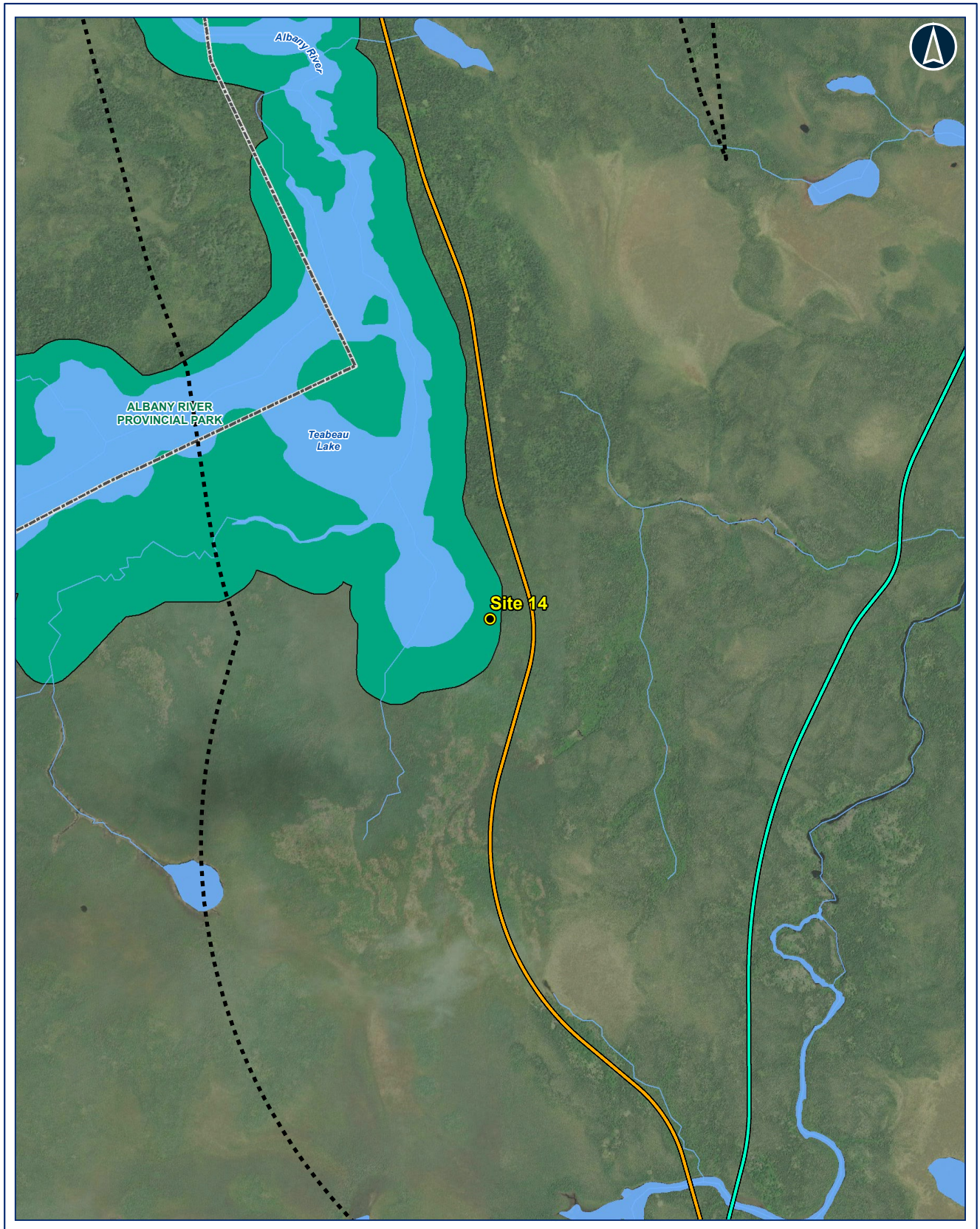

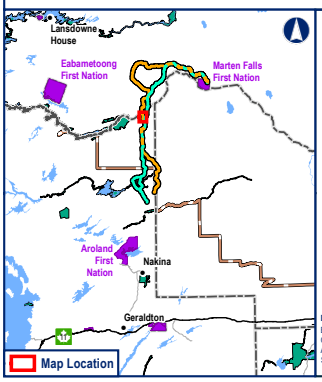

Legend

- Proposed Clearing and Drilling Location
- Groundwater and Geochemistry Local Study Area (LSA) - 2 km

Route Alternatives

- Alternative 1
- Alternative 4

General Features

- Watercourse
- Waterbody
- Far North Boundary
- District Municipal Boundary
- Provinicial Park

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MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Groundwater and Geochemistry - Site 14

0 0.5 1
Kilometres

Datum: NAD 1983 CSRS UTM Zone 16N

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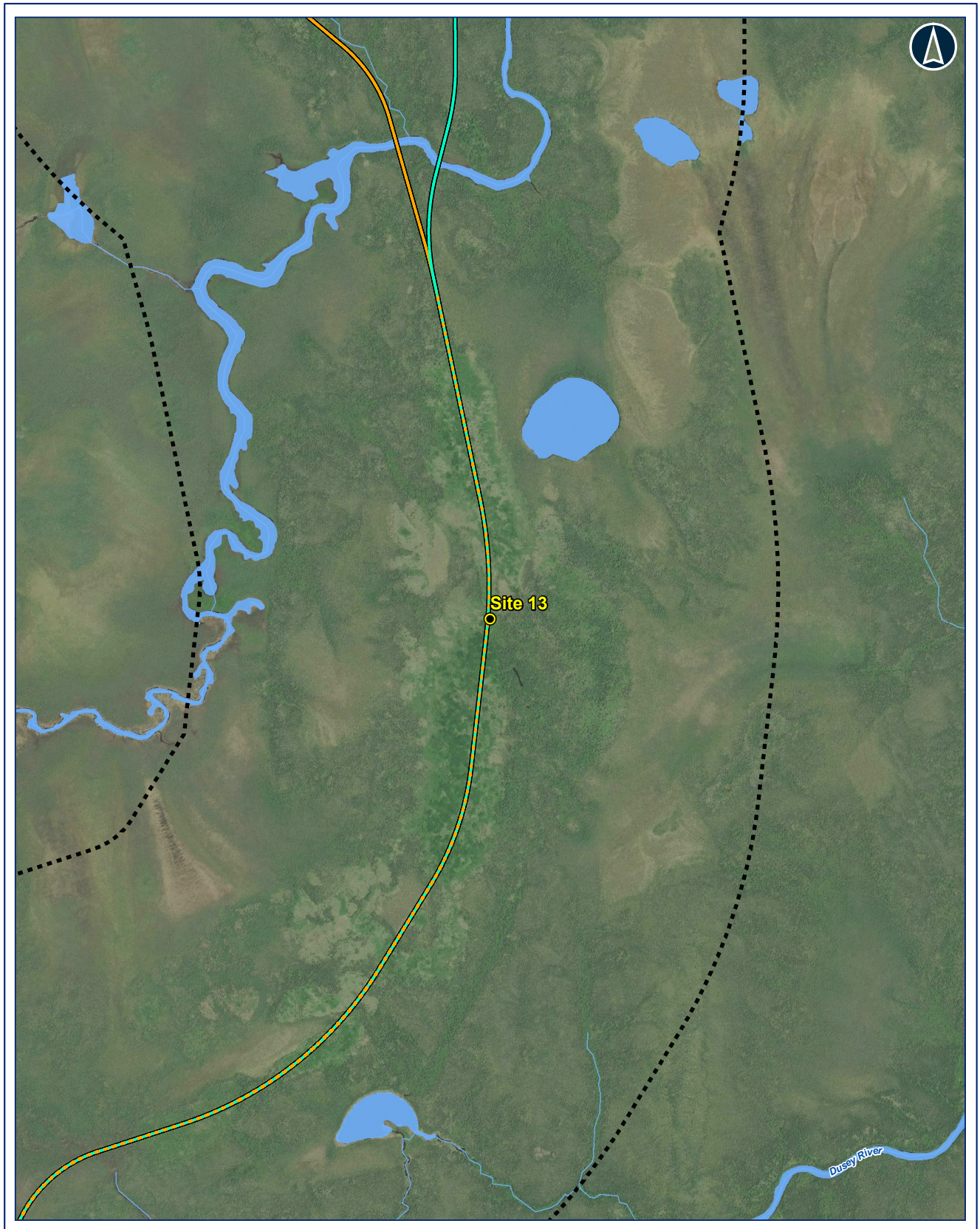

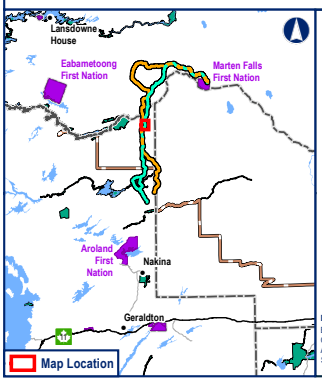

Legend

- Proposed Clearing and Drilling Location
- Groundwater and Geochemistry Local Study Area (LSA) - 2 km
- Far North Boundary
- District Municipal Boundary

Route Alternatives

- Alternative 1
- Alternative 4
- Alternative 1 and Alternative 4

General Features

- Watercourse
- Waterbody

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Groundwater and Geochemistry - Site 13

0 0.5 1
Kilometres

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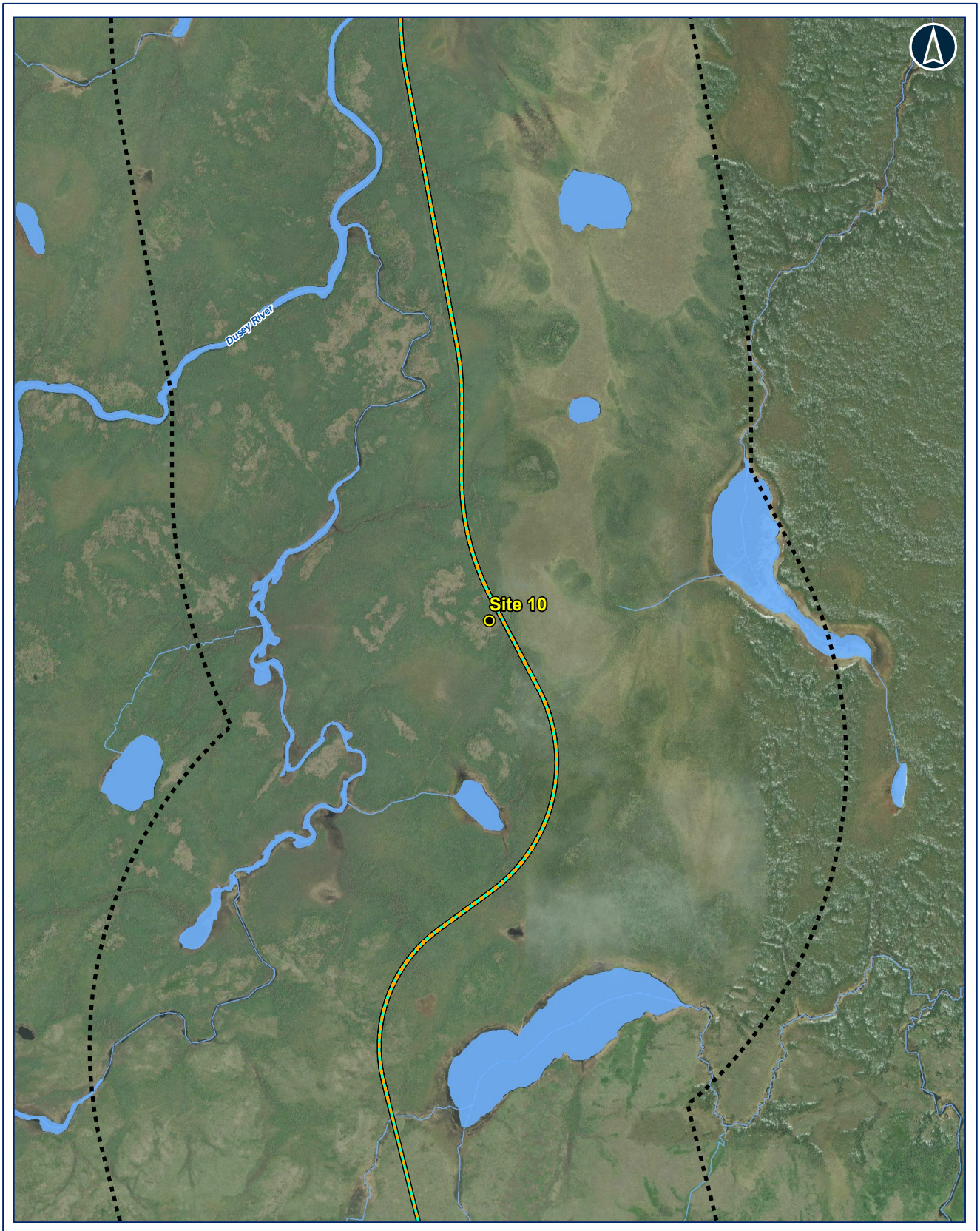

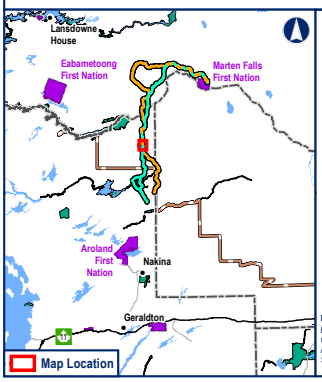

Legend

- Proposed Clearing and Drilling Location
- Groundwater and Geochemistry Local Study Area (LSA) - 2 km
- Far North Boundary
- District Municipal Boundary

Route Alternatives

- Alternative 1 and Alternative 4

General Features

- Watercourse
- Waterbody

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Groundwater and Geochemistry - Site 10

0 0.5 1
Kilometres

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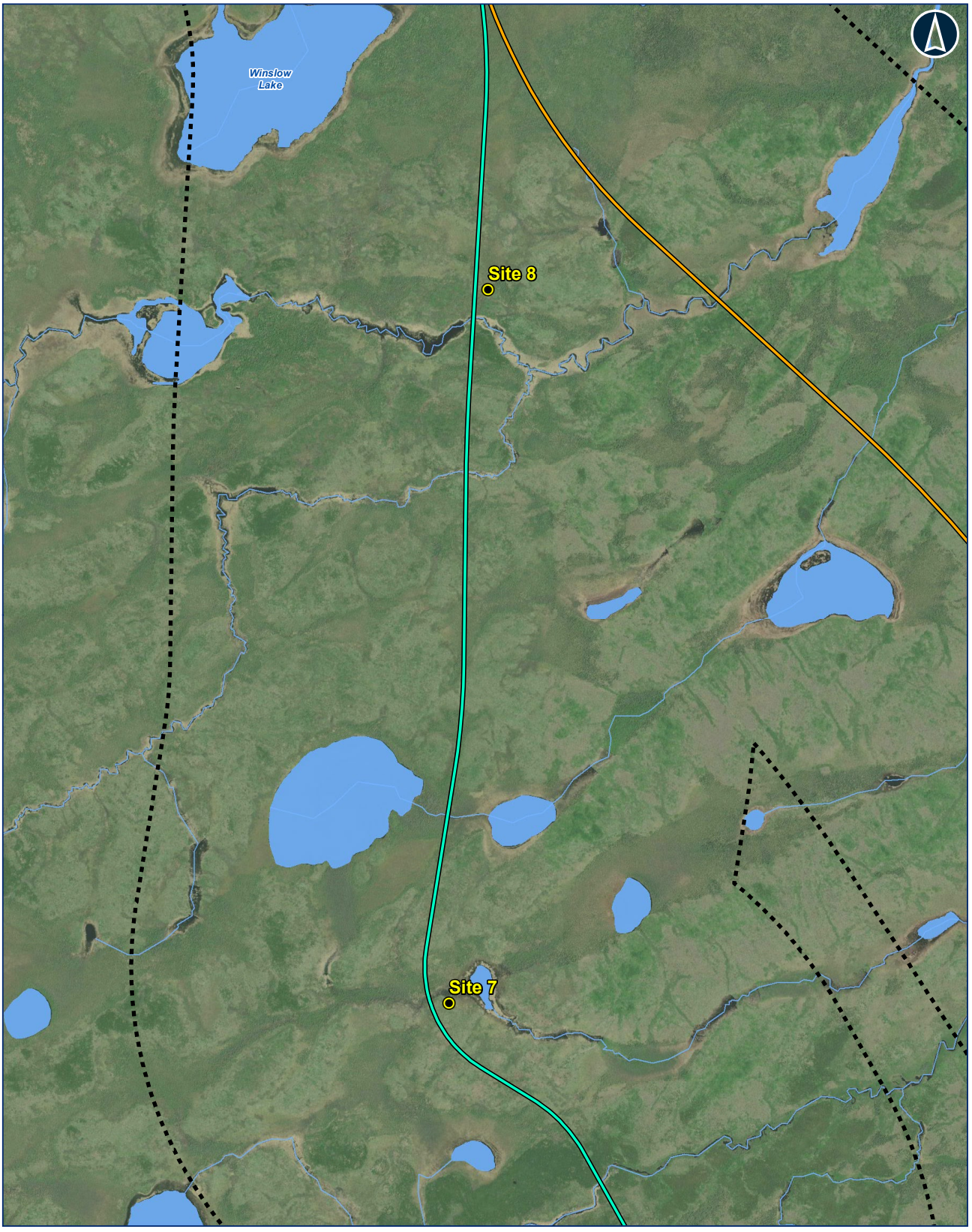

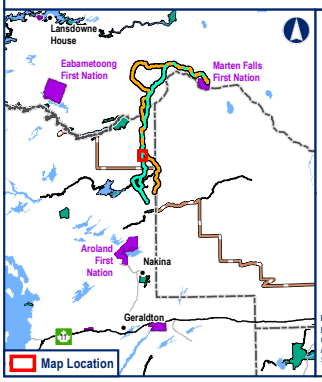

Legend

- Proposed Clearing and Drilling Location
- Groundwater and Geochemistry Local Study Area (LSA) - 2 km
- Far North Boundary
- District Municipal Boundary

Route Alternatives

- Alternative 1
- Alternative 4

General Features

- Watercourse
- Waterbody

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Groundwater and Geochemistry - Site 7 & Site 8

0 0.5 1
Kilometres

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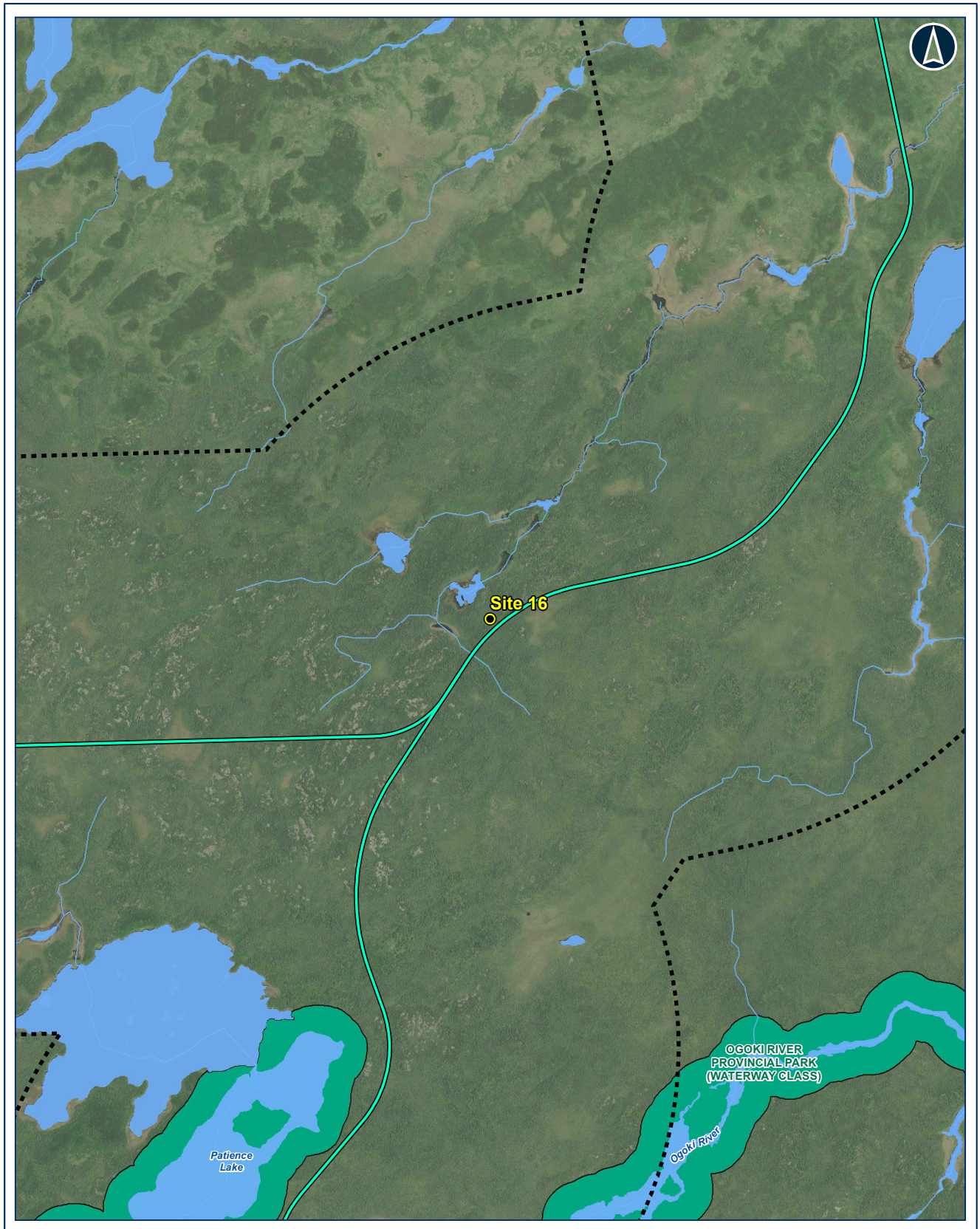

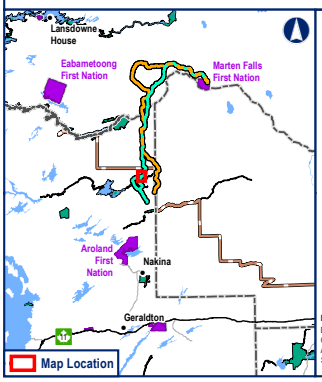

Legend

- Proposed Clearing and Drilling Location
- Groundwater and Geochemistry Local Study Area (LSA) - 2 km

Route Alternatives

- Alternative 4

General Features

- Watercourse
- Waterbody
- District Municipal Boundary
- Provinicial Park

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Groundwater and Geochemistry - Site 16

0 0.5 1
Kilometres

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Figure 13 of 18

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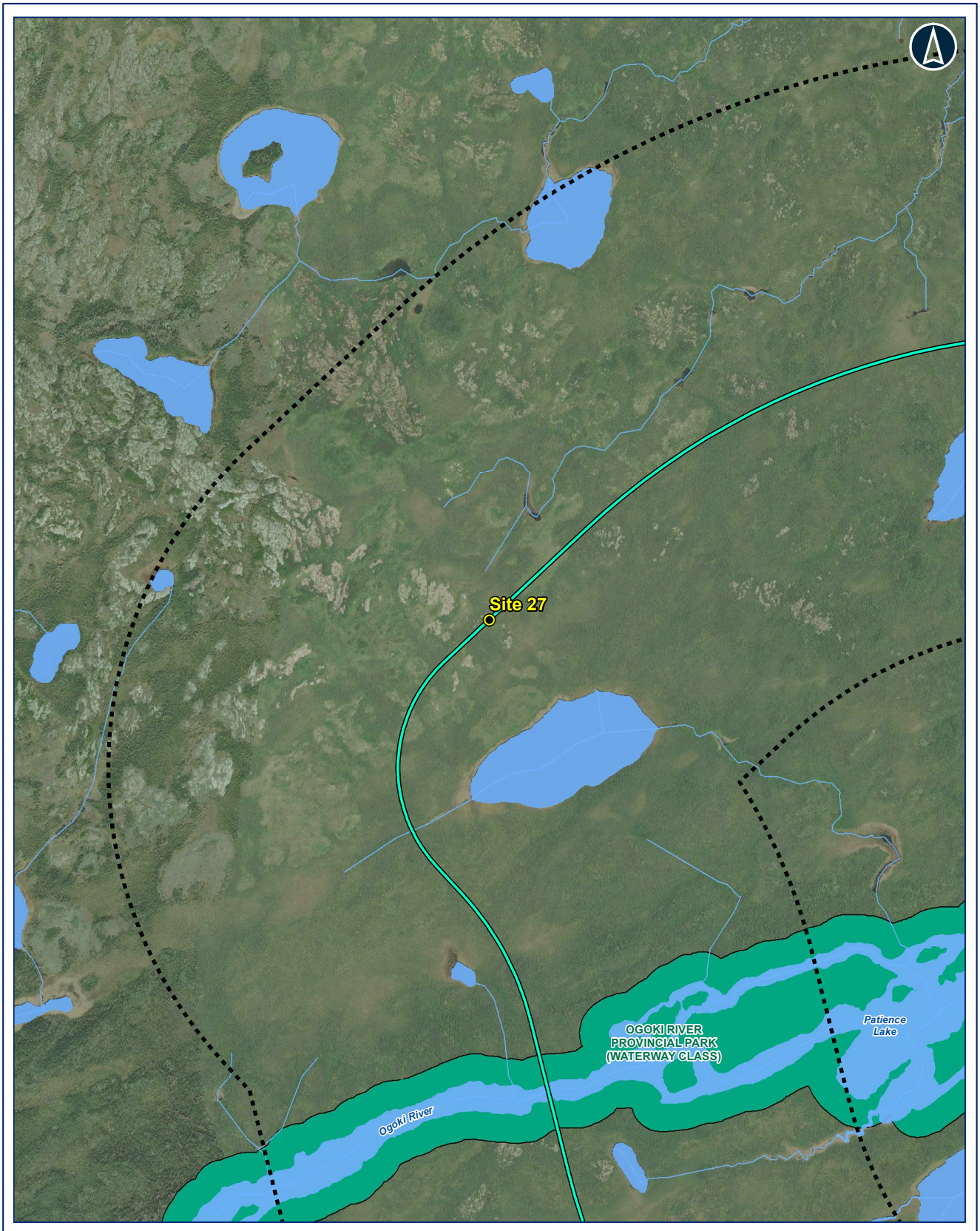

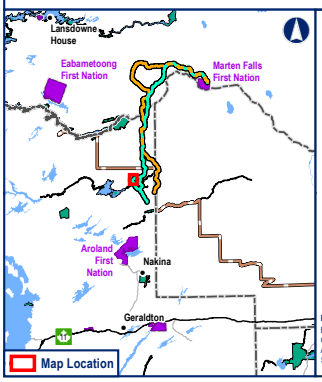

Legend

- Proposed Clearing and Drilling Location
- Groundwater and Geochemistry Local Study Area (LSA) - 2 km

Route Alternatives

- Alternative 4

General Features

- Watercourse
- Waterbody
- District Municipal Boundary
- Provinicial Park

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Groundwater and Geochemistry - Site 27

0 0.5 1
Kilometres

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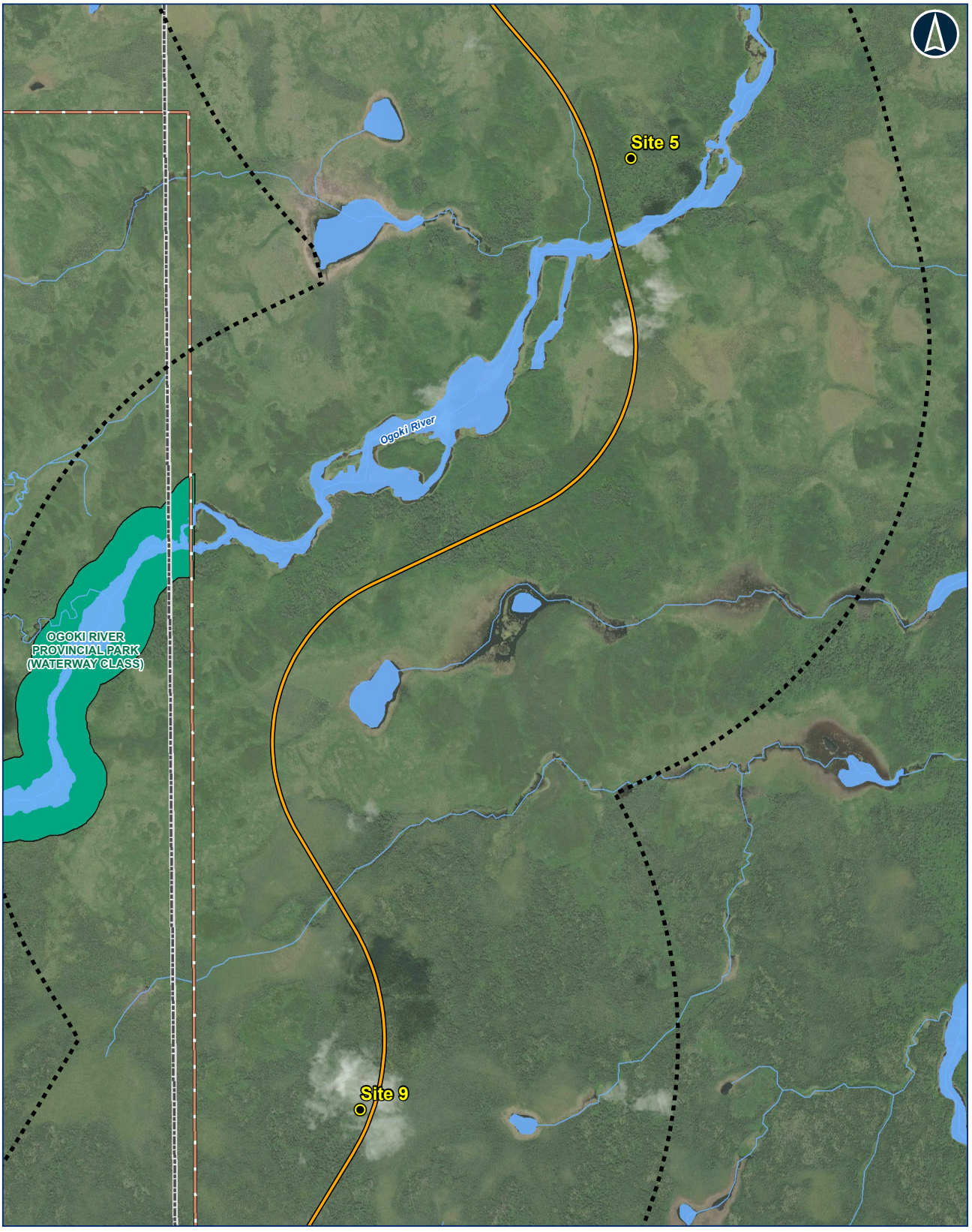

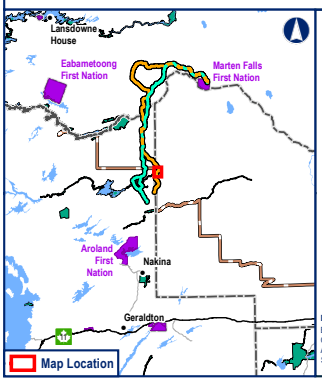

Legend

- Proposed Clearing and Drilling Location
- Groundwater and Geochemistry Local Study Area (LSA) - 2 km

Route Alternatives

- Alternative 1

General Features

- Watercourse
- Waterbody
- Far North Boundary
- District Municipal Boundary
- Provinicial Park

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Groundwater and Geochemistry - Site 5 & Site 9

0 0.5 1
Kilometres

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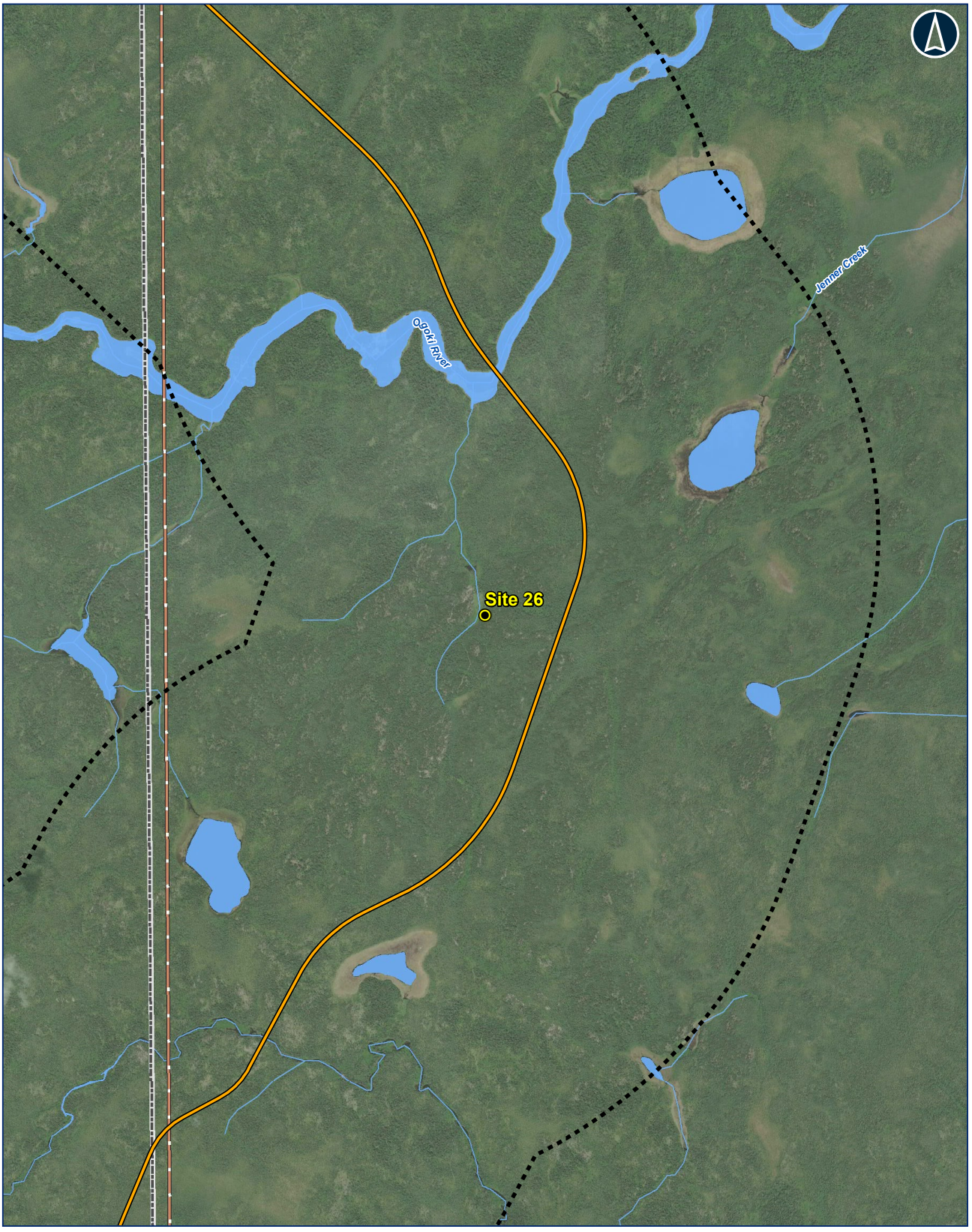

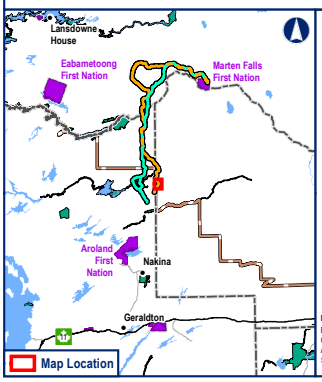

Legend

- Proposed Clearing and Drilling Location
- Groundwater and Geochemistry Local Study Area (LSA) - 2 km

Route Alternatives

- Alternative 1

General Features

- Watercourse
- Waterbody
- Far North Boundary
- District Municipal Boundary

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Groundwater and Geochemistry - Site 26

0 0.5 1
Kilometres

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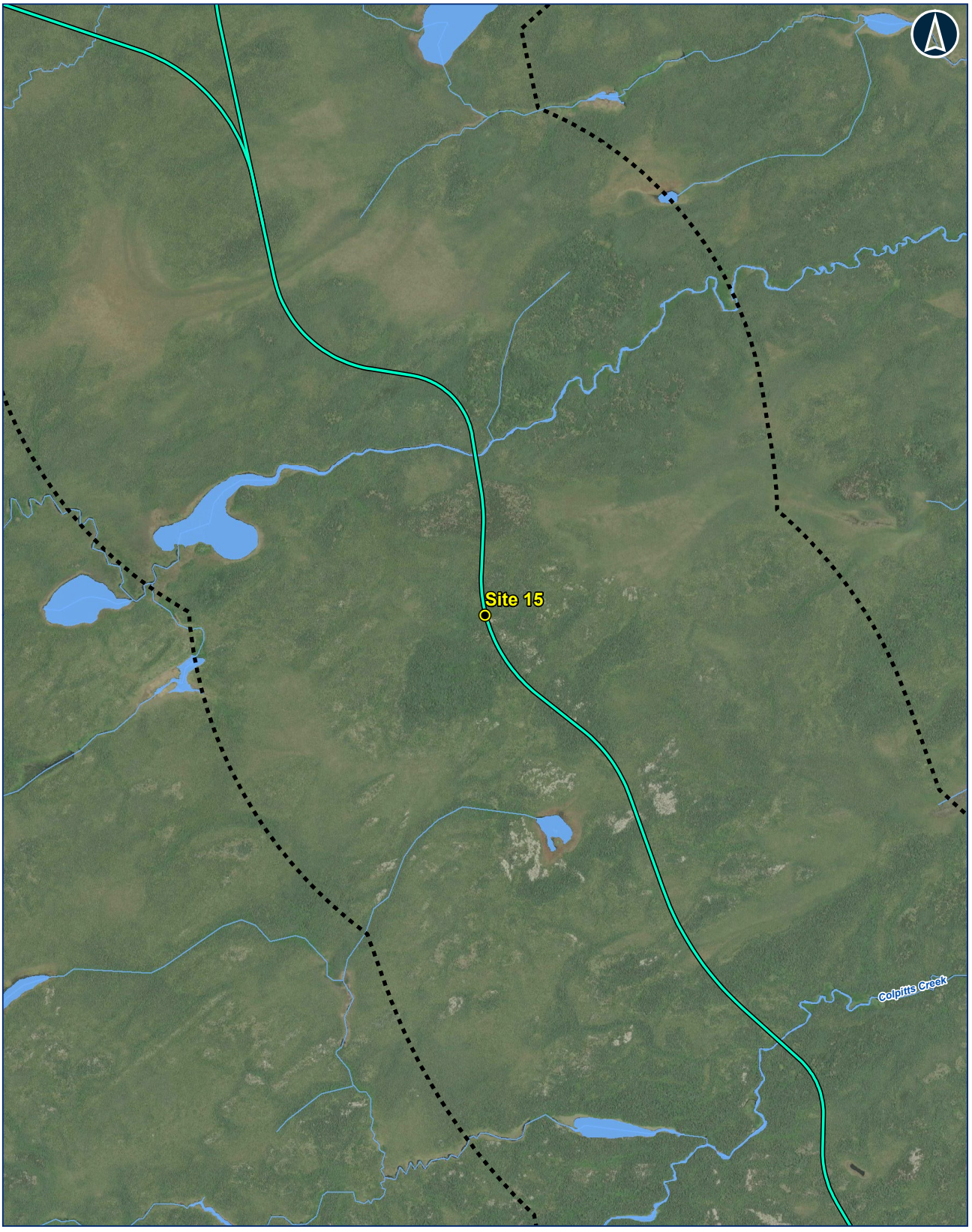

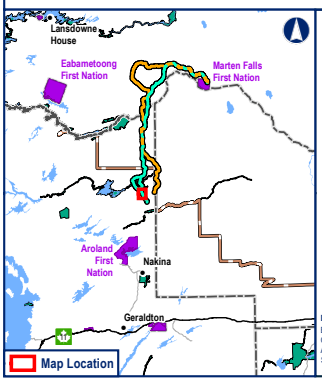

Legend

- Proposed Clearing and Drilling Location
- Groundwater and Geochemistry Local Study Area (LSA) - 2 km

Route Alternatives

- Alternative 4

General Features

- Watercourse
- Waterbody
- District Municipal Boundary

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Groundwater and Geochemistry - Site 15

0 0.5 1
Kilometres

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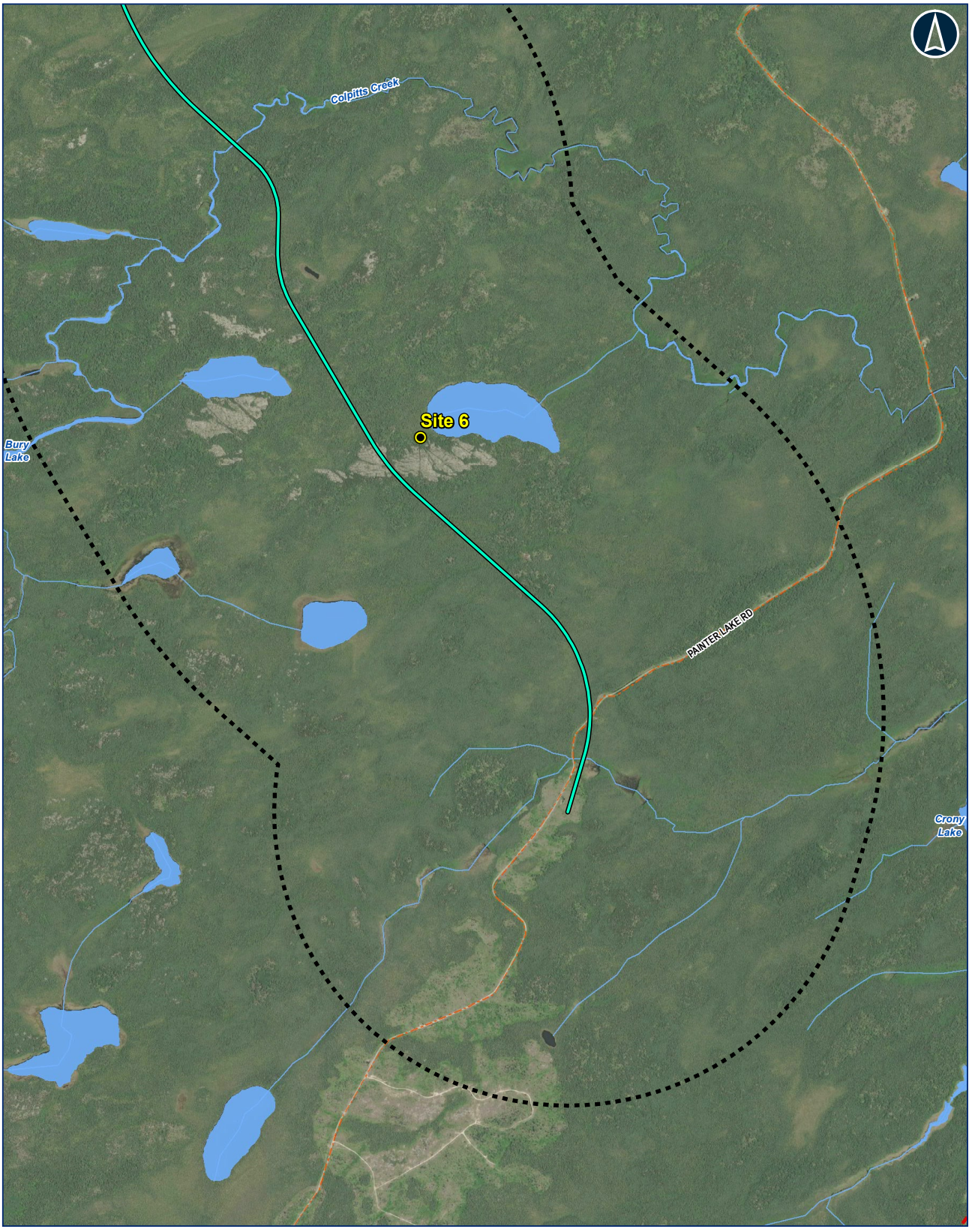

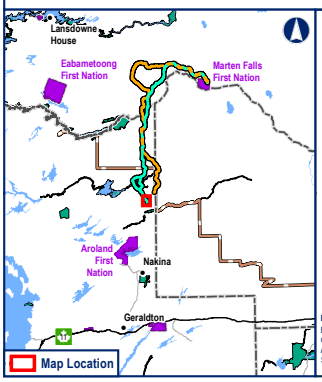

Legend

- Proposed Clearing and Drilling Location
- Groundwater and Geochemistry Local Study Area (LSA) - 2 km

Route Alternatives

- Alternative 4

General Features

- Watercourse
- Resource / Recreation Road
- MFFN Existing Winter Access Road
- Waterbody
- District Municipal Boundary

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Groundwater and Geochemistry - Site 6

0 0.5 1
Kilometres

Datum: NAD 1983 CSRS UTM Zone 16N

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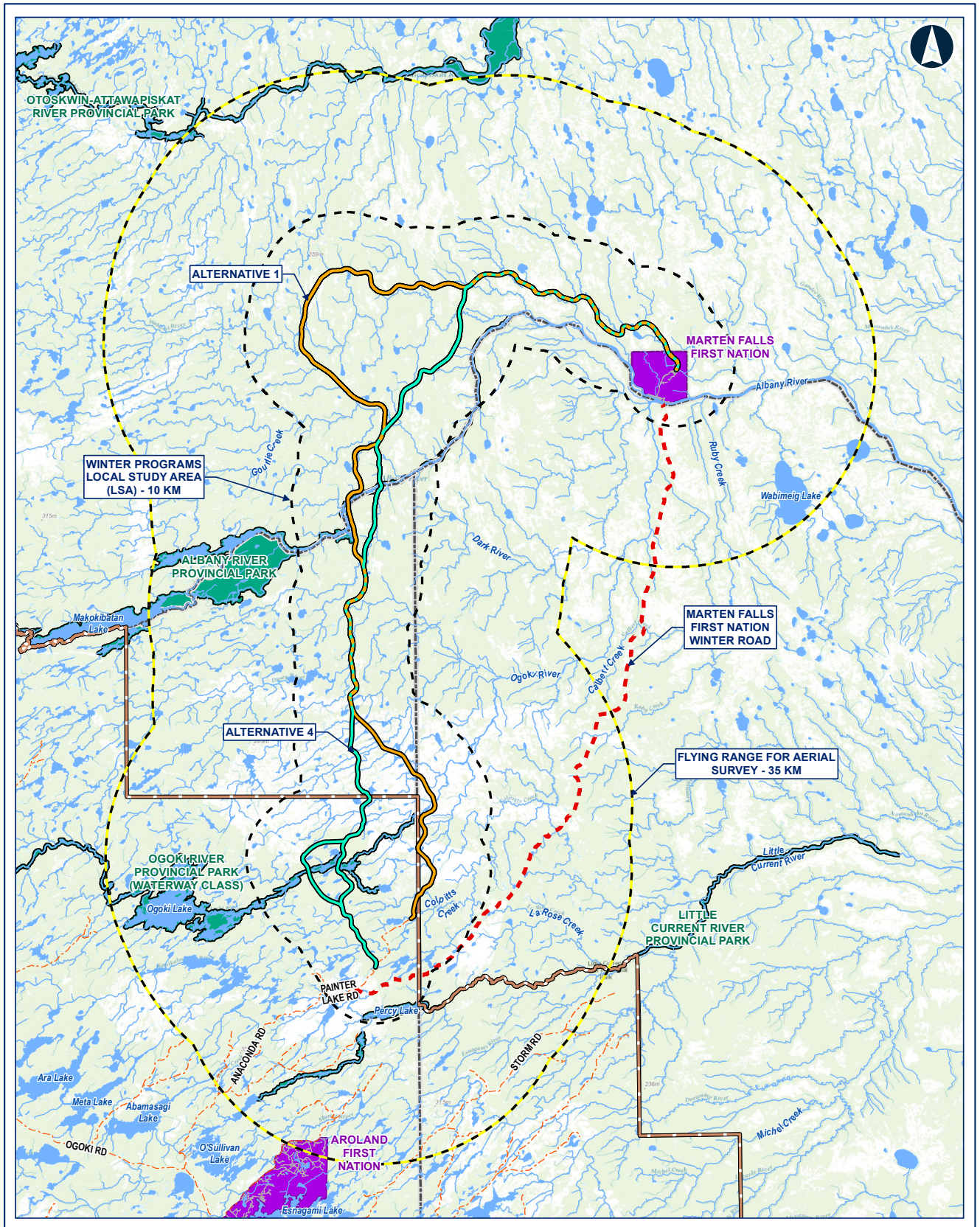

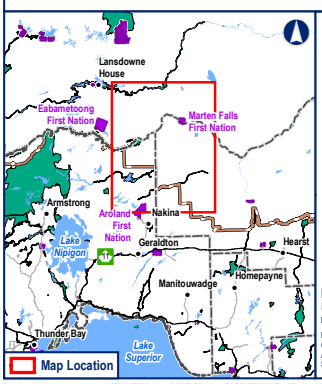

Legend

Route Alternatives
- Alternative 1
- Alternative 4
- Winter Programs Local Study Area (LSA) – 10 km
- Flying Range for Aerial Survey - 35 km

General Features
- Local Road
- Resource / Recreation Road
- MFFN Existing Winter Access Road
- Watercourse
- Waterbody
- First Nation Reserve
- Provinicial Park
- Far North Boundary
- District Municipal Boundary

Notes:
None

Data Source:
Base Data: Provided by MNRF 2021; Route Infrastructure - Provided by AECOM 2021. Contains Information licensed under the Open Government Licence Ontario.
Aerial photography provided by:
Service Layer Credits: Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase,

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Winter Field Study Programs

0 5 10 20 30
Kilometres
Datum: NAD 1983 CSRS UTM Zone 16N

Dec, 2021 | 1:640,000 *when printed 11"x17" | Rev:00

Figure 1

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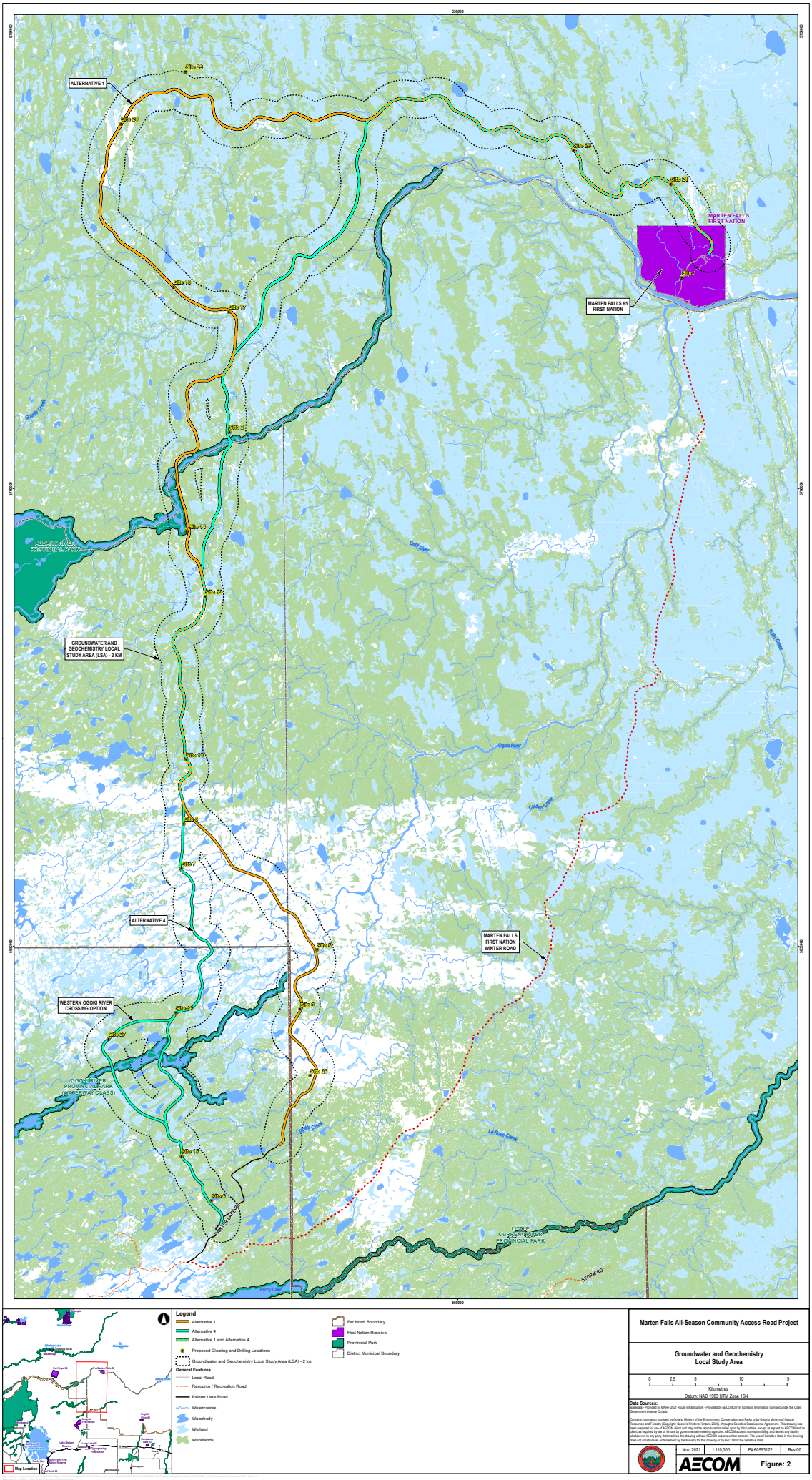

Marten Falls All-Season Community Access Road Project

Groundwater and Geochemistry Local Study Area

0 2.5 5 10 15
Kilometres
Datum: NAD 1983 UTM Zone 16N

Data Sources:
Basedata - Provided by MNRF 2021 Route Infrastructure - Provided by AECOM 2019. Contains information licensed under the Open Government License Ontario.

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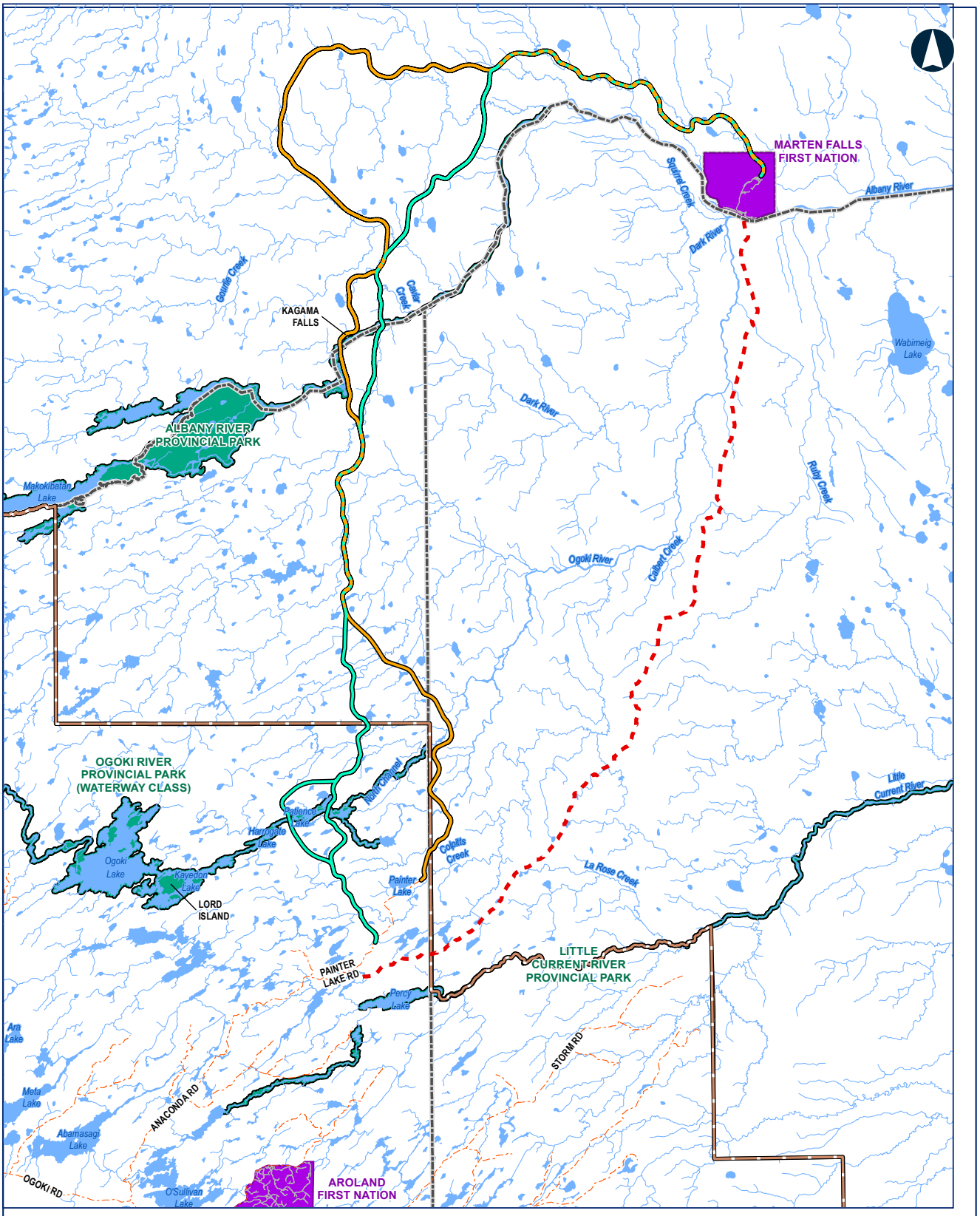
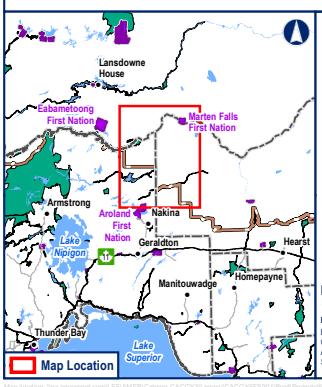
Figure: 2





Legend

Route Alternatives
- Alternative 1
- Alternative 4

General Features
- Local Road
- Resource / Recreation Road
- MFFN Existing Winter Access Road
- Watercourse
- Waterbody
- First Nation Reserve
- Provincial Park
- Far North Boundary
- District Municipal Boundary

Notes:
None

Data Source:
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Aerial photography provided by:
Service Layer Credits:

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Project Location

0 5 10 20
Kilometres
Datum: NAD 1983 CSRS UTM Zone 16N

Jan, 2022 | 1:500,000 *when printed 11"x17" | Rev:00

Figure 1

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Date Saved: 1/19/2022 1:52:28 PM User Name: Stephanie.Clark

MARTEN FALLS FIRST NATION
ALL SEASON COMMUNITY ACCESS ROAD

Wolverine Hair Snag Survey Field Program!

BooZoo!

We are looking for Marten Falls First Nation members and trappers to help supply bait for our Wolverine Hair Snag Survey Field Program! Here is what we are looking for:

- Chunks of meat, any cut is acceptable, preferably with bone attached
    - Ex. Beaver can be cut into 4 chunks
- Pelts must be removed
- Can be freezer burnt or freshly caught if size is appropriate and with bone (preferred)
- We will take bait other than beaver (such as snowshoe hare) however beaver is preferred
- We request that bait be pre-cut and bagged before drop-off
- Please Ziploc and label the bag with the species name
- $80.00 per carcass will be paid from February 1 – March 30, 2022
    - $50.00 per carcass will be paid as of April 1, 2022
- Please reach out to the appropriate contact below to arrange drop off:

MFFN: info@martenfallsaccessroad.ca OR at 1-800-764-9114

Thunder Bay: Erin Greenaway at 807-632-8912

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

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Progress Report 2: Effects Assessment Methods Milestone

November 2023

Statement of Qualifications and Limitations: AECOM

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- represents AECOM's professional judgement in light of the Limitations and industry standards for the preparation of similar reports;
- may be based on information provided to AECOM which has not been independently verified;
- has not been updated since the date of issuance of the Report and its accuracy is limited to the time period and circumstances in which it was collected, processed, made or issued;
- must be read as a whole and sections thereof should not be read out of such context;
- was prepared for the specific purposes described in the Report and the Agreement; and
- in the case of subsurface, environmental or geotechnical conditions, may be based on limited testing and on the assumption that such conditions are uniform and not variable either geographically or over time.

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Acronyms

ATRI	Aboriginal and Treaty Rights and Interests
AZA	Animbiigoo Zaagi'igan Anishinaabek First Nation
CAR	Community Access Road
CBLUP	Community Based Land Use Planning
CCC	Community Consultation Co-ordinator
CCLO	Community Communications Liaison Officer
CEAA	Canadian Environmental Assessment Agency
DFO	Department of Fisheries and Oceans Canada
EA	Environmental Assessment
EAA	Environmental Assessment Act
ECCC	Environment and Climate Change Canada
ENDM	Ministry of Energy, Northern Development and Mines
GANRAC	Geraldton Area Natural Resource Advisory Committee
GRT	Government Review Team
IA	Impact Assessment
IAA	Impact Assessment Act
IK	Indigenous Knowledge
IKSA	Indigenous Knowledge Sharing Agreement
IS	Impact Statement
LSA	Local Study Area
MECP	Ministry of the Environment, Conservation and Parks
MFFN	Marten Falls First Nation
MHSTCI	Ministry of Heritage, Sport, Tourism and Culture Industries
MNO	Métis Nation of Ontario
MNRF	Ministry of Natural Resources and Forestry
MOU	Memorandum of Understanding
MTCS	Ministry of Tourism, Culture and Sport
MTO	Ministry of Transportation
NDMNRF	Ministry of Northern Development, Mines, Natural Resources and Forestry
NoC	Notice of Commencement
NRL	Northern Road Link
OPP	Ontario Provincial Police
PIC	Public Information Centre
RoCE	Record of Consultation and Engagement
RSA	Regional Study Area
RSMIN	Red Sky Métis Independent Nation
SAR	Species at Risk
The Agency	Impact Assessment Agency of Canada
TISG	Tailored Impact Statement Guidelines
ToR	Terms of Reference
WSR	Webequie Supply Road

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1. Introduction

1.1 Background

The Terms of Reference (ToR) for the Marten Falls First Nation (MFFN) Community Access Road (CAR or the Project) was approved with amendments on October 8, 2021 and the Notice of Commencement (NoC) of the provincial Environmental Assessment (EA) for the Project was posted on October 29, 2021. As part of the ToR Notice of Approval, Ontario's Minister of the Environment, Conservation and Parks (MECP) included an amendment requiring additional consultation reporting at key EA milestones. Visit https://www.ontario.ca/page/marten-falls-community-access-road-project to read the details on the Notice of Approval.

As required by the Minister of MECP, the development of progress reports on consultation activities associated with each of the following EA milestones are required to support Indigenous communities to provide meaningful input during the development of the EA:

- Notice of Commencement (NoC) of Provincial EA (referred to as NoC of EA);
  - Introduction of the Project.
- Effects Assessment Methods; and
  - Development of Effects Assessment methodology, as well as review by regulators.
  - Presentation of Effects Assessment methodology at PICs .
- Identification of Preferred Alternatives.
  - Development of valued component metrics tables and evaluation of information
  - Development of preliminary preferred alternative
  - Validation of information with Marten Falls First Nation Chief and Council and community members.
  - Confirmation of the preferred alternative.

Each progress report is required to:

- Be organized by each Indigenous community;
- Contain a consultation log and summary that tracks consultation activities, information shared by the MFFN CAR Project Team with Indigenous communities, any community input and MFFN CAR Project Team's responses to such input for the EA milestone; and
- Contain a discussion of how any input and information provided by the Indigenous communities have informed the development of the EA milestone.

The progress reports are to be shared with MECP, with community-specific sections shared with each individual Indigenous community before MFFN can move to the next milestone of the EA / IA. If questions or concerns are raised by MECP or an Indigenous community, the MFFN CAR Project Team will make revisions to the progress reports, if necessary, and encourage opportunities to meet in-person or virtually to discuss with the interested community.

This report is the second progress report and pertains to activities related to both the EA and IA processes. The time period begins the day after the first progress report concluded July 1, 2022 and ends May 31, 2023. The Effects Assessment Methods milestone is expected to extend past May 31, 2023 , however, due to the time to develop this report, any information missed during this phase will be included in the next progress report for Identification of Preferred Alternatives which is expected to begin in fall 2023.

The final progress reports will be appended, along with any relevant updates, to the Record of Consultation and Engagement submitted with the draft and final EA / IS.

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This progress report provides a detailed account of all communication exchanged with the MFFN CAR Project Team and neighbouring Indigenous communities from July 1, 2022, to May 31, 2023 as part of the Effects Assessment Methods milestone. Note that government agencies and interested persons[1] are not included in progress reports, however, their sections will be included in the Record of Consultation and Engagement for the draft and final EA / IS. **Section 1.5** includes details about the neighbouring Indigenous communities.

The first section of this progress report provides an overview of the Project and outline of the approach to consultation and engagement, the second section describes the consultation and engagement activities undertaken during this time period, and the third section summarizes activities and discussions that occurred with the MFFN CAR Project Team and neighbouring Indigenous communities.

1.2 About the Progress Report

This progress report provides an overview of consultation and engagement carried out between the NoC of EA and after PIC #3 (July 1, 2022 to May 31, 2023). In accordance with the MECP Code of Practice, the progress report has been prepared to:

- Identify Indigenous communities consulted and engaged during this time period and describe how they were identified (confidential information will not be provided);
- Describe the consultation and engagement activities that took place including methods, schedule of events, notification that was given about the activity and materials used;
- Describe how interested Indigenous communities were identified and how they were consulted;
- Summarize clearly and accurately the comments made by all Indigenous communities;
- Describe the Proponent's response and how concerns were considered in the NoC of EA milestone or will be considered and / or addressed in the EA / IS;
- Describe any outstanding concerns; and
- Include appendix reference to minutes of any meetings held and written comments received.

Logistical correspondence (e.g., scheduling a meeting) has not been included in the appendices but has been tracked separately. The only instance when logistical correspondence has been included as an appendix is when a meeting was not scheduled or was postponed; this information is included to show level of effort.

1.3 Approach

As outlined in the Consultation and Engagement Plan to Support the EA / IS (Appendix B of the ToR), the Effects Assessment Methods milestone was focused on the following activities and request for targeted input:

- **Planned Activities for Indigenous communities:**
  - Circulate Notice of Public Information Centres (PIC)
  - Engagement of Community Consultation Co-ordinators, as appropriate and by expressed community interest

1. *Interested persons is used to describe individuals and groups (e.g., associations, non-government organizations, industry and academia) who could have an interest in the Project, including but not limited to communities in the region, those with commercial interests (e.g., forestry, trappers, outfitters, other mineral tenure holders in the area) and recreational users or those with recreational interest (e.g., campers, hunters and environmental groups).*

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- Hold Indigenous leadership and community discussions / meetings, considering applicable and relevant subgroups (e.g., women, youth, elders)
- Additional PICs (in-person / or virtual)
- Plain language Project updates (translated, as required)
- Key informant interviews
- Website update
- Newsletter and email update(s)
- Social media update(s)
- Follow-up communication to confirm information was received and the material(s) provided were understood

- **Targeted Input (request information to determine and identify):**
  - Indigenous community values and topics of interest
  - Potential effects and impact management measures to be considered
  - Impacts of Project on Aboriginal or Treaty Rights and potential impact management measures to avoid, mitigate and off-set the impact(s)
  - Seek confirmation whether input and feedback provided during the previous milestone was captured appropriately

The following additional activities and request for targeted input took place during the Effects Assessment Methods milestone, including:

- **PIC #4: EA / IS Phase #1 Introduction**

  An in-person PIC (with supporting virtual materials) for the Effects Assessment Methods Milestone took place on Wednesday December 7, 2022 in Thunder Bay and on Thursday, December 8, 2022 in Geraldton. Indigenous community members were invited to attend for the first hour of each meeting and stay for the remainder of the event; the public was invited to join during the second hour of the event.

  PIC #4 provided information on: an overview to the Project; updates since PIC #3; existing conditions results for completed studies, assessment of impacts and comparison of route alternatives; preliminary results of field studies and information on upcoming field studies; IK and ATRI; effects assessment; achieving the next major milestone: process for identifying the preferred route and how route alternatives will be assessed, recommended and a preferred route chosen.

  PIC #4 content, including opportunities for feedback, was also provided to MFFN members at an in-community meeting on November 2, 2022; feedback provided is included in MFFN's section in **Section 3**. More details about the summary of consultation and engagement for PIC #4 are provided in **Section 1.7**.

- **Aboriginal Treaty Rights and Interests (ATRI) and Indigenous Knowledge (IK) Program**

  An important part of the assessment process is collecting IK and information on Indigenous land and resource use to help understand baseline (existing) conditions, predict the potential effects of the Project, and determine appropriate mitigation and monitoring measures. The IK Program was developed with the aim to collect IK relevant to the Project and information on Indigenous land and resource use in the vicinity of the Project area. The IK Program strives to collaborate with interested Indigenous communities and to discuss how relevant information will become part of the assessment processes and Project planning and design. During this reporting time period, an update on the Project IK Program with an updated schedule and timeline was distributed to Indigenous communities. Ongoing follow-up regarding the IK Program also took place.

  An ATRI Forum was held in Thunder Bay on February 8 and 9, 2023, with the Province offering to fund 2-3 participants from each Indigenous community to attend the event in person. The forum provided a private

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and inclusive space for representatives of Indigenous communities to meet with representatives from the Province and the Project Teams for the Marten Falls First Nation Community Access Road, Northern Road Link and Webequie Supply Road.

- **Field Studies and Education, Consultation and Engagement on Valued Components**

  Several field programs took place during the NoC of EA milestone. To help Indigenous communities better understand the field studies related to valued components, Discussion Guides were distributed with plain language information about what the Project is studying, why it is important and questions to solicit feedback before the studies take place. Educational videos and webinars on valued components were also shared online.

- **Raising Awareness**

  Several activities were completed related to raising awareness on the Project and encouraging opportunities to meet with the MFFN CAR Project Team. Monthly electronic newsletters were distributed (referred to as E-Blasts) and always included a section seeking those interested to reach out and schedule a meeting with the MFFN CAR Project Team, a public social media account was created and the private MFFN members only Facebook account was used to share information and promote upcoming events.

1.4 Project Notifications and Information Releases

A formal notice and invitation to PIC #4 was published on the Project website (www.martenfallsaccessroad.ca/documents/#notices) on November 22, 2022 in English, Cree, French, Ojibway and Oji-Cree and distributed in print, online and on the radio via multiple outlets, as outlined below.

Copies of the formal notice, in each language, are provided in **Appendix A7**.

- **Print Advertisements:**
  - The Chronicle Journal: November 22, 2022
  - Geraldton Times Star: November 23, 30 and December 7, 2022
  - Thunder Bay Source: November 24 and December 1, 2022

- **Online Advertisements**
  - MFFN All Season Community Access Road Project Website (www.martenfallsaccessroad.ca/documents/#notices): November 22, 2022
  - MFFN CAR Facebook page: November 23, December 1, 5, 6, 7 and 8, 2022
  - MFFN members only Facebook page: December 1, 6, 7 and 8, 2022
  - Greenstone Community Calendar: November 23, 2022
  - Northern Ontario Business: November 22, 2022
  - NWO NewsWatch: November 22, 2022
  - SN NewsWatch: November 22, 2022
  - Thunder Bay News Watch: November 23 – December 9, 2022
  - Windspeaker: November 29 – December 9, 2022

- **Radio Advertisements**
  - Wawatay Radio: three times per day on November 29, 30, December 1, 2, 5, 6, and 7, 2022 (in English, Ojibway, and Oji-cree)
  - CFNO Radio, 91-5 CKPR and Rock94 Radio: November 28 – December 9, 2022

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The electronic Project mailing list (anyone who opts-in to receive Project emails) also received the notice on November 22, 2022, which includes the following groups:

- MFFN Chief, Council members and community members
- MFFN CAR Project Team
- Indigenous community key contacts (as requested by Indigenous communities), e.g., Chief and Council members, consultants and / or band office contacts
- Tribal Councils, Provincial Territorial Organizations and Métis Nation
- Indigenous Peoples (i.e., Indigenous community members who opted in and are not identified as key contacts)
- Businesses
- Tourism operators
- Community and interest groups and non-governmental organizations
- Forest management companies
- Mining claim holders
- Unaffiliated members of the public
- Emergency medical services and law enforcement
- Political parties and their contacts
- Neighbouring projects and their key contacts
- Government Review Team (GRT)
- Non-GRT government representatives

In addition to PIC #4 notifications, the Project website (www.martenfallsaccessroad.ca) was periodically updated with Project information including all relevant Project notices (e.g., NoC of EA, Discussion Guides, videos, monthly E-Blasts) and other Project-related materials such as mapping. More details are included in **Section 2** below.

1.5 Summary of Indigenous Community and Organization Consultation

As outlined in Milestone Progress Report #1, 23 Indigenous communities were identified for engagement. This list is included in Table 1-1.

Table 1-1: Identified Indigenous Communities, including their Provincial Territorial Organizations and / or Tribal Council Affiliations

Tribal Council Affiliation	Community or Organization
Matawa First Nations Management (Nishnawbe Aski Nation)	■ **Marten Falls First Nation** (Proponent and potentially affected Indigenous community)* + ■ Aroland First Nation* + ■ Constance Lake First Nation* + ■ Eabametoong First Nation (Fort Hope)* + ■ Ginoogaming First Nation* + ■ Neskantaga First Nation* + ■ Nibinamik First Nation* + ■ Webequie First Nation* +
Matawa First Nation and the Union of Ontario Indians (Nishnawbe Aski Nation)	■ Long Lake #58 First Nation* +
Mushkegowuk Council (Nishnawbe Aski Nation)	■ Attawapiskat First Nation* + ■ Fort Albany First Nation* + ■ Kashechewan First Nation*

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Tribal Council Affiliation	Community or Organization
Shibogama First Nations Council (Nishnawbe Aski Nation)	■ Kasabonika Lake First Nation* + ■ Kingfisher Lake First Nation ■ Wapekeka First Nation ■ Wawakapewin First Nation ■ Wunnumin Lake First Nation
Independent First Nations Alliance	■ Kitchenuhmaykoosib Inninuwug First Nation
Independent First Nations (Nishnawbe Aski Nation)	■ Mishkeegogamang First Nation ■ Weenusk First Nation +
Nokiiwin Tribal Council	■ Animbiigoo Zaagi'igan Anishinaabek First Nation (AZA)
Métis Nation of Ontario (MNO)	■ Métis Nation of Ontario (MNO), Region 2
Independent Métis Nation	■ Red Sky Métis Independent Nation (RSMIN)

Notes: + Indicates Indigenous communities or organizations who are participating in the Indigenous Knowledge Program.
** Indicates Indigenous communities or organization that have been invited to participate in the Community Coordinator Program.*

As of May 31, 2023, the Project has received communication from 18 of these communities and MNO. Those communities MFFN has met with during Effects Assessment Methods milestone are indicated with an asterisk (*) below:

- Marten Falls First Nation*;
- Aroland First Nation;
- Attawapiskat First Nation;
- Constance Lake First Nation*;
- Eabametoong First Nation (Fort Hope)*;
- Fort Albany First Nation;
- Ginoogaming First Nation*;
- Kasabonika Lake First Nation;
- Kashechewan First Nation;
- Kingfisher Lake First Nation;
- Long Lake #58 First Nation*;
- Metis Nation of Ontario*
- Neskantaga First Nation;
- Nibinamik First Nation;
- Webequie First Nation;
- Weenusk First Nation
- RSMIN;
- AZA; and
- Kitchenuhmaykoosib Inninuwug First Nation.

The remaining five communities have not communicated with MFFN between July 1, 2022 and May 31, 2023. MFFN remains available to meet with these communities in the future and continues outreach on an ongoing basis; providing the same milestone information (e.g., Discussion Guides, monthly E-Blasts, notifications, field notices) offered to all of the 23 Indigenous communities being engaged. These communities include:

- Wunnumin Lake First Nation;
- Wapekeka First Nation;
- Wawakapewin First Nation;
- Mishkeegogamang First Nation; and
- Métis Nation of Ontario, Region 2.

Those Tribal Councils, Nations and Alliances listed in the table above, as well as the Chiefs of Ontario and Union of Ontario Indians, have been identified as potentially interested in the Project, and have been provided with information and MFFN remains available to meet, throughout the EA / IA process.

MFFN is currently consulting and engaging with Indigenous communities identified by the MECP and the Agency and will continue to do so throughout the EA / IA, as per the level of interest expressed by each community. MFFN, as the Proponent, will also continue to work with communities to collect IK to incorporate into the EA / IS regarding traditional land and resource use and cultural practices.

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To help achieve an appropriate level of consultation and engagement related to the Project, (i.e., frequency and depth of consultation and engagement), the list of communities being engaged was considered against the following:

- Expressed interest (to-date) in the proposed MFFN Community Access Road, including applying to Ministry of Mines and the Agency for capacity funding, participation in the Indigenous Knowledge program or participation in the Community Coordinator program;
- Aboriginal or Treaty Rights, including any rights that neighbouring Indigenous communities themselves have identified, may be adversely affected by the Project;
- Geographical distance or proximity to the study area;
- Situated downstream of the Project and with a potential to experience effects to water courses as a result of the Project;
- Traditional and / or current land use within the study area or of lands potentially affected by the Project;
- Potential for effects on the environmental, health and social and economic conditions of neighbouring Indigenous communities; and,
- Provided comments on the EA / IA processes.

MFFN has adjusted the approach to engaging each indigenous community based on this criteria, but understands the list may evolve as new information becomes available and more neighbouring Indigenous communities engage in the consultation and engagement opportunities provided.

All 23 identified Indigenous communities have been contacted regularly by the MFFN CAR Project Team with conversations ranging from: field study / valued component (e.g., educational videos and webinars); information and surveys; regular Project email updates, including monthly E-Blasts; in-person outreach (via telephone and email); the IK Program; Community Co-ordinator Program; PIC #4; invitation to the ATRI Forum, and offers to meet (e.g., Chief and Council meetings followed by meetings with the broader community). Comments, issues and questions received from Indigenous communities that can be shared publicly are included in **Section 3**.

In summary, the MFFN CAR Project Team has provided / offered many opportunities to consult and engage the identified Indigenous communities, including (with specific details in the Consultation Snapshot table in **Section 2)**:

- Distributed Draft interim Record of Consultation and Engagement (RoCE) and Milestone #1 Progress Report, which include community-specifc chapters individually provided to the respective indigenous community via email;
- Completed follow-up phone calls and emails to confirm receipt of notifications and other distributed materials;
- Circulated Project updates, including 10 E-Blasts;
- Sent emails and phone calls to confirm interest in being consulted on the Project (for communities that had not yet expressed interest);
- Held conference calls / in-person meetings with community representatives and / or community meetings with Indigenous communities;
- Distributed field notices and updates regarding specific programs;
- Circulated IK Program update, including updated schedule;
- Completed follow-up via phone calls and emails regarding E-Blast contents, field programs and corresponding Discussion Guides, Community Co-ordinator Program, IK Program and ATRI forum;
- Offered to meet;

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- Circulated Community Co-ordinator Program letter offering to hire members of specific Indigenous communities as Project-specific Community Co-ordinators. A description of the role was provided and offer to setup a meeting to discuss further;
- Distributed Notice of PIC #4 Introduction of EA / IS;
- Held PIC #4 in Thunder Bay and Geraldton, along with an in-community MFFN meeting, and online version of the PIC #4;
- Distributed three plain language videos showcasing different valued components and supporting content in Field Study Discussion Guide and Notices;
- Held meetings with MFFN Chief and Council and broader community;
- Hosted a Valued Components Webinar Series; and
- Held the ATRI Forum in person.

Specific Indigenous communities were also offered funding through the Community Co-ordinator Program—these communities have been most engaged and active on the Project or have indicated interest in engaging on the Project and requiring financial support. In addition, MFFN and Aroland First Nation members were also offered employment opportunities as Field Study Support Staff to assist with field programs. Between July 1, 2022, and May 31, 2023, 31 Field Study Support Staff opportunities were filled by ten (10) MFFN community members.

1.6 Summary of Input and Information Received and EA Milestone Development

The following **Table 1-2** describes a high-level summary of input and information received during this reporting time period and how this information has informed the EA milestone development or will inform the EA. While there was some specific feedback received that has directly informed the EA milestone development / EA, the majority of feedback was broad with limited specific details (therefore requiring on-going follow-up and additional details from source commenters) or were more general interests or concerns. The MFFN CAR Project Team will continue to follow-up and seek additional details.

Table 1-2: Summary of Input and Information Received and EA / Milestone Development

Input and Information Provided by Indigenous Communities	How the Development of the EA Milestone or EA has been or may be Informed
Specific Feedback Provided on Environmental Existing Conditions ■ Specific feedback was provided on the bird field program, including birds observed and comments on their habitats. ■ Specific feedback was provided on the wolverine field program. ■ Confidential information regarding the Albany River was provided and is considered as IK. ■ Caribou were identified in the District of Kenora (between points I and H of the MFFN CAR route. ■ Request to participate in field studies. ■ Feedback on footprint was provided, specifically on aggregates.	■ Birds and comments on their habitats were noted for the bird field program. ■ One site of the wolverine hair snag was changed based on feedback provided. ■ The EA has been informed by confidential information regarding the Albany River and details are being kept confidential. ■ The general identification of caribou location(s) has been noted. ■ Members of Aroland First Nation were invited to participate in the Groundwater and Geochemistry field program, including a flyover and planning for subsequent drilling program (outside of this reporting time period); any feedback provided during the flyover will be considered as part of the EA. ■ Footprint comments were recorded to be considered in the route selection.

Input and Information Provided by Indigenous Communities	How the Development of the EA Milestone or EA has been or may be Informed
Concerns Related to Environmental Existing Conditions; Additional Details Required ■ It was noted that a spawning area could be relocated if it would be disrupted by the Project ■ Concern was expressed for watersheds ■ Concern was expressed regarding caribou migration and impacts to gathering rights ■ Concern was expressed related to salting on the road and impacts to nearby rivers ■ Alternative 1 of Segment FG was identified as a sensitive and a very precious area. ■ It was noted that the Projet should not impede fish passage.	■ Relocating spawning areas has not yet been determined due to insufficient details provided. On-going follow-up is taking place to receive additional information to help identify the spawning area. ■ More specific details are required related to concerns for watersheds. As part of the alternative selection, effects to Natural Environment will be taken into consideration. ■ More specific details are required related to concerns for caribou migration and impacts to gathering rights. ■ The concern regarding salting and nearby rivers has been noted and maintenance of the Community Access Road, including usage of salt, will be one of the indicators for the evaluation. ■ Comment on Alternative 1 of Segment FG was noted and will be considered in the route selection. ■ Comment on fish passage will be considered when developing mitigation measures.
Interests Related to Environmental Existing Conditions; Additional Details Required ■ Several communities indicated interest in different topics related to existing conditions without providing specific feedback or comments. Some examples include receiving field study results when they become available for caribou	■ Interest in topics has been noted for each community. The MFFN CAR Project Team continues to distribute Discussion Guides related to field studies, educational videos and is planning upcoming webinars on valued components. Early observations and methods for field studies completed to-date were provided at PIC #3 and will be expanded as more information becomes available. Meetings will continue to be offered based on specific topics of interest to solicit additional feedback and issues.
Route Alignment ■ A variety of comments were provided on the route alignment near MFFN, including: river and ice levels can be high near MFFN and there are locations where the bank is eroding and could affect the road; intense rain could damage the road and impact streams due to erosion; safety concerns were raised regarding truck activities (including dust, noise, low visibility and speeding) north of the airport and children who play in the same area; and concerns regarding how the Community Access Road may interfere with MFFN community activities (e.g., gathering firewood, social events)	■ Concerns related to the route alignment closer to MFFN have been noted and will be considered as part of the EA. As part of the EA, the evaluation will identify the preferred route for the Community Access Road, temporary infrastructure and aggregate sources with the least potential for negative effects, greatest opportunity for mitigating negative effects and greatest benefits to the community. Safety will be considered as part of the technical considerations and issues such as water level and erosion will also be considered as part of technical considerations and examined under Natural Environment.
Cumulative Effects, Road Projects and Regional Assessment ■ Some communities expressed concerns regarding cumulative effects / impacts in the Project area, including the scope of the EA, impacts from all three road projects (the Community Access Road, Webequie Supply Road and Northern Road Link), the Regional Assessment and a moratorium on the Ring of Fire activities.	■ Some of the comments received were directed to government agencies (e.g., NDMNRF, MECP, the Agency) to respond to as they were outside of the scope of the Community Access Road Project. In terms of cumulative effects, if specific details are provided they will be considered as part of the EA; the EA will predict cumulative effects of the preferred alternative with the effects of past, present and reasonably foreseeable projects. Cumulative effects assessment methods will be shared during the Identification of Preferred Alternatives milestone.
Impacts from COVID-19 ■ Some communities expressed inability to effectively engage with their community members due to the COVID-19 pandemic.	■ The MFFN CAR Project Team continues to work with each Indigenous community's preference in how they would like to be consulted and engaged, whether virtually or in-person and in light of the COVID-19 pandemic or other crises. Custom consultation plans and protocols were also offered and will be followed up on with communities who expressed interest.
Timeline Extensions ■ Some communities requested extended Project timelines, for both the provincial and federal processes.	■ On November 4, 2022, a request for an IS extension was submitted, and was granted on January 13, 2023. On November 25, 2022, the MFFN CAR Project Team advised

Input and Information Provided by Indigenous Communities	How the Development of the EA Milestone or EA has been or may be Informed
	communities of the IS Extension Request. Commmunites were advised of the IS timeline extension approval on January 13, 2023 by IAAC.
Request for Funding ■ Some communities expressed need for provincial participant funding to participate in consultation and engagement activities. There has also been ongoing coordination to onboard communities to the IK Program and Community Coordinator Program, with funding provided by the MFFN CAR Project Team.	■ While participant funding is issued by the Province and not the MFFN CAR Project Team, requests were shared with the province to respond to. ■ Additional funding for Indigenous communities include participation in the IK Program and Community Coordinator Program. The MFFN CAR Project Team has followed up with Indigenous communities via phone and email throughout this milestone regarding funding opportunities.

Section 2 provides an overview of consultation and engagement activities during the Effects Assessment Methods Milestone.

A detailed record of the efforts made to consult and engage with each of the 24 Indigenous communities and communication received from the communities from July 1, 2022 to May 31, 2023 is provided in **Section 3**. The following sections summarize key consultation activities and issues received through consultation and engagement activities during this time period. The report for each community also includes discussion of how any input and information provided by the Indigenous communities have informed the development of the EA milestone.

Appendix A of this report includes copies of Project distributions sent to Indigenous communities and others including monthly E-Blasts, Field Notices and Field Study Discussion Guides. **Appendix B** of this report includes copies of distributions to Indigenous communities including, presentations, meeting summaries, if applicable. This overview and appendix materials are provided to Indigenous communities for their review before moving into the next milestone, Identification of Preferred Alternatives.

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2. Consultation Snapshot

The table below provides an overview of consultation and engagement activities during the Effects Assessment Methods Milestone. Issues received through consultation and engagement activities during this milestone are included in **Section 3**.

Table 2-1: Consultation Snapshot – From October 29, 2021 to May 31, 2023

Items in black occurred during the NoC of EA Milestone between October 29, 2021 to June 30, 2022. Items in blue occurred during the Effects Assessment Methods Milestone from July 1, 2022 to May 31, 2023.

Project Phases: NoC of EA and Effects Assessment			
Activity	**Audience**		
	Indigenous Communities	***Interested Persons***	***Agencies & Government Bodies***
NoC			
■ Distribution of EA NoC (October 29, 2021).	✓	✓	✓
■ NoC Advertisement (October 29 to November 12, 2021).	✓	✓	✓
Interim Record of Consultation and Engagement (RoCE)			
■ Draft Interim RoCE distributed to Indigenous communities for review (December 6, 2022).	✓		
■ Email follow-up distributed in January 2023.	✓		
Milestone Progress Report #1			
■ Draft Progress Report distributed to Indigenous communities for review (December 6, 2022)	✓		
■ Email follow-up distributed in January 2023.	✓		
Archaeology Assessment Reports for Stage 1 and Stage 2			
■ Archaeology Assessment Reports for Stage 1 and Stage 2 distributed (February 3, 2023)	✓		
Public Information Centre #3 (PIC #3)			
■ PIC #3 Notice distributed (June 13, 2022)	✓	✓	✓
■ PIC #3 in Thunder Bay (June 27, 2022)	✓	✓	✓
■ PIC #3 in Geraldton (June 29, 2022)	✓	✓	✓
Public Information Centre #4 (PIC #4)			
■ PIC #4 Notice distributed (November 22, 2022)	✓	✓	✓
■ PIC #4 in Thunder Bay (December 7, 2022)	✓	✓	✓
■ PIC #4 in Geraldton (December 8, 2022)	✓	✓	✓
Individual Project Meetings			
■ Follow-up letters, emails, and phone calls to Indigenous communities regarding the Project.	✓		
■ Hosted in-person and virtual meetings with: – MFFN community (in-person November 16 to 17, 2021) – MFFN community (virtual February 2, 2022) – MFFN community (in-person June 28, 2022; PIC #3 materials) – MFFN community (in-person November 2, 2022; PIC #4 materials) – MFFN community (in-person December 6, 2022; PIC #4 materials)	✓		

Project Phases: NoC of EA and Effects Assessment

Activity	Audience		
	Indigenous Communities	*Interested Persons*	*Agencies & Government Bodies*
■ Presented to the Mushkegowuk Council AGM (in-person, November 24, 2021)	✓		
■ Teleconference with Métis Nation of Ontario (MNO) to discuss the IK Program (February 4, 2022). *Note: Also captured under the IK Program section below*	✓		
■ Teleconference with Constance Lake First Nation (April 21, 2022). *Note: Also captured under the IK Program and Community Coordinator section below*	✓		
■ Teleconference presentation to Mushkegowuk Tribal Council's Terrestrial Working Group (May 18, 2022)	✓	✓	
■ In-person meeting regarding Community Coordinator and IK Programs with Long Lake # 58 (August 9, 2022).	✓		
■ Helicopter flyover to visually inspect three potential groundwater sites with Aroland First Nation (August 17 and 18, 2022).	✓		
■ Well drilling activities monitored by Aroland First Nation representatives (November 25 – December 3, 2022).	✓		
■ A teleconference meeting with Long Lake #58 First Nation to discuss the Community Coordinator Program and IK Program. (February 13, 2023)	✓		
■ A virtual meeting with Long Lake #58 First Nation, Constance Lake First Nation and Ginoogaming First Nation to discuss the Archaeology and Cultural Heritage reports (April 21, 2023).	✓		
■ Teleconference with Métis Nation of Ontario (MNO) to discuss Archaeology and Cultural Heritage Program (April 27, 2023)	✓		
■ In-person Nation-to-Nation meeting with Eabametoong First Nation to provide an overview of the MFFN CAR (May 10, 2023) .	✓		
■ A virtual meeting with Marten Falls First Nation was held regarding the engineering, construction and the route selection process for the Project (May 15, 2023).	✓		
Other Notices / Newsletters			
■ 2021 Highlights Letter distributed to Indigenous communities via email (December 15, 2021)	✓		
■ Phone calls to Indigenous communities to follow-up on the December E-Blast, Winter Discussion Guide and field notice (December 16 to 17, 2021).	✓		
■ Circulated Monthly Project Update Email Blast (referred to as E-Blast) – October 2021 (November 3, 2021) – November 2021 (November 30 201) – December 2021 (December 15, 2021) – January 2022 (January 31, 2022) – February / March 2022 (March 15, 2022) – April 2022 (April 29, 2022) – May 2022 (May 27, 2022) – June 2022 (June 24, 2022) – July 2022 (July 26, 2022) – August 2022 (August 19, 2022) – September 2022 (September 29, 2022) – October 2022 (November 2, 2022) – November 2022 (November 25, 2022) – December 2022 (December 20, 2022) – January 2023 (January 30, 2023) – February 2023 (February 28, 2023) – March 2023 (April 4, 2023) – April 2023 (April 28, 2023)	✓	✓	✓

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Project Phases: NoC of EA and Effects Assessment

Activity	Audience		
	Indigenous Communities	*Interested Persons*	*Agencies & Government Bodies*
■ Circulated Field Study Notices & Discussion Guides: – Winter Field Program Notice and Discussion Guide (December 10, 2021) – Furbearer Ground Track Survey Update (January 19, 2022) – Bird Aerial Surveys Update (February 4, 2022) – Wolverine Den Surveys Notice (February 14, 2022) – Wolverine Hair Snag Program and Bird Autonomous Recording Unit Update (March 3, 2022) – Wolverine Den Survey Update (March 9, 2022) – Early Spring Notice (March 29, 2022) – Terrain and Soils Notice (May 11, 2022) – Surface Water, Fish and Fish Habitat Notice (May 30, 2022) – Vegetation Field Notice (June 10, 2022) – Groundwater and Geochemistry (July 29, 2022) – Fall Field Programs Update (September 16, 2022) – Winter / Spring 2023 Field Notice (December 1, 2022) – Field Programs updates (March 9, 2023) – Spring 2023 Field Notice (April 21, 2023)	✓	✓	✓
■ Matawa Messenger newsletter feature (June 2022) ■ Follow-up to furbearer winter tracking field program notice (January 27, 2023) ■ Follow-up on ungulate aerial survey notice (February 15, 2023)	✓	✓	✓
■ Webinar Series: – Animals and Wildlife (Ungulates and Furbearers) (November 15, 2022) – Surface Water, Fish & Fish Habitat (November 29, 2022) – Archaeology and Cultural Heritage (January 10, 2023) – Vegetation and Physiography (January 17, 2023) – Peatlands (January 31, 2023) – Air Quality, Greenhouse Gases and Climate Change (February 14, 2023) – Socio-Economic Studies Part I (February 21, 2023) – Socio-Economic Studies Part II (February 28, 2023) – Groundwater and Geochemistry (March 14, 2023) – Birds (March 21, 2023) – Reptiles, Amphibians, Insects and Bats (March 28, 2023) – ATRI (April 4, 2023)	✓	✓	✓
Indigenous Knowledge (IK) Program			
■ Circulated an update on the MFFN CAR IK Program which included an updated schedule and timeline for Indigenous communities to share IK (January 21 to 24, 2022)	✓		
■ Teleconference with Métis Nation of Ontario (MNO) to discuss the IK Program (February 4, 2022)	✓		
■ Teleconference with Constance Lake First Nation to discuss the IK Program (and Community Coordinator Program) (April 21, 2022)	✓		
■ IK Program Update on the Proposed ATRI Study Areas Memo and ATRI Shapefiles were distributed via email. (August 2022)	✓		
■ Distributed a Save the Date for the upcoming ATRI Forum and Cultural Heritage Workshop via email (December 20, 2022)	✓		
■ Invitation to ATRI Forum distributed (January 13, 2023, and February 1, 2023)	✓		
■ ATRI Forum and Cultural Heritage Workshop in Thunder Bay (February 8 – 9, 2023)	✓		
■ IK Program timeline and update letter (March 22, 2023)	✓		

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Project Phases: NoC of EA and Effects Assessment			
Activity	**Audience**		
	Indigenous Communities	***Interested Persons***	***Agencies & Government Bodies***
Community Coordinator Program			
■ Distribution of letter introducing the Community Coordinator Program to 13 neighbouring Indigenous communities including job posting (March 17, 2022)	✓		
■ Teleconference with Constance Lake First Nation to discuss the Community Coordinator Program (and the IK Program) (April 21, 2022)	✓		
■ Ongoing outreach to 13 Indigenous communities to address questions and discuss details of the Community Coordinator Program (April – May, 2022; Jan, 2023)	✓		
Planned Future MFFN CAR Consultation and Engagement Activities			
■ Ongoing conversations with 13 Indigenous communities regarding the IK Program, as needed (e.g., Aroland First Nation and Constance Lake First Nation).	✓		
■ Ongoing conversations with 13 Indigenous communities regarding participation in the Community Coordinator Program, eventual hiring and onboarding in the role.	✓		
■ Ongoing follow-up to set-up meetings with Indigenous communities and ask about ATRI.	✓		
■ Ongoing planning for MFFN in-community meeting in October	✓		
■ Ongoing planning for PIC #5 in Thunder Bay and Geraldton in October	✓	✓	✓

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3. Consultation and Engagement with Indigenous Communities, Provincial and Territorial Organizations and Tribal Councils

3.1 Consultation and Engagement with Indigenous Communities

To summarize overall engagement with each Indigenous community, the following analytics were performed:

The **Level of Engagement Effort and Response** bar graph reflects the efforts taken by the MFFN CAR Project Team to engage Indigenous communities and the level of response received. Communications channels considered include **email correspondence** (outgoing & incoming), **phone correspondence** (outgoing & incoming), and **meetings offered in comparison to meetings scheduled**, by any means of communication.

- **Email Correspondence** reflects all personalized emails sent between the MFFN CAR Project Team and Indigenous communities.
  - **Outgoing Email Correspondence** reflects all personalized emails sent from the MFFN CAR Project Team to a specific Indigenous community; mass communications sent to all communities by the MFFN CAR Project Team are not considered in this calculation.
  - **Incoming Email Correspondence** includes emails received from an Indigenous community directly to MFFN CAR Project Team; emails that only confirm receipt of an outgoing email or emails where the MFFN CAR Project Team are copied but not directly mentioned are not included.
- **Phone Correspondence** reflects all call attempts between the MFFN CAR Project Team and an Indigenous community.
  - **Outgoing Phone Calls** reflect all phone calls made by the MFFN CAR Project Team to an Indigenous community. **Answered Phone Calls** includes those calls that were answered immediately by the intended recipient or were returned at a later time when the contact was available.
  - **Incoming Phone Calls** reflect instances where Indigenous communities contacted MFFN CAR Project Team without a previous outgoing phone call.
- **Meetings Offered vs. Held** reflects the efforts taken by the MFFN CAR Project Team to schedule a meeting in comparison to the number of meetings achieved between the Indigenous community and the MFFN CAR Project Team.

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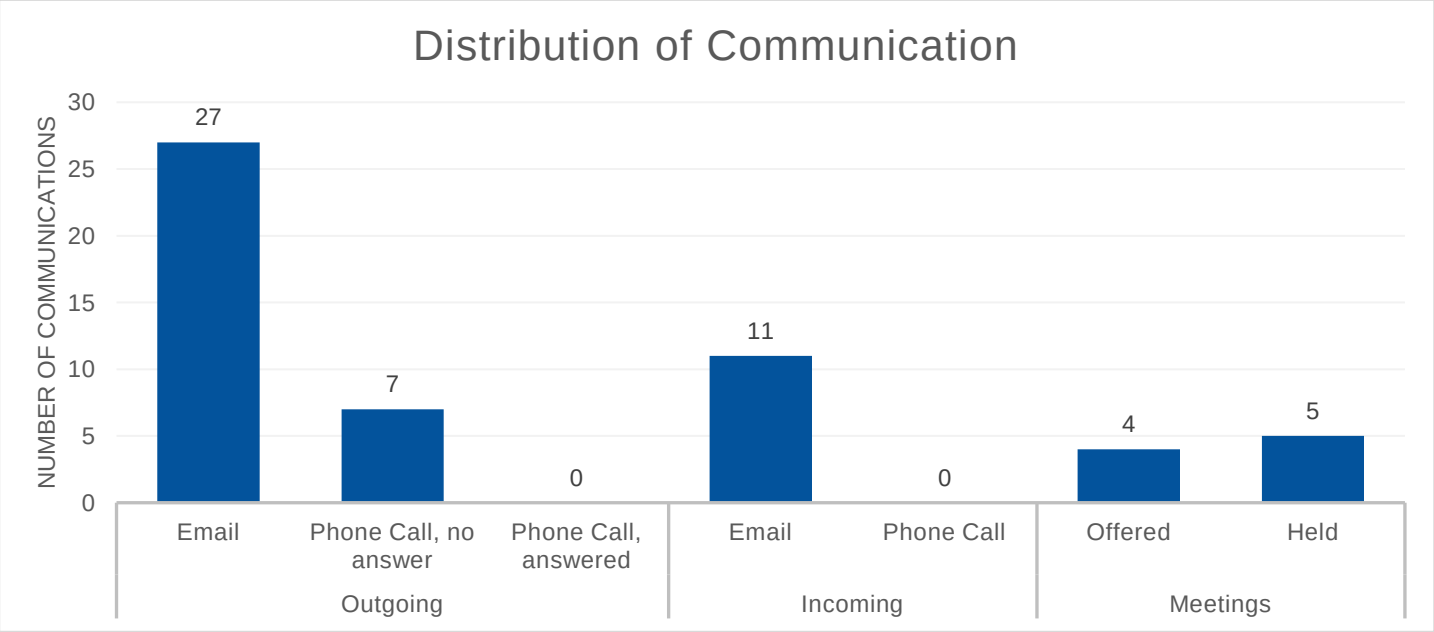
3.1.13 Marten Falls First Nation (MFFN)

Community Profile	
Location:	Ogoki, ON, P0T 2L0
Tribal Council:	Matawa First Nations Management
Treaty:	9
Project Team Lead:	Kathryn Ross



Summary of Participation During Reporting Period	
Date of Last Outgoing Communication from MFFN CAR Project Team or Consultant (Email or Phone)	*May 2, 2023 (Email)*
Date of Last Incoming Communication from Community (Email or Phone)	*March 31, 2023 (Email)*
Participating in IK Program:	*Status of IK Sharing Agreement: Offered*
	Status of IK Funding Agreement: Offered
	IK information provided: No
Participating in Community Coordinator Program	*Yes.*

Key Consultation and Engagement Activities Undertaken During the Reporting Period	
Date	**Consultation and Engagement Activity**
Jul 13 and 19, 2022	Community Coordinator application deadline extended and distributed via email, along with a resume template.
Jul 13, 2022	Community Coordinator application deadline extended and distributed via email, along with a resume template.
Jul 14, 2022	The feedback form deadline for PIC #3 was extended and the PIC #3 materials were reshared.
Jul 15, 2022	Overview of Community Coordinator applicants distributed to MFFN Leadership.
Jul 26, 2022	July 2022 MFFN CAR E-Blast distributed via email.
Jul 29, 2022	Groundwater and Geochemistry Field Notice distributed via email.
July 29 and Aug 4, 2022	Phone call and email made to request participation in Engagement Questionnaire.
Aug 16, 2022	An IK Program Update on the Proposed ATRI Study Areas Memo and ATRI Shapefiles were distributed via email.
Aug 19, 2022	August 2022 MFFN CAR E-Blast distributed via email.
Sep 16, 2022	Field programs update distributed via email.
Sep 29, 2022	September 2022 MFFN CAR E-Blast distributed via email.
Oct 19, 2022	Invitation for an in-community meeting distributed via email.
Oct 24, 2022	Distributed upcoming Winter Field Notice and Field Study Support Staff job opportunities.
Oct 31, 2022	Distributed reminder for in-community meeting via email.
Nov 02, 2022	MFFN in-community meeting with PIC #4 materials.
Nov 02, 2022	October 2022 MFFN CAR E-Blast distributed via email.
Nov 10, 2022	Webinar Series notice distributed via email.
Nov 15 and 21, 2022	Follow up phone call and email to discuss Project updates.
Nov 22, 2022	Notice for PIC #4 distributed via email.
Nov 25, 2022	November 2022 MFFN CAR E-Blast distributed via email.
Dec 01, 2022	Winter / Spring 2023 Field Notice distributed via email.
Dec 06, 2022	Draft Interim RoCE and Milestone #1 Progress Report distributed via email for review.
Dec 06, 2022	MFFN community members meeting in Thunder Bay with PIC #4 materials.
Dec 06, 2022	Reminder for PIC #4 distributed via email.
Dec 14, 2022	PIC #4 materials and online feedback form distributed via email.
Dec 20, 2022	December 2022 MFFN CAR E-Blast distributed via email.
Dec 20, 2022	Save the date for the ATRI Forum and Cultural Heritage Workshop distributed via email.
Jan 10, 2023	Reminder for the Archaeology and Cultural Heritage Webinar distributed via email.
Jan 12, 2023	Thank you email distributed to registrants for the Archaeology and Cultural Heritage Webinar.
Jan 13, 2023	Invitation to ATRI Forum was distributed.
Jan 17, 2023	Reminder for the Vegetation and Physiography Webinar distributed via email.
Jan 18, 2023	Email follow-up to Interim RoCE and Milestone #1 Progress Report.
Jan 18, 2023	Phone call follow-up to Interim RoCE and Milestone #1 Progress Report.
Jan 25, 2023	Reminder for the ATRI Forum distributed via email.
Jan 27, 2023	Follow-up to furbearer winter tracking field program notice distributed via email.
Jan 30, 2023	January 2023 MFFN CAR E-Blast distributed via email.

Key Consultation and Engagement Activities Undertaken During the Reporting Period	
Date	**Consultation and Engagement Activity**
Feb 01, 2023	Reminder for the ATRI Forum distributed via email.
Feb 01, 2023	Thank you email distributed to registrants for the Peatlands Webinar.
Feb 02, 2023	Email follow-up to Interim RoCE and Milestone #1 Progress Report.
Feb 03, 2023	Archaeology Assessment Reports for Stage 1 and Stage 2 distributed via email.
Feb 03, 2023	IK Program Timeline and update letter distributed via email.
Feb 08 and 09, 2023	Representatives from MFFN attended ATRI Forum #1.
Feb 13, 2023	Phone call follow-up to Interim RoCE and Milestone #1 Progress Report.
Feb 15, 2023	Follow-up on ungulate aerial survey notice distributed via email.
Feb 21, 2023	Reminder for the Socio-Economic Studies Part I Webinar distributed via email.
Feb 28, 2023	February 2023 MFFN CAR E-Blast distributed via email.
Mar 09, 2023	Field Programs updates distributed via email.
Mar 14, 2023	Reminder for the Groundwater and Geochemistry Webinar distributed via email.
Mar 15, 2023	Email follow up sent to registrants and attendees for the webinar on Groundwater and Geochemistry with a link to the recording.
Mar 21, 2023	Reminder for the Birds Webinar distributed via email.
Mar 22, 2023	Email sent to provide IK Program and Project updates.
Mar 24, 2023	Thank you email distributed to registrants for the Birds webinar.
Mar 28, 2023	Reminder for the Reptiles, Amphibians, Insects and Bats Webinar distributed via email.
Mar 29, 2023	Thank you email distributed to registrants for the Reptiles, Amphibians, Insects and Bats webinar.
Mar 30, 2023	Phone call follow up for feedback on Archaeology Reports.
Apr 04, 2023	March 2023 MFFN CAR E-Blast distributed via email.
Apr 21, 2023	Spring 2023 Field Notice distributed via email.
Apr 28, 2023	April 2023 MFFN CAR E-Blast distributed via email.
May 02, 2023	Email sent to provide IK Program and Project updates.
May 31, 2023	Email sent to circulate ATRI Forum comment and response summaries to participants. A thank you note and comment summary was attached and a meeting was offered.

Summary of Feedback Received and Response / Action - Marten Falls First Nation (MFFN)				
Topic / Issue Raised	**Specific Issue / Comment Raised**	**Communication Channel**	**Response / Action**	**Addressed in the EA / IS**
Alternative Means, Crossing Structure (Bridges and Culverts)	Water Crossing ■ During the in-community November 2, 2022 PIC #4 meeting, a community members asked where the largest crossings are expected.	■ In-person	Status: Ongoing ■ The MFFN CAR Project Team proposed bringing a map highlighting the largest water crossings at the next in-community meeting. Action: ■ The MFFN CAR Project Team will bring a map highlighting details to next in-community meeting.	■ Concerns and comments will be tracked in the Record of Consultation and Engagement for the EA / IS.
Alternative Means, Cultural Heritage Resources (e.g., Archaeology), Engineering and Design	Routes ■ During the in-community November 2, 2022 PIC #4 meeting, segment FG was identified as a sensitive and a very precious area to the community. Further discussions were had on the aggregate and sensitivity of the area.	■ In-person	Status: Ongoing ■ Noted. More information about the sensitivity is required for the comment to be properly addressed. Action: ■ Gather more information on the sensitivity of this area to include in the response.	■ Once more information is gathered, the sensitive area(s) will be considered in the EA / IA.
Alternative Means, Engineering and Design	Aggregate ■ During the in-community November 2, 2022 PIC #4 meeting, the following comment was made: the shorter of the two routes in the north end of the proposed alternatives does not have aggregate; the Project Team could consider getting aggregate from the areas along the longer route and use it to build the shorter route.	■ In-person	Status: Ongoing ■ Haul factors, i.e., the effort associated with the loading, hauling and placing of materials for routes absent of aggregates, is extensive and is factored into the viability both from a budget lens along with the environmental factors (for example greenhouse gas emissions). Action: ■ Provide more details at next community meeting regarding plans for routes absent of aggregates.	■ The route selection will be included in the EA / IS with information regarding aggregate sources.
Consultation Methods	Community Member Participation • During a November 10, 2020 Chief and Council meeting, the lack of community member participation in consultation events was raised.	■ In-person meeting	Status: Ongoing • The MFFN CAR Project Team noted that they will work to improve on getting more community members involved in consultation events and will work directly with MFFN Community Member Advisors. Action: • Continue to work with MFFN to improve community member participation in consultation events.	■ The MFFN CAR Project Team will continue to work directly with Community Member Advisors to improve attendance at community events throughout the EA / IA.

Summary of Feedback Received and Response / Action - Marten Falls First Nation (MFFN)				
Topic / Issue Raised	**Specific Issue / Comment Raised**	**Communication Channel**	**Response / Action**	**Addressed in the EA / IS**
Consultation Methods	Engagement ■ During the community member meeting December 6, 2022 PIC #4 it was noted some attendees had not completed any surveys for MFFN, including the socio-economic survey,	■ In-person	Status: Ongoing ■ Thank you, a socio-economic survey has not yet been administered. There are plans to administer a socio-economic and human health survey in summer 2023 to both MFFN members living in MFFN and outside of MFFN. Action: ■ Socio-economic team to administer surveys to MFFN members.	■ Concerns and comments will be tracked in the Record of Consultation and Engagement for the EA / IS.
Consultation Methods	Technical Information ■ During a November 10, 2020 Chief and Council meeting, it was noted that there is difficulty understanding large amounts of technical information at once, especially when it is not presented in plain language.	■ In-person meeting	Status: Ongoing ■ The MFFN CAR Project Team noted that they will make an effort to provide smaller amounts of information more frequently and will provide more lead time prior to reviewing documents that require approval. Action: ■ When providing technical data to Chief and Council it will be provided in smaller amounts, more frequently, with plain language summaries or more lead time for review.	■ The MFFN CAR Project Team will provide smaller amounts of information more frequently throughout the EA / IA.
Consultation Methods	Youth Engagement ■ During the MFFN community meeting on February 2, 2022 a community member said they thought it was great there will be youth engagement for urban members and their 16-year-old watched the zoom meeting and was very interested.	■ Virtual	Status: Ongoing ■ Noted. Action: ■ The MFFN CAR Project Team will be planning to deliver the Youth Engagement Program with MFFN youth living outside of the community in summer 2023.	■ The EA / IS will document the ways in which the community was engaged in the process including the Youth Engagement Program, if applicable.
Consultation Methods, Field Studies	Translations ■ During the May 31, 2022 meeting on the Bird field programs it was noted it would be beneficial to have Anishinaabe translations for species.	■ Virtual	Status: Ongoing ■ A list of species names has been developed and translated, and continues to be updated with the MFFN CAR Community Member Advisor. Action: ■ The MFFN CAR Project Consultant will continue to work with the MFFN Community Member Advisor on translating additional names of species.	■ Communications throughout the EA / IA regarding field programs will use Anishinaabe translations for species, where appropriate.

Summary of Feedback Received and Response / Action - Marten Falls First Nation (MFFN)				
Topic / Issue Raised	**Specific Issue / Comment Raised**	**Communication Channel**	**Response / Action**	**Addressed in the EA / IS**
Consultation Methods, Field Studies, Indigenous Knowledge and Land Use	In-Person Interviews ■ During the MFFN community meeting on February 2, 2022 a suggestion was made about setting up in-person interviews for people to share sensitive information that may overlap field surveys.	■ Virtual	Status: Ongoing ■ The Project hopes to be able to have more face-to-face interaction with community members once it is safe from a public health perspective to do so. In June 2022 an in-person community meeting was held in MFFN, alongside the PIC #3 in Thunder Bay and Geraldton. ■ The IK Program also aims to collect sensitive information that may be related to field programs and MFFN is part of the program. Action: ■ Consider planning in-person interviews for MFFN community members to share sensitive information related to field programs.	■ In-person interviews will be considered during the EA / IA with MFFN community members to collect sensitive information related to field programs.
Employment	Community Member Monetary Benefits ■ During a November 10, 2020 Chief and Council meeting, the lack of monetary benefit to community members outside of those employed by the Project was raised. It was also noted that MFFN intends to use Participant Funding to support community member participation in the EA.	■ In-person meeting	Status: Ongoing ■ The MFFN CAR Project Team noted that individuals who share knowledge should receive an honorarium, and this can assist with providing more Project benefits to community members. Future hiring of a Community Consultation Coordinator will also be another opportunity for MFFN members, along with Field Study Support Staff roles. ■ As of October 2021, 36 Field Study Support Staff opportunities were filled by 15 community members. 13 additional community members provided vehicles, accommodation and food services for Project-related activities. Action: ■ Continue to work with MFFN to improve monetary benefit to community members outside of those employed by the Project.	■ The MFFN CAR Project Team will continue to provide job opportunities to MFFN community members for field programs, consultation events and funding for the IK Program throughout the EA / IA.
Field Studies	Field Program Results ■ During the MFFN community meeting on February 2, 2022 there was an inquiry regarding the process and results of the completed and upcoming field programs.	■ Virtual	Status: Ongoing ■ The Project continues to share photos and high-level summaries in the monthly E-Blasts we send out to our mailing list (a link was shared to view past E-Blasts on the Project website), which highlights updates from recently completed field programs. ■ At the June 2022 MFFN community member meeting, followed by PIC #3, and subsequent November and	■ More details regarding the process and results of field programs will be shared throughout the EA / IA when the data has been reviewed and can be shared publicly.

Summary of Feedback Received and Response / Action - Marten Falls First Nation (MFFN)				
Topic / Issue Raised	**Specific Issue / Comment Raised**	**Communication Channel**	**Response / Action**	**Addressed in the EA / IS**
			December 2022 community member meetings, more information related to field program methods and early observations was shared and there was an opportunity to provide input. The EA process was also described in updated visuals. Action: ■ Continue to share more field study results as they become available and when data is analyzed.	
Field Studies, Consultation Methods	Feedback on Bird Field Programs ■ During the May 31, 2021 meeting it was noted that it would be helpful to see Anishinaabe names for the bird species.	■ Teleconference	Status: Ongoing ■ The MFFN CAR Project Consultant provided MFFN a list of bird species with the request to help translate to Anishinaabe names. Action: ■ Provide MFFN the list of bird species in order for them to translate to Anishinaabe.	■ N/A
Field Studies, Engineering and Design, Consultation Methods, Wildlife	Fish ■ During the in-community November 2, 2022 PIC #4 meeting, a community member noted protecting fish populations and avoiding sensitive fish areas was very important and in the future, larger crossings be shown better on the maps.	■ In-person	Status: Ongoing ■ In the EA / IS, one of the primary mitigations proposed to protect fish and fish habitat will be the avoidance of sensitive fish habitats, where possible. The major river crossings will be more clearly marked in future maps, including those in the EA / IS. Action: ■ Bring larger river crossing maps at future meetings.	■ Concerns and comments will be tracked in the Record of Consultation and Engagement for the EA / IS.
Lands, Territory, and Title, Consultation Methods	Maps ■ During the in-community November 2, 2022 PIC #4 meeting, a community member made a request to show topography information on the maps in future community meetings.	■ In-person	Status: Ongoing ■ Noted Action: ■ The MFFN CAR Project Team to bring maps with topographic information at future community meetings.	■ Concerns and comments will be tracked in the Record of Consultation and Engagement for the EA / IS.

Summary of Feedback Received and Response / Action - Marten Falls First Nation (MFFN)				
Topic / Issue Raised	**Specific Issue / Comment Raised**	**Communication Channel**	**Response / Action**	**Addressed in the EA / IS**
Provincial EA Process, Federal IA Process, Field Studies	Field Studies ■ During the in-community November 2, 2022 PIC #4 meeting, a community member asked when the natural science data be collected and presented to community members.	■ In-person	Status: Ongoing ■ The Natural Science teams have been collecting information in the field since 2019, and continue to conduct field programs to collect existing information into 2024. The teams have formally entered data analysis and reporting stage for the existing conditions information, and are looking forward to sharing this information with the community beginning in late summer / early fall of 2023. ■ Draft detailed technical reports for most disciplines will be available for review by interested community members around this time. Final drafts of technical reporting will be made available to all interested parties as part of the Draft EA / IS review in 2024. Action: ■ If available, share preliminary results from field programs once information has been analyzed in late summer / early fall 2023.	■ Summaries of natural sciences data will be shared at in-community meetings and hand outs will be made available to community members to share the information as it becomes. ■ The current plan is to share the draft EA/IS, including natural sciences data with Marten Falls specifically before it is made public ■ The EA / IS will include all technical reporting and results from field programs.
Socio-Community	Community Effects ■ During the in-community June 28, 2022 PIC #3 a concern was raised about the alternative routes and possible effects that a new route will have on MFFN.	■ In-person	Status: Ongoing ■ Thank you for putting forward these concerns. It would be helpful to understand in more detail the types of concerns. There will be an opportunity to input these types of concerns in a socio-economic survey to be administered to MFFN members in July 2023. The socio-economic study involves assessing these types of potential impacts as well. Action: ■ Collect information as part of the socio-economic program in July 2023.	■ The objective of the socio-economic program will be to collect representative information from MFFN. This information will be used to prepare the Economic Existing Conditions & Effects Assessment Report which will evaluate possitive and negative effects on the MFFN community, as well as potential mitigation measures.
Socio-Community	Social ■ During the in-community June 28, 2022 PIC#3 a concern was raised about how the CAR may interfere with outings, ability to gather firewood and socialize.	■ In-person	Status: Ongoing ■ Thank you for putting forward these concerns. It would be helpful to understand in more detail how the road would interfere with MFFN member outings, as well as their ability to gather firewood and socialize. Please note that these concerns have been flagged for the MFFN CAR socio-economic study and there will be an opportunity to input these types of concerns in a socio-	■ As part of the EA / IA, the evaluation will identify the preferred route for the CAR, temporary infrastructure and aggregate sources with the least potential for negative effects, greatest opportunity for mitigating negative effects and greatest

Summary of Feedback Received and Response / Action - Marten Falls First Nation (MFFN)				
Topic / Issue Raised	**Specific Issue / Comment Raised**	**Communication Channel**	**Response / Action**	**Addressed in the EA / IS**
			economic survey to be administered to MFFN members in summer 2023. The socio-economic study involves assessing these types of potential impacts as well. Action: ■ Collect information as part of the socio-economic study in summer 2023.	benefits to the community. This information will be included in the EA / IS.
Socio-Community, Consultation Methods	Children's Rights and Food Insecurity ■ At the ATRI Forum February 8-9, 2023, MFFN Councillor with Education Portfolio discussed children's rights and food insecurity. Out of 56 school-aged children, 10 attend school hungry. It was also noted that there is a food crisis in the community and nutritious food should be provided when hosting Project-related interviews, focus groups, or meetings with MFFN members at the school.	■ In-person	Status: Ongoing ■ On May 31, 2023 the MFFN CAR Project Consultant distributed post-ATRI Forum responses to comments raised in-person. The response noted that the proponent appreciates the information provided. A key driver in pursuing the MFFN CAR Project is to help improve the quality of life for MFFN members. It was encouraged to have MFFN continue to participate in the socio-economic data collection program to help inform the EA / IA. Action: ■ Continue to work with MFFN to participate in the socio-economic data collection program and continue to provide food at events with MFFN members.	■ Information collected through the socio-economic data collection program will be documented in the EA / IS.
Study Area, Cultural Heritage Resources (e.g., Archaeology)	Mapping ■ During the in-community June 28, 2022 PIC #3 a participant noted an area of the rapids Big Rock between points F and G along the river that is important to some community members. The exact location could not be pinpointed due to the scale of the map.	■ In-person	Status: Ongoing ■ General comments have been noted, however, more information related to location and description is required. Action: ■ Seek clarification from MFFN community members at upcoming PICs and meetings for more specific inputs to mapping and areas of significance.	■ Mapping included in the EA / IS will include information vetted by MFFN CAR Senior Community Member Advisor for specific names of lakes, islands and points of reference.

Summary of Feedback Received and Response / Action - Marten Falls First Nation (MFFN)				
Topic / Issue Raised	**Specific Issue / Comment Raised**	**Communication Channel**	**Response / Action**	**Addressed in the EA / IS**
Study Area, Wildlife, Species at Risk	Wildlife ■ During the in-community June 28, 2022 PIC #3 a community member flagged that there is a caribou area in the District of Kenora, in the area between points I and H on the Alternative Routes map.	■ In-person	Status: Ongoing ■ More detailed information is required in order to determine how to incorporate feedback into the EA / IS, including location and description of activities. Action: ■ Request detailed information regarding location and activities at upcoming MFFN meetings and PICs.	■ Impacts to caribou will be evaluated under Natural Environment and information will be included in the EA / IS.

Consultation and Engagement Log - Marten Falls First Nation (MFFN)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
July 13, 2022	Email		x	■ Maria Baxter (Councillor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant asked for the Community Coordinator job posting to be shared on the private MFFN members Facebook page.
July 13, 2022	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Rob Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed MFFN community members to let them know the deadline has been extended to July 26, 2022 to apply for the Community Coordinator Position for the Project. Information about payment and hours was included, along with a job posting with more information.
July 14, 2022	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Rob Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed MFFN to thank those who attended PIC #3 in Thunder Bay and Geraldton. A reminder with the link to all PIC #3 materials on the website was also shared again, including a note that the deadline to provide feedback was extended to July 22, 2022. A link to the feedback form was shared.

Consultation and Engagement Log - Marten Falls First Nation (MFFN)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
July 15, 2022	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Rob Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed MFFN Leadership with a summary of three applicants for the Community Coordinator position along with applicants' note of interest. It was noted that if more applicants come through an update would be provided.
July 15, 2022	Email	x		■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Rob Moonias (Councillor), ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Chief Bruce Achneepineskum requesting the Community Coordinator job posting be re-posted for community members with the job description, an updated deadline and a request for resumes. A question was posed regarding whether there would be interviews.
July 19, 2022	Email		x	■ Bruce Achneepineskum (Chief), ■ Linda Moonias (Councillor) ■ Rob Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed MFFN community members a reminder that the deadline for the Community Coordinator Position for the Project is July 26, 2022. People interested in applying were asked to send in their resume. A resume template was provided, along with the job posting.
July 25, 2022	Email	x		■ Lawrence Baxter (MFFN CAR Community Member Advisor) ■ Dorothy Moszynski (MECP) ■ Sasha McLeod (MECP) ■ Andrew Lock (ENDM) ■ Paul MacInnis (ENDM)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Lawrence Baxter regarding the IS Extension request and noted they do not have any comments other than to support the work that is planned.

Consultation and Engagement Log - Marten Falls First Nation (MFFN)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
July 26, 2022	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Rob Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the July E-Blast to MFFN. The E-Blast thanked those who attended PIC #3 in Thunder Bay on June 27 and Geraldton on June 29 as well as included a link to the PIC materials on the website. Field study updates, an overview of upcoming field studies, and an update on the IK Program submission deadline were also included along with a note that the IK Program will continue even though the deadline has passed.
July 26, 2022	Email	x		■ Bruce Achneepineskum (Chief)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team received a reply from Chief Bruce Achneepineskum to thank them for the July E-Blast update.
July 26, 2022	Email	x		■ Shane Baxter (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team received an email from Shane Baxter introducing himself and asking if the trailer for the MFFN Health Department building was given to the band.
July 29, 2022	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Rob Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor, ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent a follow-up email to MFFN requesting participation in the Engagement Questionnaire to understand the topics of most interest to MFFN (e.g., valued components) and gather input on the best ways to keep MFFN informed on Project updates and activities. A link to the questionnaire form was provided with a request for completion by August 12, 2022
July 29, 2022	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Rob Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the Groundwater and Geochemistry Field Program Notice to MFFN key contacts and community members noting that the program is starting in September. The notice was attached to the email. In addition to the notice, it was also noted that one groundwater monitoring station will be in MFFN and a map was attached with location details. Community members were asked to avoid the area. Questions, comments or feedback were requested through the Discussion Guide, and a link to a video was also provided.

Consultation and Engagement Log - Marten Falls First Nation (MFFN)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
August 02, 2022	Email		x	■ MFFN Community Member	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team and Consultant met with an MFFN community member for an interview for the Community Coordinator position.
August 04, 2022	Phone		x	■ Bruce Achneepineskum (Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant phoned MFFN requesting participation in the Engagement Questionnaire to understand the topics of most interest to MFFN (e.g., valued components) and gather input on the best ways to keep MFFN informed on Project updates and activities. There was no answer and no option to leave a voicemail.
August 04, 2022	Email		x	■ MFFN Community Member	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team and Consultant met with an MFFN community member for an interview for the Community Coordinator position.
August 11, 2022	Email		x	■ Bruce Achneepineskum (Chief)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team provided recommendations for the Community Coordinator position and requested a MFFN leadership decision. A subsequent decision was made by MFFN leadership.
August 11, 2022	Email		x	■ MFFN Community Member	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team and Consultant met with an MFFN community member for an interview for the Community Coordinator position.
August 16, 2022	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Rob Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Consultant distributed an IK Program Update on the Proposed ATRI Study Areas Memo and ATRI Shapefiles to MFFN via email. The memo provided information on updates to the ATRI Study Areas. The MFFN CAR Project Consultant also provided information on the IK Program schedule.

Consultation and Engagement Log - Marten Falls First Nation (MFFN)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
August 19, 2022	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Rob Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the August E-Blast to MFFN. The E-Blast included information and a link to Lakehead University's Indigenous Access Programs. Field study updates for the Bird Autonomous Recording Unit Program and a caribou mortality investigation were provided along with dates for the following upcoming programs: Surface Water and Fish and Fish Habitat, Groundwater and Geochemistry, Fall Aerial Waterfowl Migration, Physiography and Terrains, Ungulates Remote Camera Check and Caribou Mortality Investigation. It was noted that updates were made to the ATRI study areas and a link to more information was provided. The IK Program is still including communities who would like to participate and listed contacts and a link to more information.
September 16, 2022	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Rob Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a field programs update to MFFN. The email noted that there may be an increase in helicopters in the area and field crews accessing sites. The following programs will be completed this fall: Aerial Waterfowl Migration Survey (September 27 – 29, 2022), Physiography and Terrain Surveys (September 26 – October 8, 2022), Groundwater and Geochemistry Program (ongoing until November 10, 2022), Ungulates Remote Camera Check (October 21 – 28, 2022) and Caribou Mortality Investigation (if needed). Links were provided to field notices for Groundwater and Geochemistry, Physiography and Terrain, and Aerial Waterfowl Migration. Field programs will continue in 2023, with more updates to follow. Links were provided for Discussion Guides where knowledge can be shared in relation to the field programs.
September 23, 2022	Phone		x	■ Bruce Achneepineskum (Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant called MFFN to follow up on the Engagement Questionnaire. No one answered the phone and there was no option to leave a voicemail.
September 29, 2022	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Rob Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the September E-Blast to MFFN. The E-Blast included an announcement that the Project received the Core Values Award for Visual Engagement from the International Association for Public Participation. Chief Bruce Achneepineskum and a Project Team Consultant were present to receive the award and a link to a video was provided. The E-Blast included an update

Consultation and Engagement Log - Marten Falls First Nation (MFFN)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
				■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant)		on the Youth Engagement Program and the importance of participation of youth in decisions that will affect them in the future. An update was also provided for the Groundwater Clearing and Drilling program and the Waterfowl Aerial Surveys. Dates were provided for the following upcoming programs: Groundwater and Geochemistry Program, Aerial Waterfowl Migration Survey, Physiography and Terrain Surveys, Ungulates Remote Camera Check and Caribou Mortality Investigation if needed. The Indigenous Blooming Program was included with details on the mentorship opportunity and a link to more information and the application.
October 11, 2022	Phone		x	■ Bruce Achneepineskum (Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant called MFFN to follow up on the Engagement Questionnaire. No one answered the phone and there was no option to leave a voicemail.
October 19, 2022	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Rob Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed an invitation to a community meeting in MFFN on November 2, 2022 at the school gymnasium with lunch, a presentation, Q&A session, door prizes and an open house for members to view display materials, particularly zoomed in maps, and provide feedback. A poster for the in-community meeting was attached in English and Oji-Cree. The meeting will cover field studies from the past year, the draft methods being proposed on how the route alternatives will be assessed, how community feedback and knowledge is being considered in the planning process, the Youth Engagement Program, next steps in the Project and future opportunities to get involved. It was also noted that MFFN CAR Project Team members would be present to document any community values and feedback shared.
October 24, 2022	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Rob Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team distributed a notification to MFFN Chief, Council and community members regarding the upcoming winter 2022 / 2023 field programs and an opportunity to join as Field Study Support Staff. An overview of the position was shared along with information on the field programs occurring in winter 2022 / 2023. It was noted that the deadline for applying is November 4, 2022 and relevant contact information was provided.

Consultation and Engagement Log - Marten Falls First Nation (MFFN)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
October 24, 2022	Social media			■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor) ■ Eli Coaster (Councillor) ■ Corinna Baxter (Executive Assistant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team posted a job advertisement on the Ogoki Post - Marten Falls First Nation Facebook page for Field Study Support Staff employment opportunities. The posting was directed to MFFN community members seeking temporary, part-time work. A poster was included with more details and a deadline of November 4, 2022 for applications. The Project's email and phone number were listed for anyone interested in the opportunity.
October 24, 2022	Social media			■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor) ■ Eli Coaster (Councillor) ■ Corinna Baxter (Executive Assistant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team posted a job advertisement on the MFFN Information Facebook page for Field Study Support Staff employment opportunities. The posting was directed to MFFN community members seeking temporary, part-time work. A poster was included with more details and a deadline of November 4, 2022 for applications. The Project's email and phone number were listed for anyone interested in the opportunity.
October 31, 2022	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Rob Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a reminder for the community meeting in MFFN on November 2, 2022 at the school gymnasium with lunch, a presentation, Q&A session, door prizes and an open house for members to view display materials, particularly zoomed in maps, and provide feedback. A poster for the in-community meeting was attached in English and Oji-Cree. The meeting will cover field studies from the past year, the draft methods being proposed on how the route alternatives will be assessed, how community feedback and knowledge is being considered in the planning process, the Youth Engagement Program, next steps in the Project and future opportunities to get involved. It was also noted that MFFN CAR Project Team members would be present to document any community values and feedback shared.
November 02, 2022	Email - outgoing		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCLO (ENDM)) ■ Eli Coaster (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the October E-Blast to MFFN. The E-Blast included an introduction to the new MFFN Community Coordinator and upcoming engagement opportunities including PIC #4 in Thunder Bay and Geraldton. A webinar series on valued components was also included, along with a note about the Project's plans to submit a 3.5 year extension request for the IS to the Agency. It was mentioned that the Agency will be notifying

Consultation and Engagement Log - Marten Falls First Nation (MFFN)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
				■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor)		Indigenous communities and the public about the request and will provide an opportunity to review and comment. Field study updates were also mentioned, including the Groundwater and Geochemistry Monitoring Testing and Sampling Program being extended to December 2022 and being the last running field study in 2022. The Furbearer Aerial / Ground Track Surveys will occur between January to February 2023, the Wolverine Hair Snag Surveys will be set up before February 15, 2023 and consist of six day trips every month to re-bait the stations through May 2023, and the Ungulate Aerial Winter Surveys will occur in January or February 2023 for two weeks. Links were provided for the field study notices and discussion guides. A new video was released about Cumulative Effects and the link was included. There was also an offer to meet to discuss any questions or comments.
November 02, 2022	In-person / face-to-face			■ Marten Falls First Nation (MFFN)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team hosted PIC #4 / an in-community meeting on November 2 in MFFN. Project updates were provided, including information since the last PIC, alternative routes, IK Program, Community Coordinator program, feedback considered and next steps over the next six months. The MFFN CAR Project Team used display boards, surveys, presentations and maps to share information.
November 10, 2022	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Rob Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCLO (ENDM)) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent a notice to MFFN for the webinar series on valued components, including how they are being studied, early findings and the relevance to the Project. The first webinar is on November 15, 2022 from 4-5 pm EST on Animals and Wildlife. A link to register and submit questions was included. It was also noted that a recording will be available online after the webinar. A poster with details for the first two webinars was attached.

Consultation and Engagement Log - Marten Falls First Nation (MFFN)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
November 15, 2022	Phone		x	■ Bruce Achneepineskum (Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant called the MFFN band office to discuss the engagement questionnaire, the MFFN community meeting, the Valued Components Webinar Series, the IS Timeline Extension and ATRI. There was no answer and no option to leave a voicemail. An email was sent to follow up.
November 21, 2022	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCLO (ENDM)) ■ Eli Coaster (Councillor) ■ Corinna Baxter (Executive Assistant to C&C)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed an update to MFFN Chief and Council. A link to the Engagement Questionnaire was provided for the community to provide feedback on community consultation. An update was sent that there will be a MFFN community members meeting in Thunder Bay on December 6 which will include the same information from the in-community meeting in November along with a dinner. It was also noted that PIC #4 will be held in Thunder Bay on December 7 and Geraldton on December 8, with the formal invite to be shared November 23. The Valued Components Webinars began on November 15 and the recording will be posted soon. The next webinar will be held on November 29. An IS extension was requested and the Agency has notified Indigenous communities and will provide an opportunity to review the request and provide comments. There is an ATRI workshop being scheduled in early 2023, with more details to follow. The MFFN CAR Project Consultant noted that the contact list for MFFN council members has been updated and requested the contact information for new members.
November 22, 2022	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCLO (ENDM)) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed an invitation for PIC #4 to MFFN. The PIC will be in Thunder Bay on December 7 and Geraldton on December 8. The event will be in an open house format and include new updates, how feedback is being considered, route alternatives and early findings from field studies. PIC #4 will provide an opportunity to share feedback, ideas and values related to the CAR.

Consultation and Engagement Log - Marten Falls First Nation (MFFN)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
November 25, 2022	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCLO (ENDM)) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the November E-Blast to MFFN. The E-Blast included an invitation to PIC #4 in Thunder Bay on December 7 and Geraldton on December 8. A link was provided for the recording from the webinar on November 15 and registration for the next webinar on November 29 on Surface Water, Fish and Fish Habitat. It was noted that the Groundwater and Geochemistry Monitoring Testing and Sampling Program has been extended until December 2022. Upcoming field studies include the Bird Autonomous Recording Unit Program between January and February 2023, Ungulate Aerial Winter Surveys in January and February 2023, Furbearer Ground Tracking in February and March 2023 and the Wolverine Hair Snag Surveys from February to May 2023. The E-Blast noted that a timeline extension request for the IS was submitted and the Agency will be notifying Indigenous communities and the public about the request and provide an opportunity to review and comment.
December 01, 2022	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCLO (ENDM)) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a Winter / Spring 2023 Field Notice to MFFN. The notice includes anticipated timing for upcoming field programs including furbearer winter tracking surveys, winter ungulate aerial surveys, wolverine hair snag surveys, bird Autonomous Recording Unit Program, Caribou Collaring / Mortality Investigation Program and Groundwater and Geochemistry Program. An update will be provided when exact dates are confirmed. Links to videos on ungulates, furbearers, groundwater and more were included.
December 06, 2022	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCLO (ENDM)) ■ Eli Coaster (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed MFFN and community members a reminder for PIC #4 and the upcoming MFFN community meeting in Thunder Bay on December 6, 2022 at the Victoria Inn. It was noted that PIC #4 will be in Thunder Bay on December 7, 2022 and Geraldton on December 8, 2022 in an open house format and will share information including updates since the ToR, the EA processes, the Project's approach to consultation and engagement and preliminary results from field studies.

Consultation and Engagement Log - Marten Falls First Nation (MFFN)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
				■ Corinna Baxter (Executive Assistant to C&C)		It was also noted that PIC #4 and the MFFN community meeting will provide an opportunity to share feedback, ideas and community values related to the Community Access Road. The PIC #4 notice was attached along with a summarized notice with all three events, along with a link to the website with the PIC#4 notice translated in French, Ojibway, Cree and Oji-Cree.
December 06, 2022	In-person / face-to-face			■ Marten Falls First Nation (MFFN)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team hosted PIC #4 / community member meeting on December 6 in Thunder Bay. Project updates were provided, including information since the last PIC, alternative routes, IK Program, Community Coordinator program, feedback considered and next steps over the next six months. The MFFN CAR Project Team used display boards, surveys, presentations and maps to share information.
December 06, 2022	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCLO (ENDM)) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team sent the draft Interim RoCE and Milestone #1 Progress Report to MFFN for review. The Interim RoCE covers August 1, 2020 to October 28, 2021 and the Milestone #1 Progress Report covers October 29, 2021 to June 30, 2022. MFFN was asked to make any edits or comments to their community-specific section by January 31, 2023. The reports will then be finalized and shared publicly with the draft EA / IS. The MFFN CAR Project Team offered to answer any questions or schedule a meeting to discuss the reports and timeline. A response was requested that the email was received and the documents could be viewed / downloaded successfully.
December 14, 2022	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCLO (ENDM)) ■ Eli Coaster (Councillor) ■ Corinna Baxter (Executive Assistant to C&C)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed MFFN to thank those who attended PIC #4 in Thunder Bay and Geraldton. A link to all PIC #4 materials on the website was shared, as well as an online feedback form with a deadline of December 23, 2022.

Consultation and Engagement Log - Marten Falls First Nation (MFFN)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
December 16, 2022	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCLO (ENDM)) ■ Eli Coaster (Councillor) ■ Corinna Baxter (Executive Assistant to C&C)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed MFFN community members to thank those who attended the community meeting and PIC #4 in Thunder Bay and Geraldton. The presentation was attached as well as a link to all PIC #4 materials on the website and an online feedback form with a deadline of December 23, 2022.
December 20, 2022	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCLO (ENDM)) ■ Eli Coaster (Councillor) ■ Corinna Baxter (Executive Assistant to C&C)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the December E-Blast to MFFN. The E-Blast included a message from Chief Bruce Achneepineskum. Also included were highlights from 2022, including: virtual meetings held, updates to the Proposed ATRI Study Areas, the timeline extension request for the IS, valued component webinars, Community Coordinators, Field Studies, and valued component videos. Upcoming winter field studies were listed with exact dates to be provided once confirmed.
December 20, 2022	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCLO (ENDM)) ■ Eli Coaster (Councillor) ■ Corinna Baxter (Executive Assistant to C&C)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent a Save the Date for an upcoming ATRI Forum (the Forum). The Forum is to be held in Thunder Bay on February 8 and 9, 2023. The Save the Date provided information on the Forum including purpose, funding and contact information. The purpose is to create a respectful, culturally-sensitive, and collaborative space to develop an understanding of ATRI in the Project area. Funding would be provided by the Province for up to three community representatives to attend.
January 10, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & Community Communications Liaison Officer) ■ Eli Coaster (Councillor) ■ Corinna Baxter (Executive Assistant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a reminder for the Archaeology and Cultural Heritage Webinar to MFFN. A link to register and the opportunity to provide questions was included. For those unable to attend, a recording will be available online and the link was included in the email. It was noted that an upcoming webinar will take place on January 17 on Vegetation and Physiography and a link to register was provided.

Consultation and Engagement Log - Marten Falls First Nation (MFFN)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
January 11, 2023	Email	x		■ Patricia Achneepineskum (MFFN Councillor) ■ Andrew Peach (Aroland First Nation Planning Consultant) ■ Kate Kempton (Aroland First Nation Legal Counsel) ■ Jeremy Shute (Aroland First Nation Planning Consultant) ■ Dorothy Towedo (Aroland First Nation Chief) ■ Chad Kashkish (Aroland First Nation Councillor) ■ Bernard Gagnon (Aroland First Nation Councillor) ■ Eunice Magiskan (Aroland First Nation Councillor) ■ Mark Bell (Aroland First Nation Councillor) ■ Robinson Meshake (Aroland First Nation Councillor) ■ Sheldon Atlookan (Aroland First Nation Councillor) ■ Samson Meshake (Aroland First Nation Councillor) ■ Bruce Achneepineskum (MFFN Chief) ■ Linda Moonias (MFFN Councillor) ■ Rob Moonias (MFFN Councillor) ■ Shane Baxter (MFFN Councillor) ■ Maria Baxter (MFFN Councillor) ■ Paul Achneepineskum (MFFN Councillor) ■ Eli Coaster (MFFN Councillor) ■ Sam Achneepineskum (MFFN Councillor)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team was cc'd on an email from Chief Bruce Achneepineskum, MFFN, who confirmed he was available to attend the meeting taking place in Thunder Bay on January 26, 2023, between Aroland First Nation and MFFN Chief and Councils. Chief Achneepineskum noted the community's respective consultants should set up a meeting room and send out invites.

Consultation and Engagement Log - Marten Falls First Nation (MFFN)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
January 11, 2023	Email	x		■ Patricia Achneepineskum (MFFN Councillor) ■ Andrew Peach (Aroland First Nation Planning Consultant) ■ Kate Kempton (Aroland First Nation Legal Counsel) ■ Jeremy Shute (Aroland First Nation Planning Consultant) ■ Dorothy Towedo (Aroland First Nation Chief) ■ Chad Kashkish (Aroland First Nation Councillor) ■ Bernard Gagnon (Aroland First Nation Councillor) ■ Eunice Magiskan (Aroland First Nation Councillor) ■ Mark Bell (Aroland First Nation Councillor) ■ Robinson Meshake (Aroland First Nation Councillor) ■ Sheldon Atlookan (Aroland First Nation Councillor) ■ Samson Meshake (Aroland First Nation Councillor) ■ Bruce Achneepineskum (MFFN Chief) ■ Linda Moonias (MFFN Councillor) ■ Rob Moonias (MFFN Councillor) ■ Shane Baxter (MFFN Councillor) ■ Maria Baxter (MFFN Councillor) ■ Paul Achneepineskum (MFFN Councillor) ■ Eli Coaster (MFFN Councillor) ■ Sam Achneepineskum (MFFN Councillor)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team was cc'd on an email from Andrew Peach, Aroland First Nation Consultant, who provided an attached letter from Chief Towedo in response to Chief Achneepineskum's December 15, 2022 letter. The letter thanked Chief Bruce Achneepineskum for suggesting two potential meeting dates for the Aroland First Nation and Marten Falls First Nation Nation-to-Nation meeting. The letter outlined that Aroland First Nation's Council discussed the proposed dates and agreed that January 26, 2023 would be the best date to meet in Thunder Bay, also noting that the specific meeting details and logistics are to be coordinate by their respective consultants and to reach out to Andrew Peach specifically. The letter noted that they are looking forward to reviewing the proposed meeting agenda, to the conversation between the two Nations, and that Aroland First Nation is hopeful they will find ways to move forward in their shared responsibilities as Anishinaabe people.
January 12, 2023	Email		x	■ Lawrence Baxter (Senior Community Advisor)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team sent a thank you email to registrants and attendees for the webinar on Archaeology and Cultural Heritage. A link to the recording of the webinar was included, as well as an offer to further discuss these topics with the MFFN CAR Project Team. The next webinar on Vegetation and Physiography was noted, along with a link to register.

Consultation and Engagement Log - Marten Falls First Nation (MFFN)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
January 12, 2023	Email	x		■ Patricia Achneepineskum (MFFN Councillor) ■ Andrew Peach (Aroland First Nation Planning Consultant) ■ Kate Kempton (Aroland First Nation Legal Counsel) ■ Jeremy Shute (Aroland First Nation Planning Consultant) ■ Dorothy Towedo (Aroland First Nation Chief) ■ Chad Kashkish (Aroland First Nation Councillor) ■ Bernard Gagnon (Aroland First Nation Councillor) ■ Eunice Magiskan (Aroland First Nation Councillor) ■ Mark Bell (Aroland First Nation Councillor) ■ Robinson Meshake (Aroland First Nation Councillor) ■ Sheldon Atlookan (Aroland First Nation Councillor) ■ Samson Meshake (Aroland First Nation Councillor) ■ Bruce Achneepineskum (MFFN Chief) ■ Linda Moonias (MFFN Councillor) ■ Rob Moonias (MFFN Councillor) ■ Shane Baxter (MFFN Councillor) ■ Maria Baxter (MFFN Councillor) ■ Paul Achneepineskum (MFFN Councillor) ■ Eli Coaster (MFFN Councillor) ■ Sam Achneepineskum (MFFN Councillor)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team was cc'd on an email from MFFN Councillor Maria Baxter, who confirmed her availability for the January 26, 2023 meeting with Aroland First Nation. Maria noted that she was looking forward to the meeting in hopes that it provides a brighter future for all.

Consultation and Engagement Log - Marten Falls First Nation (MFFN)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
January 13, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & Community Communications Liaison Officer) ■ Eli Coaster (Councillor) ■ Corinna Baxter (Executive Assistant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an invitation for an upcoming ATRI Forum. The ATRI Forum is to be held in Thunder Bay on February 8 and 9, 2023. The invitation provided information on the Forum including purpose, funding, contact information, the preliminary agenda and how to RSVP. The purpose is to create a respectful, culturally-sensitive, and collaborative space to develop an understanding of ATRI in the Project area. Funding would be provided by the Province for up to 3 community representatives to attend. Cultural Heritage and Archaeology members of the team will be at the Forum to discuss the Cultural Heritage and Archaeology Program with participations.
January 17, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & Community Communications Liaison Officer) ■ Eli Coaster (Councillor) ■ Corinna Baxter (Executive Assistant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a reminder for the Vegetation & Physiography Webinar to MFFN. A link to register and the opportunity to ask questions ahead of time was included. For those unable to attend, a recording will be available online and the link was included in the email. It was noted that an upcoming webinar will take place on January 31 on Peatlands and a link to register was provided.
January 18, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & Community Communications Liaison Officer) ■ Eli Coaster (Councillor) ■ Corinna Baxter (Executive Assistant) ■ Rob Moonias (Councillor) ■ Paul Achneepineskum (Councillor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed MFFN to share condolences for the passing of a MFFN community member on behalf of everyone working on the CAR. A follow up was made to the email sent on December 6, 2022 to confirm if MFFN received and reviewed the Interim RoCE and Milestone #1 Progress Report. The MFFN CAR Project Consultant asked if comments would be provided and if an extension beyond the proposed deadline of January 31, 2023 was required. An offer to set up a call to discuss the reports was made.
January 18, 2023	Phone		x	■ Bruce Achneepineskum (Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant called MFFN to follow up on the email sent regarding the community's sections of the Interim RoCE and Milestone #1 Progress Report. No one answered the phone and there was no option to leave a voicemail.

Consultation and Engagement Log - Marten Falls First Nation (MFFN)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
January 25, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & Community Communications Liaison Officer) ■ Eli Coaster (Councillor) ■ Corinna Baxter (Executive Assistant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed MFFN to follow up on the ATRI Forum invitation. It was noted that additional information on participant funding and how to RSVP was included in the attached invitation.
January 25, 2023	Email		x	■ Maria Baxter (Councillor & Community Communications Liaison Officer)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant responded to the MFFN Councillor that another MFFN CAR Project Consultant would follow up directly with more information regarding the ATRI Forum.
January 25, 2023	Email	x		■ Maria Baxter (Councillor & Community Communications Liaison Officer)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from an MFFN Councillor requesting to attend the ATRI Forum and provided a contact number.
January 25, 2023	Email		x	■ Linda Moonias (Councillor) ■ Bruce Achneepineskum (Chief) ■ Rob Moonias (Councillor) ■ Paul Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & Community Communications Liaison Officer) ■ Eli Coaster (Councillor) ■ Sam Achneepineskum (Councillor)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent and email to Aroland First Nation and Marten Falls First Nation Chief and Councils to provide a proposed agenda for Aroland First Nation and MFFN Nation-to-Nation meeting on January 26, 2023 meeting. The Consultant wished both Chief and Councils a productive and pleasant meeting. The attached agenda included details including the purpose of the meeting, the time and location of the meeting, and a proposed meeting schedule with topics. The MFFN CAR Project Team did not attend the meeting between Aroland First Nation and MFFN on January 26, 2023.
January 27, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & Community Communications Liaison Officer) ■ Eli Coaster (Councillor) ■ Corinna Baxter (Executive Assistant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a follow up to the Winter Field Notice issued in December 2022. It was noted that field crews are set to begin the furbearer winter tracking field program on January 29, 2023. Field crews will be out for five days, however the program may be extended in the event of weather delays. Links to the field notice, video on furbearers and webinar recording on animals and wildlife (including furbearers) were included.

Consultation and Engagement Log - Marten Falls First Nation (MFFN)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
January 30, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & Community Communications Liaison Officer) ■ Eli Coaster (Councillor) ■ Corinna Baxter (Executive Assistant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the January E-Blast to MFFN. The E-Blast included an overview of the Archaeological Assessment Report to be shared with Indigenous communities, Provincial Territorial Organizations and Tribal Councils in early February. MFFN Field Support Staff participated in Wilderness Survival Training and will accompany MFFN CAR Project Consultants on upcoming field studies. The PIC #4 feedback deadline was extended to February 10, 2023, links to the engagement materials and to submit feedback were included. The ATRI Forum in Thunder Bay on February 8 and 9, 2023 was noted and contact information was included. The E-Blast noted the Timeline Extension for the IS was approved and the submission date has been shifted to July 24, 2026. Winter field study updates on furbearer winter tracking surveys, the Autonomous Recording Units Program and Wolverine Hair Snag Surveys were included.
February 01, 2023	Email		x	■ Lawrence Baxter (Senior Community Member Advisor)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team sent a thank you email to registrants and attendees for the webinar on Peatlands. A link to the recording of the webinar was included, as well as an offer to further discuss these topics with the MFFN CAR Project Team. The next webinar on Air Quality, Greenhouse Gases and Climate Change was noted, along with a link to register.
February 01, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & Community Communications Liaison Officer) ■ Eli Coaster (Councillor) ■ Corinna Baxter (Executive Assistant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent a reminder about the upcoming ATRI Forum. The ATRI Forum is to be held in Thunder Bay on February 8 and 9, 2023. The invitation provided information on the Forum including purpose, funding, contact information, the preliminary agenda and how to RSVP. The purpose is to create a respectful, culturally-sensitive, and collaborative space to develop an understanding of ATRI in the Project area. Funding would be provided by the Province for up to 3 community representatives to attend. Cultural Heritage and Archaeology members of the team will be at the Forum to discuss the Cultural Heritage and Archaeology Program with participations.

Consultation and Engagement Log - Marten Falls First Nation (MFFN)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
February 02, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Rob Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & Community Communications Liaison Officer) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed MFFN to follow up on receipt of the community's sections in the Interim RoCE and Milestone #1 Progress Report and any plans to comment on the documents. The January 31, 2023 deadline was noted and an extension for additional time was offered. It was also noted that if MFFN did not respond, the sections would be finalized and shared publicly with the Draft EA / IS. The MFFN CAR Project Consultant noted they will follow up around February 13, 2023.
February 03, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & Community Communications Liaison Officer) ■ Eli Coaster (Councillor) ■ Corinna Baxter (Executive Assistant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team distributed the Archaeology and Cultural Heritage Reports to MFFN. The Stage 1 Archaeological Assessment Report documents the potential for archaeological sites in the proposed area of impact. This includes a review of mapping, previous archaeological reports, a visual inspection and any information collected from Indigenous communities. The report also evaluates potential effects of the CAR on cultural heritage and will be used to support recommendations regarding cultural heritage values or interests and impact management strategies. The Stage 2 Archaeological Assessment Report looks at two specific areas identified in the Stage 1 report. The fieldwork involved physical testing of two locations next to the Albany and Ogoki Rivers and was completed in the fall of 2019. Further Stage 2 assessments will be completed once the preferred route is selected. Another report will be prepared and circulated for Indigenous community review once the field work is completed. Feedback and comments on both Stage 1 and 2 reports was requested by March 31, 2023. An offer was made to set up a meeting and discuss the reports. A link to the Archaeology and Cultural Heritage webinar was included.
February 03, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team	■ The MFFN CAR Project Consultant distributed an IK Program Timeline and Update letter to MFFN via email where key CAR schedule updates were highlighted, including upcoming draft existing conditions reporting that will start in the Summer 2023 and the route selection which

Consultation and Engagement Log - Marten Falls First Nation (MFFN)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
				■ Maria Baxter (Councillor & Community Communications Liaison Officer) ■ Eli Coaster (Councillor) ■ Corinna Baxter (Executive Assistant)	■ MFFN CAR Project Consultant	will begin in September 2023. The MFFN CAR Project Consultant advised the importance of receiving IK and information on Indigenous Land and Resource Use by June 30, 2023. It was also advised that the MFFN CAR Project Team will continue to support communities in sharing IK beyond this date and to incorporate this information in subsequent steps of the assessment process (e.g., updates to the existing conditions, effects assessment, impact management, and Project design).
February 07, 2023	Email	x		■ ENDM - Participant Fund ■ Bruce Achneepineskum (MFFN Chief) ■ Sasha McLeod (Ministry of the Environment, Conservation and Parks) ■ Wayne Moonias (Neskantaga First Nation) ■ Michael Fox (Webequie First Nation Advisor) ■ Cornelius Wabasse (Webequie First Nation Chief) ■ Don Parkinson (Webequie Supply Road Project Consultation Lead) ■ Craig Wallace (Webequie Supply Road Project Manager) ■ Marian Tibor-McMahon (Webequie Supply Road Project Indigenous Community and Engagement)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team and MFFN Chief was cc'd on an email from Neskantaga First Nation, which had a letter attached, regarding the ATRI Forum. More details are available in Neskantaga First Nation's section.
February 08, 2023	Forum			■ Community Representative(s)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The Marten Falls First Nation Community Access Road (MFFN CAR), Webequie Supply Road (WSR), and Northern Road Link (NRL) Project Teams attended the Aboriginal and Treaty Rights (ATRI) and Forum that was hosted in Thunder Bay. MFFN attended the Forum. The Forum was held to provide an opportunity for representatives from Indigenous Communities to meet with representatives from the Province of Ontario, and MFFN CAR, WSR and NRL Project teams to: develop a shared understanding of Aboriginal and Treaty Rights within each project area(s); identify community-specific contexts and values associated

Consultation and Engagement Log - Marten Falls First Nation (MFFN)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
						with Aboriginal and Treaty Rights in the project area(s); share information about the projects; and, discuss the Aboriginal and Treaty Rights and Interests Assessment Processes."
February 13, 2023	Phone		x	■ Bruce Achneepineskum (Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant called MFFN to follow up on the email sent regarding the community's sections of the Interim RoCE and Milestone #1 Progress Report. No one answered the phone and there was no option to leave a voicemail.
February 15, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & Community Communications Liaison Officer) ■ Eli Coaster (Councillor) ■ Corinna Baxter (Executive Assistant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a follow up to the Winter Field Notice issued in December 2022. It was noted that field crews are set to begin the ungulate aerial surveys on February 16, 2023. Field crews will be in the field for eight days, however, the program may be extended in the event of weather delays. These surveys are to determine survival of calves from caribou collared during the caribou collaring field program in 2021, to gather caribou population and distribution data in the study area and to observe signs of other wildlife such as moose, wolves and wolverines. Links to the field notice, video on ungulates and webinar recording on animals and wildlife were included.
February 21, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & Community Communications Liaison Officer) ■ Eli Coaster (Councillor) ■ Corinna Baxter (Executive Assistant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a reminder for the Socio-Economic Studies Part I Webinar to MFFN. A link to register and the opportunity to ask questions ahead of time was included. For those unable to attend, a recording will be available online and the link was included in the email. It was noted that an upcoming webinar will take place on February 28 on Socio-Economic Studies Part II and a link to register was provided.
February 28, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the February E-Blast to MFFN. The E-Blast noted the webinar on Socio-Economic Studies Part II taking place that day with a link to register, the full schedule and recordings. An IK Program timeline update was noted with a June 30, 2023 schedule. The E-Blast also included a note on the ATRI Forum and thanked those who were able to attend. Winter field study

Consultation and Engagement Log - Marten Falls First Nation (MFFN)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
				■ Maria Baxter (Councillor & Community Communications Liaison Officer) ■ Eli Coaster (Councillor) ■ Corinna Baxter (Executive Assistant)		updates on furbearer winter tracking surveys and wolverine hair snag surveys were included. Upcoming studies on Groundwater and Geochemistry, Collared Caribou Mortality Investigations and Ungulate Remote Camera Programs will occur between March and May 2023. Links to field program notices, videos and discussion guides were included. The E-Blast also noted the importance of traditional snowshoes used during field studies.
March 09, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCLO (ENDM)) ■ Eli Coaster (Councillor) ■ Corinna Baxter (Executive Assistant to C&C)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed updates for upcoming field programs. The Wolverine Hair Snag Program noted in the Winter / Spring Field Notice is continuing and field crews are rebaiting wolverine hair snag traps until March 16, 2023. The Wolverine Denning Surveys will be conducted in March, prior to the Groundwater and Geochemistry Program in the spring. It was noted that there will be increased air traffic in the study area during the program. More details were attached in the field notice, along with a map. Links were also provided to relevant videos and webinar recordings.
March 14, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCLO (ENDM)) ■ Eli Coaster (Councillor) ■ Corinna Baxter (Executive Assistant to C&C)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a reminder for the Groundwater and Geochemistry Webinar to MFFN. A link to register and the opportunity to ask questions ahead of time was included. For those unable to attend, a recording will be available online and the link was included in the email. A link was also provided for the schedule and registration for the remaining webinars.

Consultation and Engagement Log - Marten Falls First Nation (MFFN)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
March 15, 2023	Email		x	■ Shane Baxter (Councillor)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team sent a thank you email to registrants and attendees for the webinar on Groundwater and Geochemistry. A link to the recording of the webinar was included, as well as an offer to further discuss these topics with the MFFN CAR Project Team. The next webinar on Birds was noted, along with a link to register.
March 21, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCLO (ENDM)) ■ Eli Coaster (Councillor) ■ Corinna Baxter (Executive Assistant to C&C)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a reminder for the Birds Webinar to MFFN. A link to register and the opportunity to ask questions ahead of time was included. For those unable to attend, a recording will be available online and the link was included in the email. A link was also provided for the schedule and registration for the remaining webinars.
March 22, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCLO (ENDM)) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C)	■ MFFN CAR Project Team	■ The MFFN CAR Project Consultant distributed an IK Program Timeline and Update letter to MFFN via email where the key Project schedule updates was highlighted, including upcoming draft existing conditions reporting that will start in the Summer 2023 and the route selection which will begin in September 2023. The MFFN CAR Project Consultant advised the importance of receiving IK and information on ILRU by June 30, 2023. It was also advised that the MFFN CAR Project Team will continue to support communities in sharing IK beyond this date and to incorporate this information in subsequent steps of the assessment process (e.g., updates to the existing conditions, effects assessment, impact management and Project design).
March 24, 2023	Email		x	■ Eli Coaster (Councillor)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team sent a thank you email to registrants and attendees for the webinar on Birds. A link to the recording of the webinar was included, as well as an offer to further discuss these topics with the MFFN CAR Project Team. The next webinar on Reptiles, Amphibians, Insects and Bats was noted, along with a link to register.

Consultation and Engagement Log - Marten Falls First Nation (MFFN)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
March 28, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCLO (ENDM)) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a reminder for the Reptiles, Amphibians, Insects and Bats Webinar to MFFN. A link to register and the opportunity to ask questions ahead of time was included. For those unable to attend, a recording will be available online and the link was included in the email. A link was also provided for the schedule and registration for the remaining webinars.
March 29, 2023	Email		x	■ Eli Coaster (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent a thank you email to registrants and attendees for the webinar on Reptiles, Amphibians, Insects and Bats. A link to the recording of the webinar was included, as well as an offer to further discuss these topics with the MFFN CAR Project Team. The next webinar on ATRI was noted, along with a link to register.
March 30, 2023	Phone		x	■ Bruce Achneepineskum (Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant called MFFN to follow up on the Archaeology Reports. There was no answer and no ability to leave a message.
March 31, 2023	Email	x		■ Bruce Achneepineskum (Chief)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email (on which Chief Bruce Achneepineskum was also cc'd), containing a letter, from Andrew Peach, Aroland First Nation Consultant, on behalf of Chief Towedo in regard to the Stage 1 and 2 Archeology Reports. More information on the letter can be found in Aroland First Nation's section.
April 04, 2023	Email		x	■ Bruce Achneepineskum (MFFN Chief) ■ Linda Moonias (MFFN Councillor) ■ Patty Achneepineskum (MFFN Councillor) ■ Sam Achneepineskum (MFFN Councillor) ■ Shane Baxter (MFFN Councillor) ■ Maria Baxter (MFFN Councillor) ■ Eli Coaster (MFFN Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the March E-Blast to MFFN. The E-Blast provided an introduction to the MFFN Community Coordinator. Details were shared on the Wolverine Denning Program and field study updates were provided for the Wolverine Hair Snag Surveys, the Groundwater and Geochemistry Program, the Collared Caribou Mortality Investigations, the Ungulate Remote Camera Program, the Vegetation and Peatlands Aerial and Ground Surveys and Cultural Heritage Program. A link was provided for past webinar recordings as well as a link to register for the ATRI webinar.

Consultation and Engagement Log - Marten Falls First Nation (MFFN)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
				■ Paul Achneepineskum (MFFN Councillor) ■ Corinna Baxter (MFFN Executive Assistant) ■ Rob Moonias (MFFN Councillor)		
April 12, 2023	Email		x	■ Patricia Achneepineskum (Councillor) ■ Linda Moonias (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCLO (ENDM)) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Chief Chris Moonias, Neskantaga First Nation, congratulating Chief Chris Moonias (and CC'd MFFN) on his election win and inquiring about updates to Neskantaga First Nation contacts. Outstanding items related to the MFFN CAR Project were listed including Interim RoCE Report feedback, Archaeology Report feedback, IK Schedule and MFFN CAR Project funding and engagement opportunities. An in-person or virtual meeting was offered. More information on the communication is available in Neskantaga First Nation's section.
April 21, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCLO (ENDM)) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the Spring 2023 Field Notice to MFFN. Anticipated timing for upcoming field studies was provided. The 2023 Field Notice was attached, along with a link to the website and the March E-Blast, where field studies were previously referenced. A link was also provided to webinars to learn more about Vegetation, Peatlands, Cultural Heritage, Wildlife, Groundwater and Socio-Economic studies.
April 28, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCLO (ENDM)) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the April E-Blast to MFFN. The E-Blast provided an update from the MFFN Community Coordinator, information for the IK Program and Spring Field Studies along with a link to the Field Notice.

Consultation and Engagement Log - Marten Falls First Nation (MFFN)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
May 02, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCLO (ENDM)) ■ Eli Coaster (Councillor) ■ Corinna Baxter (Executive Assistant to C&C)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent a follow up email to MFFN, highlighting key IK Program dates including upcoming preliminary draft existing conditions reporting that will start in the Summer 2023 and the evaluation of the alternative route selection which will begin in September 2023 and is expected to be completed by the end of 2023. The MFFN CAR Project Consultant advised on the importance of receiving IK and information on ILRU by June 30, 2023. It was also advised that the MFFN CAR Project Team will continue to support communities in sharing IK beyond this date and to incorporate this information into subsequent steps of the assessment process (e.g., updates to the existing conditions, effects assessment, impact management and Project design). The MFFN CAR Project Consultant also offered to organize a meeting to discuss the IK Program and project schedule, and to answer any questions MFFN has.
May 31, 2023	Email		x	■ Bruce Achneepineksum (Chief) ■ Linda Moonias (Councillor) ■ Patricia Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor and CCLO) ■ Corrina Baxter (Executive Assistant)	■ MFFN CAR Senior Community Advisors ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant circulated a consolidated summary all the comments / questions provided by participants and representatives of MFFN at the ATRI Forum held in Thunder Bay on February 7 – 8, 2023. The correspondence included the following attachments: Thank you to participants bulletin; General ATRI Comment Summary; MFFN CAR ATRI Breakout Session - Community-Specific Summary; and Cultural Heritage community-specific summary. The MFFN CAR Project Consultant also offered to set up additional meetings to further discuss any aspects of the Project, including MFFN's ATRI as they relate to the Project.

4. References

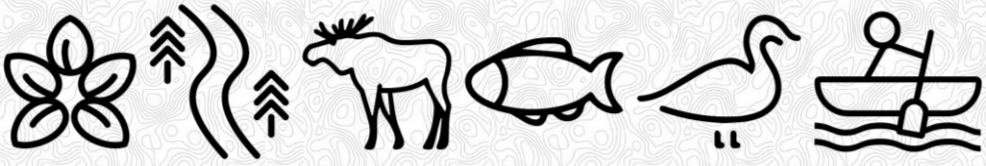
AECOM, 2019:
Draft Terms of Reference Marten Falls First Nation Community Access Road – Environmental Assessment.

AECOM, 2020:
Proposed Terms of Reference Marten Falls First Nation Community Access Road – Environmental Assessment.

Hatch, 2016:
Technical Review of Industrial Transportation Infrastructure Proposals.

DRAFT

Phone: 1-800-764-9114 **Email:** info@martenfallsaccessroad.ca **Web:** http://www.martenfallsaccessroad.ca



B13. MFFN

B13.1 Outgoing Community Specific Correspondence
B13.2 Incoming Community Specific Correspondence
B13.3 Community Specific Meeting Materials

B13.1 Outgoing Community Specific Correspondence

From: Ross, Kathryn
Sent: July 13, 2022 3:22 PM
To: Maria Baxter
Cc: Qasim Saddique; Fisken, Avril
Subject: Facebook post - MFFN Community Coordinator
Attachments: MFFN-Community Coordinator Program Notice Facebook.jpg

Hi Maria,

Can you please post the attached image to Facebook? Here is some text you could also add to the post:

Apply by July 26, 2022 to be a Community Coordinator for the Marten Falls First Nation Community Access Road. The Community Coordinator will be hired part-time at $25 per hour and is expected to be approximately 16 hours per week for up to 3 years. More information is in the image attached. If you would like to learn more, or submit an application, contact info@martenfallsaccessroad.ca or call 1-800-764-9114.

Thanks,
Kathryn

Kathryn Ross
Senior Consultant, Communication and Community Engagement
Cell [redacted]

Upcoming Out of Office: July 21 - 25

AECOM
[redacted]
aecom.com

Delivering a better world

LinkedIn | Twitter | Facebook | Instagram

From: MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>
Sent: Wednesday, July 13, 2022 4:06 PM
Subject: Community Coordinator Position – Deadline Extended!
Attachments: MFFN-Community Coordinator Program Job Posting.pdf

Good afternoon,

The deadline has been extended to let us know if you're interested in being hired as a Community Coordinator for the Marten Falls First Nation Community Access Road. The Community Coordinator Program will support Community Access Road Project activities, meetings and events; helping to make sure input is collected from the right people and shared back with the Project Team so as to be included in the Environmental Assessment and Impact Assessment processes. The job posting is attached with more information.

The Community Coordinator will be hired part-time at $25 per hour and is expected to be approximately 16 hours per week for up to 3 years.

Reach out before July 26, 2022 if you're interested. Applicants will be contacted by the Marten Falls Community Access Road Project Team soon after this deadline.

If you would like to learn more, or submit an application, you can reply to this email or call 1-800-764-9114.

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MFFN Community Access Road Project Team
Visit our website: http://www.martenfallsaccessroad.ca/
Follow us on Facebook: https://www.facebook.com/MFFNCommunityAccessRoadProject/
Call us: 1 800-764-9114
Email us: info@martenfallsaccessroad.ca

MARTEN FALLS FIRST NATION

ALL SEASON COMMUNITY ACCESS ROAD

WE'RE HIRING!

DEADLINE EXTENSION! Apply by July 26, 2022

Marten Falls First Nation (MFFN) is undertaking a federal Impact Assessment (IA) and provincial environmental assessment (EA) for an all-season access road to our community. To support these studies, we are looking to hire **Community Coordinators**.

Are you a highly motivated person? Do you have strong organizational and relationship building skills? Would you like to work with a great project team and build experience in environmental management?

If so, this could be the role for you!

The Community Coordinator will be a primary point of contact between your community and the MFFN Project Team. We will work closely with you as you help to involve your community in the environmental assessment processes. Training can be provided if needed.

Responsibilities

- Coordinate between the MFFN Project Team and community members living in / outside of your community as per your local practices and in collaboration with Chief and Council;
- Provide advice and guidance on appropriate ways to engage your community—in-person (when appropriate to do so), and virtually during COVID-19;
- Keep informed on Community Access Road Project activities (e.g., timelines, documents, events) and communicate relevant Project information to community members;
- Participate in meetings with the Project Team and other Community Coordinators;
- Provide support for community engagement activities related to the Project including:
  - Coordinate and organize logistics for meetings, workshops, events and / or school visits (e.g., book meeting spaces, order refreshments, help with truck / boat rentals and accommodations);
  - Help identify meeting participants and information providers (e.g., youth and / or elders);
  - Assist with meeting facilitation, note taking and meeting minute preparation, and coordinate translation services, if needed; and
  - Organize distributing Project advertisements and notices in your community; either online (e.g., Facebook or posting in community);
- Assist in collecting data / information in your community (e.g., Indigenous Knowledge, community information and socio-economic information);
- Assist in reviewing draft documents, questionnaires or Project updates / information sheets.

This position will receive $25 per hour and is expected to be approximately 16 hours per week for up to 3 years. If you would like to learn more, contact: Jennifer Bruin or James Meyer at info@martenfallsaccessroad.ca or 1-800-764-9114.

Resume, Community Coordinator

for the Marten Falls First Nation Community Access Road

Contact Information

[Name]

[Phone Number]

[Email Address]

Why are you interested in the Community Coordinator Position?

Work Experience

Dates	Job Title	Organization	Job Description

Volunteer Experience

Dates	Volunteer Title	Organization	Volunteer Description

Education

Dates	Program

References

[Name and phone number / email]

From: Ross, Kathryn
Sent: July 15, 2022 10:39 AM
To: [redacted] Maria Baxter; [redacted]
Cc: Qasim Saddique; [redacted] Victoria Bikowski; McKinnon, Don; Fisken, Avril; Cinnamon, Christine; Bob Baxter; [redacted] lawrence baxter
Subject: Community Access Road - Community Coordinator Program

Good afternoon Chief Bruce and Marten Falls council members,

We've received a couple of applicants for the Community Coordinator position in Marten Falls for the Community Access Road project. The list of names are below along with notes they sent in.

> Susanna Baxter "I'm emailing to show my interest in the community coordinator position here in marten falls. I am currently in a training position for the health director position here. I am also a Marten Falls First Nation band member. I would be interested in doing some part time work as the community coordinator. I am a graduate from confederation college. I took a 3 year program and received a diploma in business administration-human resources. If you require any additional information please let me know. Thank you for your time."
> Jamie Baxter "I am very interested in this position. i will be looking forward. can get a hold of me at 8073492555 8078531783 cell for i am not in tbay but up in martin falls"
> Robyn Wenjack "i would love to apply for this job"

I'll keep you updated on more applications if they come in by the deadline (July 26).

Thanks and have a great weekend,
Kathryn

Kathryn Ross
Senior Consultant, Communication and Community Engagement
Cell [redacted]

Upcoming Out of Office: July 21 - 25

AECOM
[redacted]
aecom.com

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From: MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>
Sent: Tuesday, July 19, 2022 4:06 PM
Subject: One week left to apply. Send us your resume!
Attachments: 2022-07-19-MFFN Community Coordinator Resume Template.docx; Community Coordinator Poster.jpg

Good afternoon,

This is a reminder that if you're interested in the Community Coordinator Position for the Marten Falls Community Access Road Project, the deadline is in one week (July 26, 2022). If you are interested in applying, please send us your resume. A template is attached that you can fill out, or you can send us one you already have tailored to the position.

The Community Coordinator Program will support Community Access Road Project activities, meetings and events; helping to make sure input is collected from the right people and shared back with the Project Team so as to be included in the Environmental Assessment and Impact Assessment processes. The job posting is attached with more information.

The Community Coordinator will be hired part-time at $25 per hour and is expected to be approximately 16 hours per week for up to 3 years.

If you would like to learn more or submit your resume you can reply to this email or call 1-800-764-9114.

Sincerely,

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MFFN Community Access Road Project Team
Visit our website: http://www.martenfallsaccessroad.ca/
Follow us on Facebook: https://www.facebook.com/MFFNCommunityAccessRoadProject/
Call us: 1 800-764-9114
Email us: info@martenfallsaccessroad.ca

From: Ross, Kathryn
Sent: July 29, 2022 8:20 AM
To: [redacted]
Cc: [redacted]
Subject: Community Access Road Questionnaire

Good morning Chief Bruce Achneepineskum and Councillors,
The Community Access Road Project Team is reaching out to communities to better understand topics that are of most interest to them (e.g., wildlife, fish, water) for the Community Access Road Project. We are also looking for input on the best ways to keep your community informed and gather insights, feedback and perspectives throughout the Environmental Assessment and Impact Statement planning processes for the Community Access Road.
A questionnaire was developed (link) to help answer some of these questions. I know we're in the middle of interviewing for the Community Coordinator position, so once someone is hired they could help Marten Falls fill out the questionnaire, but I thought I would send the link in advance if you'd like to take a look. Let me know if you have any questions, and I'm available if you would like to chat on the phone as well. I can also walk you through the questionnaire to help Marten Falls fill it out.
I hope you have a great weekend,
Kathryn

Kathryn Ross
Senior Consultant, Communication and Community Engagement
Cell [redacted]

Upcoming Out of Office: August 12-14

AECOM
[redacted]
aecom.com

Delivering a better world

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From: MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>
Sent: Wednesday, October 19, 2022 3:04 PM
To: Waters, Hayley
Subject: In-Community Meeting for the Marten Falls Community Access Road
Attachments: MFFN-IC-Notice-PIC4-Oji-Cree.pdf; MFFN-IC-Notice-PIC4-EN.pdf

This Message Is From an External Sender

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Good afternoon,

You're invited to attend the Marten Falls First Nation All Season Community Access Road In-Community Meeting for the Effects Assessment Methods Milestone (related to Public Information Centre #4).

When: Wednesday, November 2 between 11:00 a.m. and 3:00 p.m.
Where: School gymnasium
Format: Lunch with presentation, followed by Q&A session and open house to view display materials and maps and provide feedback.

Join us to learn more about where we are at in the Community Access Road Project, including information from this year's field studies, the draft methods being proposed on how the Route Alternatives will be assessed, recommended and a preferred route chosen, how your feedback and knowledge is being considered in the planning process and more. This is an opportunity to share your feedback, ideas and community values related to the proposed all season access road. Team members will be present to collect and document community values so they can be considered as part of the planning process.

Door prizes will also be available.

This meeting is a chance for the MFFN community to review materials in advance of the Public Information Centre #4, which is scheduled to take place in early December (dates to be determined) in Thunder Bay and Geraldton. More details will be shared soon.

The poster for the Community Meeting is attached in English and Oji-Cree for more information. Please feel welcome to share this invitation with others in the community.

Please reach out if you have any questions.

We look forward to meeting with you!

Meegwetch,

Marten Falls First Nation Community Access Road Project Team

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MFFN Community Access Road Project Team
Visit our website: http://www.martenfallsaccessroad.ca/
Follow us on Facebook: https://www.facebook.com/MFFNCommunityAccessRoadProject/
Call us: 1 800-764-9114
Email us: info@martenfallsaccessroad.ca

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

Marten Falls First Nation Community Meeting: Effects Assessment Methods Milestone (Public Information Centre #4)

The Marten Falls First Nation Community Access Road Project Team is hosting a Community Meeting on Wednesday November 2, 2022 . Join us at the School Gym to meet the Project Team, discuss updates from the field and new information on the Project, and share your feedback.

Where: School Gym
When: Wednesday, November 2, 2022 from 11:00 a.m. to 3:00 p.m
Lunch: 11:30 a.m.
Presentation / Q&A: 12:00 p.m.
Open House: 1:00 p.m. to 3:00 p.m.

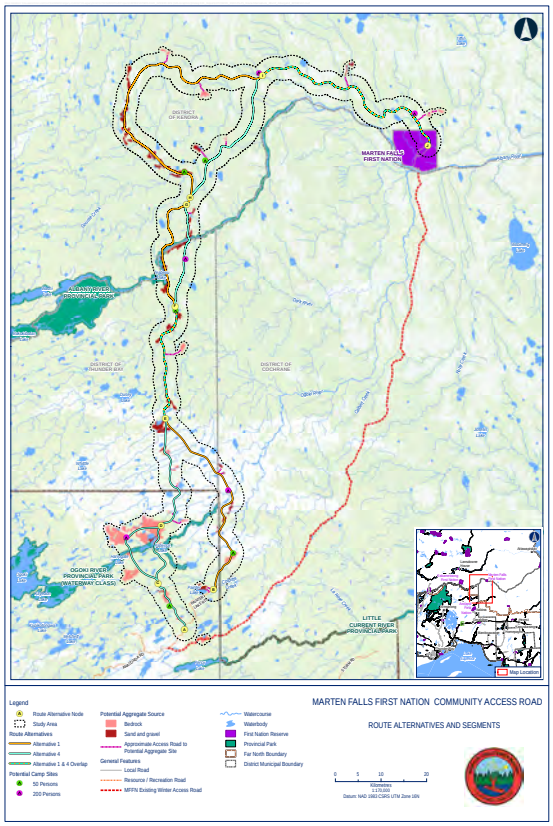
Learn About:

- Field studies from this past year
- The draft methods being proposed on how the Route Alternatives will be assessed, recommended and a preferred route chosen
- How your feedback and knowledge is being considered in the planning process, including what we heard at the June Community Meeting
- Youth Engagement Program
- Next steps and future opportunities to get involved

Featuring:

- Presentation and Open House Session
- Food and drinks will be provided
- Door prizes!

Have your say. Share your comments, ideas and community values with the Project Team. We look forward to seeing you!



Team members will be present to collect and document community values so they can be considered as part of the planning process.

Phone: 1-800-764-9114 **Email:** info@martenfallsaccessroad.ca **Web:** http://www.martenfallsaccessroad.ca/

Follow us on Facebook: facebook.com/MFFNCommunityAccessRoadProject

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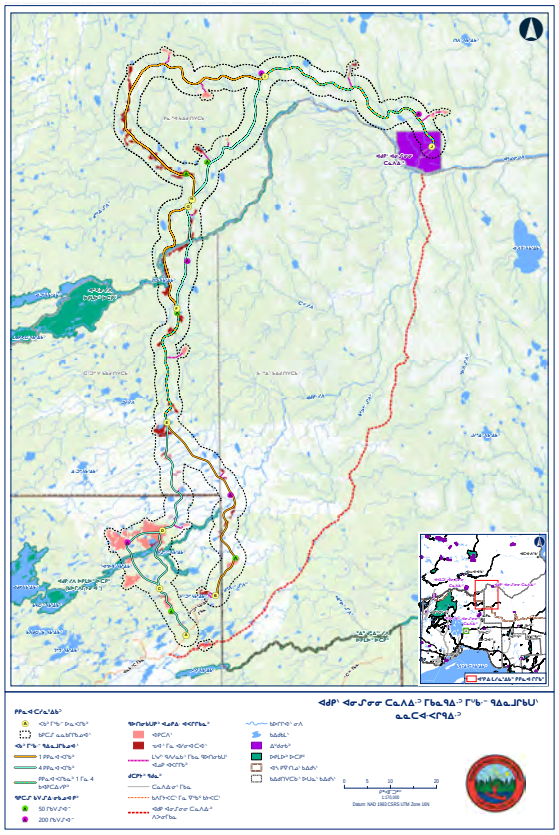

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ᒪᑎᑕᒪᐧᐊᑊ: 1-800-764-9114

ᒪᒪᑕᐧᐊᐣ ᒪᓂᓇᖖᐧᐊᒪᑐᐃᓂᑊ: info@martenfallsaccessroad.ca

ᒪᒪᑕᐧᐊᐣᐱᑯ: martenfallsaccessroad.ca/

ᐃᐣᑲᑊᒪᓂᓇᖖᐧᐊᑲᑊ: facebook.com/MFFNCommunityAccessRoadProject

From: MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>
Sent: Monday, October 24, 2022 5:04 PM
Subject: We are hiring Field Study Support Staff for Winter 2022-23!
Attachments: MFFN Field Study Support Staff Job Posting Winter-Spring 2022-23.pdf

Hello,

A big thank you to the Field Study Support Staff who have supported the Marten Falls First Nation (MFFN) Community Access Road Project field studies to-date! We are looking for more people to join us for the winter 2022-2023 field programs!

Are you a MFFN community member looking for temporary part-time work? Are you dedicated, adaptable and enjoy working outdoors? If yes, we encourage you to apply to be a Field Study Support Staff to help with upcoming winter field studies. No previous experience is required.

An overview of the position is below, and a more detailed job posting is attached. Reply to this email if you're interested and we'll contact you to chat more!

What is a Field Study Support Staff?

Field Study Support Staff work with our natural science technical field teams conducting field programs and help make the natural science program for the Community Access Road a success. Those who express interest will be added to the roster to support future field programs.

Upcoming Winter Field Programs:

Groundwater and Geochemistry Monitoring Testing and Sampling (November 2022 – 2024)

Collecting information including monitoring, testing and sampling ground water monitoring wells to understand key geological features and to characterize geochemical environments.

Furbearer Ground Track Surveys (January – February 2023)

Walking several straight lines, several kilometers long each, in the snow observing and documenting wildlife tracks to estimate the distribution, abundance and density of fur bearers (such as marten (webequie, wabashtanang), beaver (amikwag), wolverine (wishkobishag, wiingwa'waakeg) and other mammals such as wolf (maihgan, maihganang).

Wolverine Hair Snag Surveys (February – May 2023)

Deploying and baiting hair snags and remote cameras to understand wolverine (wishkobishag, wiingwa'waakeg) distribution, abundance and demographics (gender) throughout the study area.

Ungulate Aerial Winter Surveys* (January – February 2023)

Flying in a helicopter or small airplane to look for information about collared caribou (atik, atigwag) calf survival, gather caribou population and distribution data and to observe signs of wildlife.

*Furbearer Aerial / Ground Track Surveys and Ungulate Aerial Winter Surveys are weather dependent and require a fresh snowfall. Support Staff will be notified of an anticipated window for these programs. Confirmation of field dates and mobilization will occur quickly.

What are the responsibilities of the Field Study Support Staff?

Depending on the field study there may be different responsibilities. Safety training and field program specific training will be provided. Most Field Study Support Staff will be required to:

- Work outdoors in the cold winter climate (cold conditions, snow)
- Walk long distances in the snow and over uneven terrain
- Work long hours (workdays can last between 10 and 12 hours)
- Travel by helicopter
- Carry equipment and record data
- Help with some moderately physical tasks

Field Study Support Staff will be compensated $25 per hour, up to 12 hours per day for the duration of the program. Personal Protective Equipment and required gear will be provided.

How Can I Start?

We encourage everyone who is 18+ and interested to apply by November 4, 2022. If you have any questions or would like to become a Field Program Support Staff, contact us at: info@martenfallsaccessroad.ca or 1-800-764-9114. You can also reply directly to this email.

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MFFN Community Access Road Project Team
Visit our website: http://www.martenfallsaccessroad.ca/
Follow us on Facebook: https://www.facebook.com/MFFNCommunityAccessRoadProject/
Call us: 1 800-764-9114
Email us: info@martenfallsaccessroad.ca

MARTEN FALLS FIRST NATION
ALL SEASON COMMUNITY ACCESS ROAD

We're Hiring!

We're Hiring Field Study Support Staff for 2022-2023 Winter / Spring Field Studies!

Issued: October 2022

Marten Falls First Nation (MFFN) is undertaking a coordinated Environmental Assessment / Impact Assessment for an all-season Community Access Road. To support these studies, we are looking to hire Field Study Support Staff to help with the 2022-2023 winter / spring field season.

- **Are you an 18+ MFFN community member looking for temporary part-time work?**
- **Are you dependable, reliable, motivated and enjoy working outdoors?**

If yes, we encourage you to apply! No previous experience is required.

Field Study Support Staff will help make the natural sciences program for the Community Access Road a success!

What does a Field Study Support Staff do?

In this position you will help complete field work with a field crew from WSP Canada Inc. Participants will work under the supervision of WSP and will be in the field for trips of varying length. For a detailed description of the types of field work planned, see the Field Study Support Staff job responsibilities on the next two (2) pages.

Applicants should be physically fit, motivated and interested in environmental sciences. The work will typically occur in challenging landscapes and unpredictable weather conditions. Applicants are advised that they should be physically able and prepared to:

- Work outdoors in various elemental conditions (e.g., cold & snow)
- Work in changing temperatures
- Work long hours (workdays can last between 10 and 12 hours)
- Travel by helicopter
- Walk long distances in the bush and over uneven terrain in snow
- Carry some equipment
- Wear personal protective equipment
- Bring a positive attitude to work in a team environment

Field Support Staff will be required to transport themselves to Thunder Bay or the Ogoki Airport to meet and join the field crews for participation in field programs. Food and accommodations in cabins or hotel rooms will be provided during participation in field programs. Any necessary Personal Protective Equipment (e.g., steel toe work boots, safety glasses, hard hat, snowshoes and winter coat) will be provided by WSP as needed. There are no educational requirements, but interest in environmental science is beneficial. This role is best suited for someone who is physically fit.

While field work is planned to occur in the winter / spring of 2022-2023, exact field study dates will be provided once confirmed.

Compensation

Field staff will be compensated $25 per hour, for up to 12 hours per day depending on the program. Food and accommodations in cabins or hotel rooms will be provided during participation in field programs. Overtime rates do not apply. Any additional expense will not be provided without the permission of the Project Director.

How to Apply

We encourage everyone who is 18+ and interested to apply by **November 4, 2022.**

If you have any questions or would like to become a Field Program Support Staff, contact us at:
info@martenfallsaccessroad.ca or 1-800-764-9114.

More details about the specific programs and positions on the next page!

Each field survey program has a particular methodology, duration and timing described below. As a Field Study Support Staff you could be participating in the following programs:

1 Groundwater and Geochemistry Monitoring Testing and Sampling Program

Anticipated timing / duration: This program will take approximately 16 field days and will occur in November 2022. Additional trips will take place in 2023 and 2024.

The Field Study Support Staff will assist in the following tasks:

- Well monitoring, testing and sampling
- Water supply sampling and well use surveying

Job specific requirements:

- Walk long distances in the bush and over uneven terrain
- Work at remote sites with helicopter access only

2 Furbearer Aerial / Ground Track Surveys

Anticipated timing / duration: These surveys will take approximately four (4) field days and will occur in January – February 2023. This field program is weather dependent and requires a fresh snowfall. Support Staff will be notified of an anticipated window for this program. Confirmation of field dates and mobilization will occur quickly.

The Field Study Support Staff will assist in the following tasks:

- Flying in a helicopter to visually look for tracks of wildlife in the snow. This survey requires continuous flight for long periods of time, indicating that a strong stomach is recommended for participants on this field program.
- Walking several straight lines, several kilometers long each, in the snow.

Job specific requirements:

- This program requires high physical endurance as there is long-periods of walking through heavy snow.
- We recommend those with plane / helicopter flight experience or strong endurance to participate in this program.
- Work outdoors in the cold winter climate (e.g., cold, snow)
- Work long hours (workdays can last between 10 and 12 hours)
- Travel by helicopter
- Walk long distances in the snow and over uneven terrain

Wolverine Hair Snag Program

Anticipated timing / duration: These surveys consist of an approximately nine (9) day trip to set up the hair snag stations before February 15, 2023 and then an approximately six (6) day trip every month to re-bait the stations until the hair snags are taken down at the end of May 2023.

Participants will assist in the following tasks:

- Deploying and baiting hair snags and remote cameras

Job specific requirements:

- Work outdoors in the cold winter climate (e.g., cold, snow)
- Work long hours (workdays can last between 10 and 12 hours)
- Travel by helicopter
- Walk long distances in the snow and over uneven terrain
- Carry some equipment

Ungulate Aerial Winter Surveys

Anticipated timing / duration: Airplane surveys will be approximately two (2) weeks in January or February 2023. Helicopter surveys will occur at the same time as the airplane surveys (i.e., can't be same crew) for an approximate one (1) week period. Support Staff will be notified of an anticipated window for this program. Confirmation of field dates and mobilization will occur quickly.

The Field Study Support Staff will assist in the following tasks:

- Flying in a helicopter or small airplane to look for information about caribou (atik, atigwag) and observe signs of wildlife. The Aerial Surveys require continuous flight for long periods of time and flying in circles over areas where there are high concentrations of tracks in snow, meaning a strong stomach is required if wanting to participate on this field program.

Job specific requirements:

- We recommend those with experience as a passenger in a plane / helicopter flight experience or strong endurance to participate in this program.

Susanna Baxter

3m ·

Boozhoo, check out this employment opportunity!We're hiring for Winter Field Programs for the Community Access Road Project!

Are you a MFFN community member looking for temporary, part-time work? We're hiring more Field Study Support Staff to help make the natural sciences program for our Community Access Road a success!

Check out the full job posting.

Anyone who is interested should contact us at info@martenfallsaccessroad.ca or 1-800-764-9114.

Susanna Baxter

5m ·

Boozhoo! Check out this employment opportunity! We're hiring for Winter Field Programs for the Community Access Road Project!

Are you a MFFN community member looking for temporary, part-time work? We're hiring more Field Study Support Staff to help make the natural sciences program for our Community Access Road a success!

Check out the full job posting.

Anyone who is interested should contact us at info@martenfallsaccessroad.ca or 1-800-764-9114.

From: MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>
Sent: Monday, October 31, 2022 4:56 PM
Subject: REMINDER: In-Community Meeting for the Marten Falls Community Access Road
Attachments: MFFN-IC-Notice-PIC4-EN.pdf; MFFN-IC-Notice-PIC4-Oji-Cree.pdf

Good afternoon,

The Marten Falls First Nation All Season Community Access Road In-Community Meeting for the Effects Assessment Methods Milestone is this Wednesday! Please join us to learn the latest updates on the Community Access Road and share your feedback with team members.

When: Wednesday, November 2 between 11:00 a.m. and 3:00 p.m.
Where: MFFN school gymnasium
Format: Lunch with presentation, followed by Q&A session and open house to view maps and provide feedback. Door prizes will also be available.

This meeting is a chance for the MFFN community to review materials in advance of the Public Information Centre #4, which is scheduled to take place in early December (dates to be determined) in Thunder Bay and Geraldton.

If you are unable to attend this meeting in person, the presentation will be shared via email following Wednesday's meeting and we welcome any questions or discussions.

Please reach out if you have any questions.

We look forward to meeting with you!

Meegwetch,
Marten Falls First Nation Community Access Road Project Team

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MFFN Community Access Road Project Team
Visit our website: http://www.martenfallsaccessroad.ca/
Follow us on Facebook: https://www.facebook.com/MFFNCommunityAccessRoadProject/
Call us: 1 800-764-9114
Email us: info@martenfallsaccessroad.ca

From: Ross, Kathryn
Sent: Monday, November 21, 2022 2:42 PM
To: [redacted]
Cc: [redacted]
Subject: Quick update on MFFN Community Access Road

Good afternoon Chief Bruce Achneepineskum,

I am following up on a phone call I made to the band office with a few updates on the Community Access Road Project. I've summarized the points below. If you are free for a chat let me know when is a good time to connect or if you (or any council members) have any questions.

Engagement Questionnaire
The Community Access Road Project Team is reaching out to communities to better understand topics that are of most interest to them (e.g., wildlife, fish, water) for the Community Access Road Project. We are also looking for input on the best ways to keep your community informed and gather insights, feedback and perspectives throughout the Environmental Assessment and Impact Statement planning processes for the Community Access Road. Do you have time to fill out the questionnaire? I can also ask the Community Coordinator Susanna Baxter to help fill it out with yourself or a council member. Here is the link.

MFFN Community Meeting
There will be a MFFN community members meeting on December 6 at the Victoria Inn from 5pm – 8pm with a roast beef dinner buffet at 6pm. All members, including Chief and Council, will receive the invite tomorrow. This information will be the same that was presented in-community in November 2022 with a presentation and maps.

Public Information Centre # 4
Public Information Centre #4 will be held in Thunder Bay on December 7 and Geraldton December 8. The formal notice will be shared tomorrow. Please join us for updates and information on the Effects Assessment Methods Milestone, including field studies from the past year and the draft methods on how the route alternatives will be assessed and recommended.

Valued Components Webinars
We started a new webinar series about what we are studying ("valued components"). The first webinar was on November 15 about Animals and Wildlife including moose, caribou and animals with fur. The recording will be available soon. The next webinar is on Water, Fish and Fish Habitat on November 29 at 4pm.

Impact Statement Extension
In the October 2022 E-Blast, we shared that the MFFN CAR Project is subject to a federal Impact Assessment, which requires an Impact Statement within 3 years of the Notice of Commencement of the Impact Assessment. The MFFN CAR Project is requesting a 3.5-year extension, which would shift the dates from February 24, 2023 to July 24, 2026. The Impact Assessment Agency of Canada notified Indigenous communities and the public about this extension request and will provide an opportunity to review the request and provide comments.

Aboriginal and Treaty Rights and Interests
There will be an upcoming workshop on Aboriginal and Treaty Rights and Interests in early 2023. Stay tuned for more details.

New Council Members
I removed Rob Moonias and Paul Achneepineskum from this email list since it looks like they are no longer MFFN council members. Do you have Alan Moonias' contact information we could add?

If you have any questions, comments or concerns related to the MFFN CAR Project or any information I've shared with you today, please reach out.

Sincerely,
Kathryn Ross

On behalf of the MFFN CAR Project Team

Kathryn Ross
Senior Consultant, Communication and Community Engagement
Cell [redacted]

AECOM

50 Sportsword Crossing Road
Suite 290
Kitchener, Ontario, N2P 0A4, Canada
aecom.com

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From: MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>
Sent: Tuesday, November 22, 2022 3:38 PM
To: undisclosed-recipients:
Subject: Public Information Centre #4 and Community Meeting
Attachments: MFFN Member Invite to Community Meeting and PIC 4 Poster.pdf; 2022-11-22- MFFN CAR PIC 4 Notice-English.pdf

Good afternoon,

You're invited to attend the Marten Falls First Nation All Season Community Access Road Public Information Centre (#4) and Community Meeting for the Effects Assessment Methodology milestone.

MFFN Members Only

Join us on Tuesday, December 6 between 5:00 p.m. and 8:00 p.m. at the Victoria Inn (Regency Room A & B) for a meeting exclusively for Marten Falls First Nation members. A roast beef buffet dinner will start at 6 p.m. and we will have a presentation, Q&A session and an open house period where you will be able to view maps and provide feedback. Complimentary shuttle transportation to and from the meeting is available. Door prizes will also be available. This information is the same that was provided to in-community members on November 2, 2022.

Public Information Centre #4

In addition to the MFFN community meeting on December 6, you're also invited to join the public at Public Information Centre #4 December 7 and December 8. The notice is attached in English, with Ojibway, Oji-Cree, Cree and French versions on our website.

Join us in an open house format to learn more about where we are at in the Community Access Road Project, what's happened since the last Public Information Centre and what's coming up. This is an opportunity to share your feedback, ideas and values related to the proposed all season access road.

When and Where:

Wednesday, December 7, 2022

Best Western Plus Nor'Wester Hotel & Conference Centre
Room: Pointe Du Meuron (2nd Floor)
2080 Hwy 61
Thunder Bay, Ontario
5:00 p.m.* – 8:00 p.m.
Complimentary shuttle transportation will be provided to Marten Falls First Nation community members in Thunder Bay upon request to and from the PIC.

Thursday, December 8, 2022

Geraldton Community Centre
200 Wardrope Avenue
Geraldton, Ontario
4:00 p.m.* – 7:00 p.m.

** The first hour of each meeting is reserved for Indigenous community members only. The public, including Indigenous communities, are invited to join beginning one hour following the reserved time.*

See attached notice for more details. Please reach out if you have any questions.

We look forward to meeting with you!

Meegwetch,
Marten Falls First Nation Community Access Road Project Team

--
MFFN Community Access Road Project Team
Visit our website: http://www.martenfallsaccessroad.ca/
Follow us on Facebook: https://www.facebook.com/MFFNCommunityAccessRoadProject/
Call us: 1 800-764-9114
Email us: info@martenfallsaccessroad.ca

From: MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>
Sent: Tuesday, December 6, 2022 9:31 AM
To: undisclosed-recipients:
Subject: Reminder! Community Meeting Tonight & Public Information Centre #4
Attachments: MFFN Member Invite to Community Meeting and PIC 4 Poster (3).pdf; MFFN CAR PIC 4 Notice-English (1).pdf

Good morning,

This is a reminder we have three meetings this week for Marten Falls First Nation community members about the Community Access Road, and we hope to see you there! A poster with all three meeting details is attached.

Today: Tuesday December 6, 2022
Victoria Inn (Regency Room A & B)
555 Arthur St W
Thunder Bay, ON P7E 5R5
5:00 p.m. to 8:00 p.m.

This meeting is exclusively for Marten Falls First Nation members and features:

- Presentation, Q&A and maps
- A roast beef buffet dinner starting at 6 p.m.
- Door prizes include Amazon gift cards
- Complimentary shuttle transportation to and from the meeting is available

Public Information Centre #4
You're also invited to join the public at Public Information Centre #4 December 7 and December 8. This event is for the Effects Assessment Methodology milestone! Please join us to learn the latest updates on the Community Access Road and share your feedback with team members. The notice is attached in English, with Ojibway, Oji-Cree, Cree and French versions on our website.

When and Where:

Wednesday, December 7, 2022
Best Western Plus Nor'Wester Hotel & Conference Centre
Room: Pointe Du Meuron (2nd Floor)
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5:00 p.m.* – 8:00 p.m.

Thursday, December 8, 2022
Geraldton Community Centre
200 Wardrope Avenue
Geraldton, Ontario
4:00 p.m.* – 7:00 p.m.

*The first hour of each meeting is reserved for Indigenous community members only. The public, including Indigenous communities, are invited to joi beginning one hour following the reserved time.

Shuttle Service
Complimentary shuttle transportation will be provided to Marten Falls First Nation community members for all meetings in Thunder Bay and Geraldton upon request. If you are interested in a ride, please call of text 416-606-3327 to schedule a pick-up.

We look forward to meeting with you!

Meegwetch,

Marten Falls First Nation Community Access Road Project Team

--
MFFN Community Access Road Project Team
Visit our website: http://www.martenfallsaccessroad.ca/
Follow us on Facebook: https://www.facebook.com/MFFNCommunityAccessRoadProject/
Call us: 1 800-764-9114
Email us: info@martenfallsaccessroad.ca

From: MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>
Sent: Friday, December 16, 2022 10:15 AM
To: undisclosed-recipients:
Subject: Public Information Centre #4 – Thank you for Joining Us
Attachments: 2022-12-06-MFFN Community Access Road Community Meeting Presentation.pdf

Good afternoon,

The Marten Falls First Nation Community Access Road Project Team would like to thank you for participating in the community meeting and at the Public Information Centre #4 (PIC #4) in Thunder Bay and Geraldton last week. We appreciated the opportunity to meet in person, share updates on the Community Access Road and discuss important issues, ideas and community values related to the proposed all season access road.

If you were unable to join us in person or would like a refresher on what was shared, you can view all PIC #4 materials, including presentation boards, maps and fact sheets on our website: https://www.martenfallsaccessroad.ca/pic4/

Please find the presentation from the community meeting attached.

Please review the materials and click here to share your feedback using the online feedback form by December 23, 2022.

Please reach out if you have any questions or if you require the information in a different format.

Meegwetch,

Marten Falls First Nation Community Access Road Project Team

--
MFFN Community Access Road Project Team
Visit our website: http://www.martenfallsaccessroad.ca/
Follow us on Facebook: https://www.facebook.com/MFFNCommunityAccessRoadProject/
Call us: 1 800-764-9114
Email us: info@martenfallsaccessroad.ca

From: MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>
Sent: Tuesday, December 20, 2022 12:07 PM
Subject: Save the Date Aboriginal and Treaty Rights Forum - February 2023
Attachments: Save the Date - 2 Day Aboriginal and Treaty Rights and Interests Forum - Thunder Bay February 2023.pdf

Good Afternoon,

On behalf of the Marten Falls First Nation Community Access Road Project, please find attached a Save the Date for an upcoming Aboriginal and Treaty Rights Forum to be held in Thunder Bay in early February. Further information to come in January.

We wish you and your community a peaceful holiday and a prosperous New Year!

--
MFFN Community Access Road Project Team
Visit our website: http://www.martenfallsaccessroad.ca/
Follow us on Facebook: https://www.facebook.com/MFFNCommunityAccessRoadProject/
Call us: 1 800-764-9114
Email us: info@martenfallsaccessroad.ca

ABORIGINAL AND TREATY RIGHTS AND INTERESTS

COMMUNITY ACCESS ROAD (CAR) • **WEBEQUIE SUPPLY ROAD** (WSR) • **NORTHERN ROAD LINK** (NRL)

SAVE THE DATE

2-DAY
ABORIGINAL AND TREATY RIGHTS AND INTERESTS FORUM

HOSTED BY
THE PROVINCE OF ONTARIO

Thunder Bay
Victoria Inn Hotel and Convention Centre
555 Arthur St W

February 8 & 9
Travel day: February 7th

The Province will fund up to 2 - 3 Participants from your community to attend in person.
*Funding includes **Travel**, **Accommodation** and **Meals.***

The forum provides a private and inclusive space for representatives of your community to meet with representatives from the Province of Ontario and CAR, NRL, WSR Project Teams to:

- **Develop a shared understanding of Aboriginal and Treaty Rights within each Project area(s)**
- **Identify community-specific contexts and values associated with Aboriginal and Treaty Rights in the Project area(s)**
- **Share information about the Projects**
- **Discuss the Aboriginal and Treaty Rights and Interests Assessment Processes**

Please note, the purpose of this forum is to discuss Aboriginal and Treaty Rights, and not to collect Indigenous Knowledge.

WE LOOK FORWARD TO SEEING YOU THERE!

A formal invitation with additional details will follow in
January 2023

For further information please contact:

The Province of Ontario: [redacted]
CAR: Andrea Nokleby: [redacted]
WSR: Mark Knell: [redacted]
NRL: Mishal Naseer: [redacted]

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

WSR WEBEQUIE SUPPLY ROAD

NRL Northern Road Link

Ontario

DILLON CONSULTING

Zielbauer, Kyla <kzielbauer@dillon.ca>

Letter from Chief Achneepineskum to Chief Towedo

Bruce Achneepineskum [redacted] 11 January 2023 at 14:22
To: Andrew Peach [redacted]
Cc: Bernard Gagnon [redacted] Chad Kashkish [redacted] Eunice Magiskan [redacted] Mark Bell [redacted] Qasim Saddique [redacted] Rob M [redacted] Dorothy Towedo [redacted] Samson Meshake [redacted] Sheldon Atlookan [redacted] Bob Baxter [redacted] Jackmoonias [redacted] Kyla Zielbauer [redacted] Jeremy Shute [redacted] Linda Moonias [redacted] Lawrence Baxter [redacted]

Hi thanks I agree to meet in Thunder Bay in January 26 with our respective councils . If our consultants can set up a room and send out meeting invites to lock down the date that would be fine .

[Quoted text hidden]

From: MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>
Sent: Thursday, January 12, 2023 2:31 PM
To: [redacted]
Subject: Webinar on Archaeology and Cultural Heritage: Thank you for joining

Thank you for registering and / or attending the Marten Falls First Nation Community Access Road Webinar Series on Archaeology and Cultural Heritage. In the webinar we discussed why these topics are important to the planning of the access road, provided an overview of related field studies and shared some preliminary findings. The recording of this webinar, and others, can be viewed here.

If you are interested in Archaeology and Cultural Heritage and would like to discuss these topics in more detail, we would love to speak with you!

Please reach out to schedule a time to chat; your feedback, experience and insights are important to us.

We look forward to connecting with you!

Sincerely,
Marten Falls First Nation Community Access Road Project Team

P.S. Our next webinar is January 17 at 4 p.m. EST on Vegetation and Physiography. Register here.

--
MFFN Community Access Road Project Team
Visit our website: http://www.martenfallsaccessroad.ca/
Follow us on Facebook: https://www.facebook.com/MFFNCommunityAccessRoadProject/
Call us: 1 800-764-9114
Email us: info@martenfallsaccessroad.ca

From: MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>
Sent: Friday, January 13, 2023 2:08 PM
To: [redacted]
Subject: Save the Date Aboriginal and Treaty Rights Forum - February 2023
Attachments: Invitation - 2 Day Aboriginal and Treaty Rights and Interests Forum - Thunder Bay February 2023.pdf

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This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Good Afternoon,

Happy New Year!

On behalf of the Marten Falls First Nation Community Access Road Project, please find attached an invitation for an upcoming Aboriginal and/or Treaty Rights and Interests Forum that is being held in Thunder Bay on February 8 & 9, 2023. Information on participant funding and how to RSVP is included in the invitation. Additional contact information is also included in the invitation.

We look forward to seeing you there.

--
MFFN Community Access Road Project Team
Visit our website: http://www.martenfallsaccessroad.ca/
Follow us on Facebook: https://www.facebook.com/MFFNCommunityAccessRoadProject/
Call us: 1 800-764-9114
Email us: info@martenfallsaccessroad.ca

ABORIGINAL AND/OR TREATY RIGHTS AND INTERESTS

WEBEQUIE SUPPLY ROAD (WSR) • **MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD** (MFFN CAR) • **NORTHERN ROAD LINK** (NRL)

YOU ARE INVITED!

2-DAY ABORIGINAL AND/OR TREATY RIGHTS AND INTERESTS FORUM

HOSTED BY THE PROVINCE OF ONTARIO

Thunder Bay

Victoria Inn Hotel and Convention Centre

555 Arthur Street West

February, 8 & 9 2023

Webequie First Nation and Marten Falls First Nation encourage you to participate in a 2-day forum focused on discussing potential impacts to northern Indigenous communities' Aboriginal and/or Treaty Rights and Interests as they relate to the following Projects:

Webequie Supply Road (WSR) • **Northern Road Link** (NRL)

Marten Falls First Nation Community Access Road (MFFN CAR)

Participant Funding

The Province of Ontario will fund up to 3 representatives from your community to attend, including travel, accommodation and meals. All questions about funding or the coordination of funding should be directed to the Province of Ontario at **ea.participant.fund@ontario.ca**.

Additional community representatives are welcome to attend.

Purpose

The Purpose of this Forum is to create a respectful, culturally-sensitive, and collaborative space to develop an understanding of Aboriginal and/or Treaty Rights and Interests in any of the Project areas (WSR, MFFN CAR, and NRL) as your Aboriginal and/or Treaty Rights and Interests and Interests may be impacted by these Projects. *Please note the purpose of this event is to discuss Aboriginal and/or Treaty Rights and Interests and not to collect Indigenous Knowledge.*

Who Should Attend from your Community

Representatives who are knowledgeable about and comfortable speaking to the Rights and Interests of your community in any of the Project areas are encouraged to attend.

RSVP to ea.participant.fund@ontario.ca by January 27th

(note that you can still attend without an RSVP)

WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL Northern Road Link

Ontario

ABORIGINAL AND/OR TREATY RIGHTS AND INTERESTS

WEBEQUIE SUPPLY ROAD (WSR) • **MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD** (MFFN CAR) • **NORTHERN ROAD LINK** (NRL)

PRELIMINARY AGENDA

Wednesday, February 8

- **7:00 - 8:45** Breakfast
- **9:00** Welcome and Opening Ceremony
- Purpose/Overview of the Aboriginal and/or Treaty Rights and Interests Forum
- Presentations on the roles of the Proponent, Crown and Indigenous Communities in understanding and assessing Aboriginal and/or Treaty Rights and Interests
- Questions & Answers
- **12:00** Lunch
- **1:00** Aboriginal and/or Treaty Rights and Interests Individual Community Breakout Sessions
- Plenary/Group Sessions: Presentations and Activities
- **4:30** End of Day 1 Regroup
- **6:00** Dinner

Thursday, February 9

- **7:00 - 8:45** Breakfast
- **9:00** *Continued* - Aboriginal and/or Treaty Rights and Interests Individual Community Breakout Sessions
- *Continued* - Plenary/Group Sessions: Presentations and Activities
- **12:00** Lunch
- **1:00** *Continued* - Aboriginal and/or Treaty Rights and Interests Individual Community Breakout Sessions
- *Continued* - Plenary/Group Sessions: Presentations and Activities
- **4:30** Regroup: Closing Comments & Next Steps

Community representatives are also invited to meet with members of the Cultural Heritage and Archaeology Teams.

Individual Breakout Sessions: Representatives from NRL, MFFN CAR, WSR, Impact Assessment Agency of Canada, and the Province are each hosting seperate meeting spaces for individual community representatives to discuss Aboriginal and/or Treaty Rights and Interests related to each Project.

Plenary/Group Sessions: For those Participants not in an Individual Breakout Session, we will be hosting a series of presentations and activities in the main Forum area.

In attendance to discuss the Projects and the assessment of Aboriginal and/or Treaty Rights and Interests will be representatives from:

- Webequie First Nation and Marten Falls First Nation
- Project Teams for WSR, MFFN CAR, and NRL
- Impact Assessment Agency of Canada
- Province of Ontario
- Consulting Teams: Dillon Consulting Limited, AECOM, SNC-Lavalin

For further information please contact:

The Province of Ontario: [redacted]
MFFN CAR: Andrea Nokleby: [redacted]
WSR: Michael Fox: [redacted]
NRL: Mishal Naseer: [redacted]

RSVP to ea.participant.fund@ontario.ca by January 27th *(note that you can still attend without an RSVP)*

WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL Northern Road Link

Ontario

From: Ross, Kathryn
Sent: Wednesday, January 18, 2023 11:17 AM
To: [redacted]
Cc: [redacted]
Subject: RE: Consultation and Engagement Reports

Dear Chief Bruce Achneepineskum,

I hope you had a restful holiday season. I'm reaching out to follow up on a few items for the Community Access Road Project, but I first wanted to share my condolences on the tragic passing of Ivan Achneepineskum. On behalf of everyone on our team we are very sorry and are thinking of you and everyone in the community.

There are two consultation and engagement reports sent on December 6, 2022 (see email below). Have you or any Marten Falls First Nation contacts included here received the documents and had a chance to review them? They will end up as part of the public Record of Consultation eventually, so we appreciate your review of the materials and can make any changes requested. The proposed deadline was January 31, 2023. Please let me know if you'd like to review the documents and / or if you need more time.

Also, I'd be happy to set up a call to discuss the reports in more detail.

Take care,
Kathryn

Kathryn Ross
Senior Consultant, Communication and Community Engagement
Cell +1-226-821-0844
kathryn.ross@aecom.com

AECOM
50 Sportsword Crossing Road
Suite 290
Kitchener, Ontario, N2P 0A4, Canada
aecom.com

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From: Ross, Kathryn
Sent: Wednesday, January 25, 2023 9:37 AM
To: [redacted] Linda Moonias; [redacted] Maria Baxter; [redacted] corrina baxter
Cc: Andrea Nokleby
Subject: FW: Save the Date Aboriginal and Treaty Rights Forum - February 2023
Attachments: Invitation - 2 Day Aboriginal and Treaty Rights and Interests Forum - Thunder Bay February 2023.pdf

Good morning Chief Bruce Achneepineskum and Marten Falls First Nation Councillors,

This is a reminder for the upcoming Aboriginal and/or Treaty Rights and Interests Forum being held in Thunder Bay on February 8 & 9, 2023. If you haven't RSVP'd yet, we would love for Marten Falls First Nation to attend and participate. Additional information on participant funding and how to RSVP is included in the invitation attached.

Andrea Nokleby is also cc'd and can answer any questions you may have.

Thank you,
Kathryn

Kathryn Ross
Senior Consultant, Communication and Community Engagement
Cell [redacted]

AECOM
[redacted]
aecom.com

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ABORIGINAL AND/OR TREATY RIGHTS AND INTERESTS

WEBEQUIE SUPPLY ROAD (WSR) • **MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD** (MFFN CAR) • **NORTHERN ROAD LINK** (NRL)

YOU ARE INVITED!

2-DAY ABORIGINAL AND/OR TREATY RIGHTS AND INTERESTS FORUM

HOSTED BY THE PROVINCE OF ONTARIO

Thunder Bay

Victoria Inn Hotel and Convention Centre

555 Arthur Street West

February, 8 & 9 2023

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Marten Falls First Nation Community Access Road (MFFN CAR)

Participant Funding

The Province of Ontario will fund up to 3 representatives from your community to attend, including travel, accommodation and meals. All questions about funding or the coordination of funding should be directed to the Province of Ontario at **ea.participant.fund@ontario.ca**.

Additional community representatives are welcome to attend.

Purpose

The Purpose of this Forum is to create a respectful, culturally-sensitive, and collaborative space to develop an understanding of Aboriginal and/or Treaty Rights and Interests in any of the Project areas (WSR, MFFN CAR, and NRL) as your Aboriginal and/or Treaty Rights and Interests and Interests may be impacted by these Projects. *Please note the purpose of this event is to discuss Aboriginal and/or Treaty Rights and Interests and not to collect Indigenous Knowledge.*

Who Should Attend from your Community

Representatives who are knowledgeable about and comfortable speaking to the Rights and Interests of your community in any of the Project areas are encouraged to attend.

RSVP to ea.participant.fund@ontario.ca by January 27th

(note that you can still attend without an RSVP)

WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL Northern Road Link

Ontario

ABORIGINAL AND/OR TREATY RIGHTS AND INTERESTS

WEBEQUIE SUPPLY ROAD (WSR) • **MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD** (MFFN CAR) • **NORTHERN ROAD LINK** (NRL)

PRELIMINARY AGENDA

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- **12:00** Lunch
- **1:00** Aboriginal and/or Treaty Rights and Interests Individual Community Breakout Sessions
- Plenary/Group Sessions: Presentations and Activities
- **4:30** End of Day 1 Regroup
- **6:00** Dinner

Thursday, February 9

- **7:00 - 8:45** Breakfast
- **9:00** *Continued* - Aboriginal and/or Treaty Rights and Interests Individual Community Breakout Sessions
- *Continued* - Plenary/Group Sessions: Presentations and Activities
- **12:00** Lunch
- **1:00** *Continued* - Aboriginal and/or Treaty Rights and Interests Individual Community Breakout Sessions
- *Continued* - Plenary/Group Sessions: Presentations and Activities
- **4:30** Regroup: Closing Comments & Next Steps

Community representatives are also invited to meet with members of the Cultural Heritage and Archaeology Teams.

Individual Breakout Sessions: Representatives from NRL, MFFN CAR, WSR, Impact Assessment Agency of Canada, and the Province are each hosting seperate meeting spaces for individual community representatives to discuss Aboriginal and/or Treaty Rights and Interests related to each Project.

Plenary/Group Sessions: For those Participants not in an Individual Breakout Session, we will be hosting a series of presentations and activities in the main Forum area.

In attendance to discuss the Projects and the assessment of Aboriginal and/or Treaty Rights and Interests will be representatives from:

- Webequie First Nation and Marten Falls First Nation
- Project Teams for WSR, MFFN CAR, and NRL
- Impact Assessment Agency of Canada
- Province of Ontario
- Consulting Teams: Dillon Consulting Limited, AECOM, SNC-Lavalin

For further information please contact:

The Province of Ontario: [redacted]
MFFN CAR: Andrea Nokleby: [redacted]
WSR: Michael Fox: [redacted]
NRL: Mishal Naseer: [redacted]

RSVP to ea.participant.fund@ontario.ca by January 27th *(note that you can still attend without an RSVP)*

WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL Northern Road Link

Ontario

From: Ross, Kathryn
Sent: Wednesday, January 25, 2023 9:50 AM
To: Maria Baxter
Cc: Andrea Nokleby
Subject: RE: Aboriginal treaty rights forum

Hi Maria,

Thank you for your response and interest. Andrea (cc'd) will follow up directly with more information.

Thank you,
Kathryn

Kathryn Ross
Senior Consultant, Communication and Community Engagement
Cell [redacted]

AECOM
[redacted]
aecom.com

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Zielbauer, Kyla <kzielbauer@dillon.ca>

Nation-to-Nation Meeting Agenda - January 26, 2023

Zielbauer, Kyla [redacted] 25 January 2023 at 17:13
To: Chief Dorothy Towedo [redacted], Bernard Gagnon [redacted] Chad Kashkish [redacted] Eunice Magiskan [redacted] Mark Bell [redacted] Rob M [redacted] Samson Meshake [redacted] Sheldon Atlookan [redacted] Linda Moonias [redacted]
Cc: Qasim Saddique [redacted] Jennifer Bruin [redacted] Lawrence Baxter [redacted] bbaxter48 [redacted] Jackmoonias [redacted] Andrew Peach [redacted] Jeremy Shute [redacted] "Ross, Kathryn" [redacted] Don McKinnon [redacted]

Good Evening Chief and Council Members,

Please find attached, a proposed agenda for tomorrow's Nation-to-Nation meeting between Aroland First Nation and Marten Falls First Nation.

Wishing you all a productive and pleasant meeting.

Warm regards,
Kyla
On behalf of the MFFN CAR Project Team

--

Kyla Zielbauer
Dillon Consulting Limited
[redacted]
www.dillon.ca

AGN-MFFN-Aroland-FN-2023-01-26-Proposed-Nations-Meeting-Agenda-60593122.pdf
319K

Agenda

Subject: Nation-to-Nation Meeting
Date: January 26, 2023
Timing: 10:30 a.m. – 3:00 p.m.
Location: 277 Camelot Street**,** Thunder Bay, Ontario, P7A 4B3
Venue: The Courthouse Hotel
Co-Chairs: Chief Towedo and Chief Achneepineskum
Purpose: To provide an opportunity for Aroland and MFFN Councils to meet to discuss issues and a path forward for working together and engaging on the MFFN Community Access Road in a respectful way.

Attendees:

Marten Falls First Nation	Aroland First Nation
Chief Bruce Achneepineskum	Chief Dorothy Towedo
Councillor Linda Moonias	Councillor Bernard Gagnon
Councillor Robert Moonias	Councillor Chad Kashkish
Councillor Paul Achneepineskum	Councillor Eunice Magiskan
Councillor Maria Baxter	Councillor Mark Bell
Councillor Patricia Achneepineskum	Councillor Samson Meshake
Councillor Eli Coaster Baxter	Councillor Sheldon Atlookan
Councillor Sam Achneepineskum	Councillor Robinson Meshake

Agenda Items:

Agenda Item	Topic of Discussion	Lead/Facilitator	Timing
1.	Welcome and Introductions	Co-chairs	10:30 a.m – 12:00 p.m.
2.	Opening Remarks & Purpose of the Meeting • Opportunity for each Chief and Council member to provide their perspective		
3.	Opportunities, Concerns and Challenges • What are the opportunities and benefits? • What are the challenges? • What needs to happen?		

4.	Lunch	-	12:00 p.m. – 1:00 p.m.
5.	The Path Forward Together • Engagement and Consultation - Custom Consultation Process • Relationship building • Information sharing • Actions and Next Steps	Co-chairs	1:00 p.m. – 3:00 p.m.
6.	Closing Remarks		3:00 p.m.

From: MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>
Sent: Wednesday, February 1, 2023 10:00 AM
To: [redacted]
Subject: Webinar on Peatlands: Thank you for joining

Thank you for registering and / or attending the Marten Falls First Nation Community Access Road Webinar Series on Peatlands. In the webinar we discussed why this topic is important to the planning of the access road, provided an overview of related field studies and shared some preliminary findings. The recording of this webinar, and others, can be viewed here.

If you are interested in Peatlands and would like to discuss this topic in more detail, we would love to speak with you!

Please reach out to schedule a time to chat; your feedback, experience and insights are important to us.

We look forward to connecting with you!

Sincerely,
Marten Falls First Nation Community Access Road Project Team

P.S. Our next webinar is February 14 at 4 p.m. EST on Air Quality, Greenhouse Gases and Climate Change. Register here.

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MFFN Community Access Road Project Team
Visit our website: http://www.martenfallsaccessroad.ca/
Follow us on Facebook: https://www.facebook.com/MFFNCommunityAccessRoadProject/
Call us: 1 800-764-9114
Email us: info@martenfallsaccessroad.ca

From: MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>
Sent: Wednesday, February 1, 2023 1:05 PM
Subject: Follow up on the ATRI Forum
Attachments: Invitation - 2 Day Aboriginal and Treaty Rights and Interests Forum - Thunder Bay February 2023.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

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Hello,

We are following up on our invitation to the Aboriginal and/or Treaty Rights and Forum hosted by the Province of Ontario in Thunder Bay on February 8 & 9, 2023. If you have not already RSVP'd, it is not too late to do so!

We are re-attaching the invitation for further information on the Forum and additional contact information. Please also join us for dinner and entertainment on the first evening!

We look forward to seeing you there.

MFFN Community Access Road Project Team
Visit our website: http://www.martenfallsaccessroad.ca/
Follow us on Facebook: https://www.facebook.com/MFFNCommunityAccessRoadProject/
Call us: 1 800-764-9114
Email us: info@martenfallsaccessroad.ca

ABORIGINAL AND/OR TREATY RIGHTS AND INTERESTS

WEBEQUIE SUPPLY ROAD (WSR) • **MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD** (MFFN CAR) • **NORTHERN ROAD LINK** (NRL)

YOU ARE INVITED!

2-DAY ABORIGINAL AND/OR TREATY RIGHTS AND INTERESTS FORUM

HOSTED BY THE PROVINCE OF ONTARIO

Thunder Bay

Victoria Inn Hotel and Convention Centre

555 Arthur Street West

February, 8 & 9 2023

Webequie First Nation and Marten Falls First Nation encourage you to participate in a 2-day forum focused on discussing potential impacts to northern Indigenous communities' Aboriginal and/or Treaty Rights and Interests as they relate to the following Projects:

Webequie Supply Road (WSR) • **Northern Road Link** (NRL)

Marten Falls First Nation Community Access Road (MFFN CAR)

Participant Funding

The Province of Ontario will fund up to 3 representatives from your community to attend, including travel, accommodation and meals. All questions about funding or the coordination of funding should be directed to the Province of Ontario at **ea.participant.fund@ontario.ca**.

Additional community representatives are welcome to attend.

Purpose

The Purpose of this Forum is to create a respectful, culturally-sensitive, and collaborative space to develop an understanding of Aboriginal and/or Treaty Rights and Interests in any of the Project areas (WSR, MFFN CAR, and NRL) as your Aboriginal and/or Treaty Rights and Interests and Interests may be impacted by these Projects. *Please note the purpose of this event is to discuss Aboriginal and/or Treaty Rights and Interests and not to collect Indigenous Knowledge.*

Who Should Attend from your Community

Representatives who are knowledgeable about and comfortable speaking to the Rights and Interests of your community in any of the Project areas are encouraged to attend.

RSVP to ea.participant.fund@ontario.ca by January 27th

(note that you can still attend without an RSVP)

WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL Northern Road Link

Ontario

ABORIGINAL AND/OR TREATY RIGHTS AND INTERESTS

WEBEQUIE SUPPLY ROAD (WSR) • **MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD** (MFFN CAR) • **NORTHERN ROAD LINK** (NRL)

PRELIMINARY AGENDA

Wednesday, February 8

- **7:00 - 8:45** Breakfast
- **9:00** Welcome and Opening Ceremony
- Purpose/Overview of the Aboriginal and/or Treaty Rights and Interests Forum
- Presentations on the roles of the Proponent, Crown and Indigenous Communities in understanding and assessing Aboriginal and/or Treaty Rights and Interests
- Questions & Answers
- **12:00** Lunch
- **1:00** Aboriginal and/or Treaty Rights and Interests Individual Community Breakout Sessions
- Plenary/Group Sessions: Presentations and Activities
- **4:30** End of Day 1 Regroup
- **6:00** Dinner

Thursday, February 9

- **7:00 - 8:45** Breakfast
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Community representatives are also invited to meet with members of the Cultural Heritage and Archaeology Teams.

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In attendance to discuss the Projects and the assessment of Aboriginal and/or Treaty Rights and Interests will be representatives from:

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- Project Teams for WSR, MFFN CAR, and NRL
- Impact Assessment Agency of Canada
- Province of Ontario
- Consulting Teams: Dillon Consulting Limited, AECOM, SNC-Lavalin

For further information please contact:

The Province of Ontario: [redacted]
MFFN CAR: [redacted]
WSR: Michael Fox: [redacted]
NRL: Mishal Naseer: [redacted]

RSVP to ea.participant.fund@ontario.ca by January 27th *(note that you can still attend without an RSVP)*

WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL Northern Road Link

Ontario

From: Ross, Kathryn
To: [redacted]
Cc: [redacted]
Subject: RE: Consultation and Engagement Reports
Date: Thursday, February 02, 2023 11:16:00 AM

Dear Chief Bruce Achneepineskum,

I'm following up on the two Consultation and Engagement Reports linked below for the Marten Falls First Nation Community Access Road. Will Marten Falls be providing comments on your section of the reports? The deadline was January 31, 2023 but please let me know if you plan on commenting and require additional time. If I don't hear from you, we'll go ahead and finalize the sections for the public versions. I'll reach out again the week of February 13th.

Thank you,
Kathryn

Kathryn Ross
Senior Consultant, Communication and Community Engagement
Cell [redacted]

AECOM
[redacted]
aecom.com

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From: Andrea Nokleby
Sent: Friday, February 3, 2023 9:00 AM
To: Bruce Achneepineskum; [redacted] Maria Baxter; [redacted] corrina baxter
Cc: Bob Baxter; Qasim Saddique; Lawrence Baxter; Ross, Kathryn
Subject: MFFN CAR IK Program Key Dates
Attachments: MFFN CAR Indigenous Knowledge Program Schedule and Reporting Update - February 3, 2023 - Marten Falls First Nation.pdf

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Good Morning Chief Achneepineskum,

I hope the start of 2023 has found you and your community well.

On behalf of the Marten Falls First Nation Community Access Road Project Team, please find attached a letter outlining some key dates related to the Indigenous Knowledge Program. If you have any questions on the IK Program or information contained in the letter please do not hesitate to contact me or members of the Project Team.

I look forward to seeing you at the upcoming Aboriginal and/or Treaty Rights and Interests Forum in Thunder Bay.

Have a great day,

Andrea

Andrea Nokleby
Partner
Dillon Consulting Limited
[redacted]

February 3, 2023

Chief Bruce Achneepineskum
Marten Falls First Nation
[redacted]

Re: Indigenous Knowledge Program Schedule and Reporting Update

Dear Chief Bruce Achneepineskum:

In December 2019, the Marten Falls First Nation (MFFN) Community Access Road (CAR) Project Team first introduced an Indigenous Knowledge Program to potentially impacted northern Indigenous communities to support the federal and provincial assessments for the MFFN CAR Project.

The Indigenous Knowledge Program is a critical component for assessing potential project impacts including impacts to Aboriginal and/or Treaty Rights and Interests. The information generated through the Indigenous Knowledge Program will be used and considered equally alongside scientific approaches to:

- Describe existing environmental, social, and cultural conditions in the MFFN CAR Project area;
- Predict potential impacts on the physical and social environment, and Aboriginal and/or Treaty Rights and Interests in the MFFN CAR Project area; and
- Determine appropriate ways to avoid, minimize, and monitor potential impacts on the physical and social environment, Aboriginal and/or Treaty Rights and Interests.

As noted above, the MFFN CAR Project Team began communicating with Indigenous Communities in December 2019, and funding support for those communities who have expressed an interest in participating in the Indigenous Program Knowledge began in the summer of 2020 and is on-going.

The federal government has recently granted a timeline extension for the completion and submission of the Impact Statement due to study delays resulting from the COVID-19 pandemic and other considerations (e.g. forest fires that resulted in delays to field studies etc.). Under the extended study timeline existing conditions reporting is to be largely completed by mid-2023 for environmental (e.g., fish and fish habitat) and social (e.g., visual) disciplines. Furthermore, the evaluation of the alternative routes to select a preferred route is to be completed by the end of this year (2023).

Indigenous Knowledge received through the Indigenous Knowledge Program will allow for a more complete, robust, and accurate picture of the Project area to emerge. Our goal is to create existing condition reports that meaningfully includes Indigenous Knowledge which is also considered in the selection of the preferred route for

the project. In order to meet the study schedule, it is ***critical that Indigenous Knowledge and information on Indigenous Land and Resource Use be shared with the MFFN CAR Project Team by June 2023*** so that this information is included in the draft existing conditions reporting and is available for consideration in route selection which will begin in September 2023.

We will continue to support communities in sharing Indigenous Knowledge beyond this date and to incorporate this information in subsequent steps of the assessment process (e.g. updates to the existing conditions, effects assessment, impact management, and project design). We are here to work with your community to support you in your efforts. Please contact us if you would like to discuss this schedule further and how we can work with you on upcoming milestones.

If your community has Indigenous Knowledge or information on Indigenous Land and Resource Use related to the Project that you would like to share or if you would like to learn more about the Indigenous Knowledge Program please do not hesitate to reach out to Bob Baxter at 1-807-628-7553 or bbaxter48@gmail.com or Andrea Nokleby at 1-604-417-5332 or anokleby@dillon.ca.

We hope you and your community are safe and well, and we look forward to hearing from you.

Sincerely,

Qasim Saddique
Project Director

Lawrence Baxter
Senior Community Member Advisor

CC:

- Linda Moonias, Councillor, Marten Falls First Nation
- Patricia Achneepineskum, Councillor, Marten Falls First Nation
- Sam Achneepineskum, Councillor, Marten Falls First Nation
- Shane Baxter, Councillor, Marten Falls First Nation
- Maria Baxter, Councillor, Marten Falls First Nation
- Eli Coaster Baxter, Councillor, Marten Falls First Nation
- Corinna Baxter, Executive Assistant to Chief and Council, Marten Falls First Nation
- Bob Baxter, MFFN CAR Senior Community Member Advisor
- Andrea Nokleby, MFFN CAR Project Consultant

From: MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>
Sent: Wednesday, March 15, 2023 4:00 PM
To: Ross, Kathryn; Angelis, Niki; [redacted] Matthew; Jewiss, Carrie
Subject: Webinar on Groundwater and Geochemistry: Thank you for joining

Follow Up Flag: Follow up
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Thank you for registering and / or attending the Marten Falls First Nation Community Access Road Webinar Series on Groundwater and Geochemistry. In the webinar we discussed why these topics are important to the planning of the access road, provided an overview of related field studies and shared some preliminary findings. The recording of this webinar, and others, can be viewed here.

If you are interested in Groundwater and Geochemistry and would like to discuss this topic in more detail, we would love to speak with you!

Please reach out to schedule a time to chat; your feedback, experience and insights are important to us.

We look forward to connecting with you!

Sincerely,
Marten Falls First Nation Community Access Road Project Team

P.S. Our next webinar is March 21 at 4 p.m. EST on Birds. Register here.

--
MFFN Community Access Road Project Team
Visit our website: http://www.martenfallsaccessroad.ca/
Follow us on Facebook: https://www.facebook.com/MFFNCommunityAccessRoadProject/
Call us: 1 800-764-9114
Email us: info@martenfallsaccessroad.ca

From: MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>
Sent: Friday, March 24, 2023 12:38 PM
To: [redacted]
Subject: Webinar on Birds – Thank You for Joining

Thank you for registering and / or attending the Marten Falls First Nation Community Access Road Webinar Series on Birds. In the webinar we discussed why this topic is important to the planning of the access road and provided an overview of related studies. The recording of this webinar, and others, can be viewed here.

If you are interested in Birds and would like to discuss this topic in more detail, we would love to speak with you!

Please reach out to schedule a time to chat; your feedback, experience and insights are important to us.

We look forward to connecting with you!

Sincerely,
Marten Falls First Nation Community Access Road Project Team

P.S. Our next webinar is March 28 at 4 p.m. EST on Reptiles, Amphibians, Insects and Bats. Register here.

--
MFFN Community Access Road Project Team
Visit our website: http://www.martenfallsaccessroad.ca/
Follow us on Facebook: https://www.facebook.com/MFFNCommunityAccessRoadProject/
Call us: 1 800-764-9114
Email us: info@martenfallsaccessroad.ca

From: MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>
Sent: Wednesday, March 29, 2023 1:33 PM
To: [redacted]
Subject: Webinar on Reptiles, Amphibians, Insects and Bats – Thank You for Joining

Thank you for registering and / or attending the Marten Falls First Nation Community Access Road Webinar Series on Reptiles, Amphibians, Insects and Bats. In the webinar we discussed why these topics are important to the planning of the access road and provided an overview of related studies. The recording of this webinar, and others, can be viewed here.

If you are interested in Reptiles, Amphibians, Insects and Bats and would like to discuss these topics in more detail, we would love to speak with you!

Please reach out to schedule a time to chat; your feedback, experience and insights are important to us.

We look forward to connecting with you!

Sincerely,
Marten Falls First Nation Community Access Road Project Team

P.S. Our next webinar is April 4 at 4 p.m. EST on Aboriginal and / or Treaty Rights and Interests. Register here.

--
MFFN Community Access Road Project Team
Visit our website: http://www.martenfallsaccessroad.ca/
Follow us on Facebook: https://www.facebook.com/MFFNCommunityAccessRoadProject/
Call us: 1 800-764-9114
Email us: info@martenfallsaccessroad.ca

DILLON CONSULTING

Zielbauer, Kyla <kzielbauer@dillon.ca>

MFFN CAR Project Update

Zielbauer, Kyla <kzielbauer@dillon.ca> 12 April 2023 at 16:13
To: Chief Chris Moonias [redacted], Chris Moonias [redacted]
Cc: Wayne Moonias [redacted], Leroy Moonias [redacted], Dayna N Scott [redacted]
Linda Moonias [redacted], Patricia Achneepineskum [redacted], Sam Achneepineskum [redacted], Shane Baxter [redacted], Maria Baxter [redacted], Eli Coaster Baxter [redacted], Paul Achneepineskum [redacted], Lawrence Baxter [redacted], Bob Baxter [redacted]
Qasim Saddique [redacted], Jennifer Bruin [redacted], Andrea Nokleby [redacted], "Ross, Kathryn" [redacted]
Bcc: MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>

Good Afternoon Chief Moonias,

Congratulations on your recent election win!

We understand there may have been some changes to Neskantaga First Nation Councillor and advisory roles. Do you wish to provide updated contact information and direction on who should be contacted regarding the MFFN CAR Project?

There are a few outstanding items we would like to follow up on:

- MFFN CAR Interim RoCE and Milestone #1 Reports - Dr. Scott indicated that feedback would be provided by February 24, but we have not received anything.
- MFFN CAR Archeology Reports - sent on February 3 with feedback requested by March 31, however, please let me know if you would like an extension to provide feedback.
- MFFN CAR IK Schedule - Indigenous Knowledge is requested by June 30, 2023
- MFFN CAR Engagement and Funding opportunities - The IK Program and Community Coordinator Program are still available to Neskantaga First Nation.

On behalf of Chief Achneepineskum, a response to Neskantaga First Nation's February 7th letter regarding the ATRI Forum is attached below.

Please let me know if you have any questions or comments regarding the above. I am available by phone or email, and can arrange for a virtual or in-person meeting at your convenience.

Sincerely,

Kyla
On behalf of the MFFN CAR Project Team
[Quoted text hidden]

MFFN to Neskantaga FN- Feb 7 letter response.pdf
1098K

MARTEN FALLS FIRST NATION #65

[redacted]

April 12, 2023

Chief Chris Moonias
Neskantaga First Nation
[redacted]
Sent via email

RE: ATRI Forum Letter from Neskantaga First Nation on February 7, 2023

Dear Chief Chris Moonias,

The MFFN CAR Project Team received a letter from former Chief Wayne Moonias, dated February 7, 2023, in response to the Aboriginal and/or Treaty Rights and Interests (ATRI) Forum held in Thunder Bay on February 8th and 9th, 2023. We appreciate you taking the time to respond and provide Neskantaga First Nation's perspectives.

We note your expressed expectation that the Province of Ontario (the Province) come directly to Neskantaga First Nation to engage according to your consultation protocols and note that Provincial representatives have been copied on your letter. We are also aware of the ongoing litigation. Although we cannot speak on behalf of the Province, the MFFN CAR Project has yet to receive a clear and concise document outlining Neskantaga First Nation's consultation protocol. What we have received is Neskantaga First Nation's "Community Protocol Development" previously sent to us on June 19, 2018, in which we have made attempts to garner a better understanding of how this protocol should be used in relation to the MFFN CAR Project. A meeting on June 28, 2018, was proposed and although MFFN agreed to Neskantaga First Nation's proposed meeting terms, the meeting was cancelled by Neskantaga First Nation. As the proponent to the MFFN CAR Project, we have and will continue to try to engage and consult with your community one-on-one. And MFFN is still agreeable to a meeting between our nations following those same terms outlined in your June 19, 2018, letter to us.

You will recall that in one of our latest attempts to engage one-on-one, we sent you a letter on December 20, 2022, attempting to initiate conversation and engage the community on the Project, either as an in-person or a virtual meeting. No response was received. You will also recall our attempts to understand and engage with Neskantaga First Nation on your consultation protocol, including the Engagement Questionnaire sent to you on July 29, 2022, with the purpose of understanding the best way to engage with Neskantaga First Nation and better understand the interests you may have with the Project. The former Neskantaga First Nation advisor David Peerla informed us via email on August 13, 2022, that

Neskantaga First Nation would be providing a response to the questionnaire although none has been received to date. The Project has repeatedly attempted to engage in a conversation with Neskantaga First Nation and will continue to do so, as your community feedback is important to help inform the MFFN CAR Project. As we have expressed in many of our correspondence to Neskantaga First Nation, we are open to meeting with you to learn about your interests in the Project and how you would like to be involved.

And further to the above, to ensure that Neskantaga First Nation is being kept up to date and informed on the Project we continue to send monthly updates on a variety of topics including: Project updates, Project Field Programs, Indigenous Knowledge (IK) Program including funding and developing an IK Sharing Agreement, information on the Community Coordinator Program, invitations to the Project Webinar Series, and a host of other outreach activities.

Regarding your concerns about the necessary safeguards being in place at the ATRI Forum, the ATRI Forum was not a public event. It was a closed Forum with invitations extended to those Indigenous Communities who are scoped into the MFFN CAR, Webequie Supply Road (WSR) and Northern Road Link (NRL) project assessments. As described in the invitation, the Forum was set up with a large meeting area and 6 private, individual breakout meeting rooms (one for each Project, the Province, the Impact Assessment Agency of Canada (IAAC), and the MFFN CAR Cultural Heritage and Archaeology Team). Participants met together as a group in the morning of Day One for presentations. Following that, Participants had an opportunity to meet one-on-one with representatives from each of the Projects (MFFN CAR, WSR, NRL), the Province and IAAC. All meetings were confidential and as is standard practice, any information shared by Participants during those one-on-one breakout sessions will be provided back to those Participants for review and comment. If you had concerns about the Forum and how shared information was going to be protected, we would have been happy to have had an advance discussion with you.

We need to reiterate that the Forum is a step in working towards developing a shared understanding of ATRI within each distinct Project area. By developing an understanding of Rights and Interests we will be better positioned to engage with Indigenous Communities about potential Project impacts. Together, we can then look at ways of avoiding, mitigating or reducing potential negative impacts while enhancing potential positive impacts related to ATRI. As a First Nation proponent, we understand that the conversations at the Forum were preliminary in nature and that communities need time to think, reflect and discuss with leadership and other community members on what they want to share with us regarding ATRI. We continue to offer to meet individually with all Indigenous Communities, including Neskantaga First Nation, to further discuss potential impacts to ATRI and we will continue to do so throughout the assessment processes.

We understand that the Province, the Federal Government, and us as a Proponent, all have different relationships with Neskantaga First Nation. As noted in the invitation under the Preliminary Agenda, our intent was to discuss these different relationships and/or duties/roles as it relates to assessing potential impacts to ATRI. A significant portion of the agenda for Day One was dedicated to this topic. Representatives from the Project Teams, the Province and IAAC were also available for one-one-one meetings to discuss these distinct relationships and duties/roles.

MFFN thought it would be advantageous to provide multiple opportunities to meet with different Project representatives from the MFFN CAR, WSR and NRL over a two-day period at one location. However, the

MFFN CAR is a unique project with a distinct purpose. As a remote community, we rely on winter access road. The winter road condition varies making transportation of goods and people to and from our community unreliable; ultimately affecting our community's well-being. A multipurpose all-season road access connecting MFFN to the existing provincial highway network is needed to improve the well-being of our community.

We would like to extend another offer to meet with you individually to discuss how we can engage and consult Neskantaga First Nation on the MFFN CAR Project. To better understand the appropriate ways to engage with Neskantaga First Nation, we respectfully ask that you provide us with a current version of your consultation protocol so that we can review and prepare ourselves for a meeting.

Appreciating that Neskantaga First Nation has recently held elections, we hope that you will distribute this letter to Neskantaga First Nation Council members and others as necessary.

We look forward to hearing from you.

Sincerely,

[redacted]

Chief Bruce Achneepineskum
Marten Falls First Nation

cc:

- Wayne Moonias, Neskantaga First Nation
- Leroy Moonias, Neskantaga First Nation
- Dayna Scott, Neskantaga First Nation Advisor
- Councillor Linda Moonias, Marten Falls First Nation
- Councillor Patricia Achneepineskum, Marten Falls First Nation
- Councillor Sam Achneepineskum, Marten Falls First Nation
- Councillor Shane Baxter, Marten Falls First Nation
- Councillor Maria Baxter, Marten Falls First Nation
- Councillor Eli Coaster Baxter, Marten Falls First Nation
- Councillor Paul Achneepineskum, Marten Falls First Nation
- Councillor Rob Moonias, Marten Falls First Nation
- Lawrence Baxter, Senior Community Member Advisor, Marten Falls First Nation
- Bob Baxter, Community Member Advisor, Marten Falls First Nation
- Qasim Saddique, MFFN CAR Project Team
- Jennifer Bruin, MFFN CAR Project Team
- Andrea Nokleby, MFFN CAR Project Consultant
- Kyla Zielbauer, MFFN CAR Project Consultant

Encl.

- Neskantaga First Nation Community Protocol on Development

NESKANTAGA FIRST NATION
[redacted]
Website: www.neskantaga.com

June 19, 2018

Chief Bruce Achneepineeskum
Marten Falls First Nation

via email

Dear Chief Bruce

Thank you for your letter of June 7, 2018, your acceptance of the principle of a collaborative EA process, and your suggestion of potential meeting dates.

The June 28th meeting date in Thunder Bay is acceptable to my Council.

For the initial meeting I am proposing that this be a meeting of simply Chief and Councils to try to understand each other, our perspectives on the region and our political relationship, rather than a technical meeting to discuss the mechanics of the ongoing environmental assessment and the various studies that are underway.

As you know we have no funding to participate in the EA process you commenced with your signing of the agreement with Ontario Minister of the Environment and Climate Change on May 3, 2018. Our expectation would be that Marten Falls, as the all-weather multi-use road proponent and host of the meeting, fund the travel of the Neskantaga Chief and Council.

If you agree, then please have your staff coordinate with Chris Moonias [redacted] on the meeting details.

Finally, as requested, find attached a copy of the Neskantaga Development Protocol.

Respectfully,

[redacted]

Chief Wayne Moonias
On behalf of Neskantaga First Nation

cc Neskantaga Council

Neskantaga First Nation
Lansdowne House, Ontario

NESKANTAGA FIRST NATION
COMMUNITY PROTOCOL ON DEVELOPMENT

Introduction

Neskantaga First Nation is a pro-development community. Our First Nation is open to negotiating with developers provided that we receive a fair share of resources including jobs, training and wealth for our community. Given our remote location, we do not have ready access to many industries that provide employment opportunities for our community members, and we rely on the natural resources of our traditional lands to support our community and our way of life

The following principles guide our discussions during negotiations:

- The developer must respect the position that the traditional lands of Neskantaga First Nation are under the control of the First Nation and not managed by the Crown, regardless of what the Mining Act declares.

- The First Nation does not recognize the 1947 Ministry of Natural Resources trap line system. All of our traditional lands are held collectively by the community, and all benefits from the use of these lands accrue to the community.

- Neskantaga First Nation is part of the collective and shared lands of Treaty Number 9. NFN has title and inherent rights since time immemorial to these lands referred as Neskantaga Traditional, Ancestral, Historical and Customary Lands.

- The Crown has a fiduciary responsibility to consult and accommodate the First Nation with respect to mining companies exploring on the traditional lands of NFN. They must consult the First Nation regarding all exploration activities being planned on the traditional territory of NFN. This consultation must occur prior to staking taking place on the traditional lands of NFN.

- Neskantaga First Nation must benefit socially and economically from the proposed development program. The economic/social benefits will match the scope of the development activity and must be meaningful and respectful of NFN.

- The consent of the First Nation community is required for all levels of development activity held on the traditional lands of Neskantaga First Nation. This consent if provided is in the form of a community resolution. Without consent, the developer cannot proceed within program.

Neskantaga First Nation
Lansdowne House, Ontario

- Formal contact with the First Nation must be in writing.

- The developer is required to meet with a negotiating team as defined by the First Nation to negotiate development agreements. Meeting will not be held in the community until such time as the First nation is satisfied; in the case of mining exploration, that negotiations have proceeded to the point that either a Letter of Comfort or Early Exploration Agreement can be successfully negotiated.

- These meeting do not represent consultation by the developer, but are rather discussions until agreements are put in place. By our definition, consultation only occurs with the community.

- It is the position of the First Nation that all expenses, fees and related expenditures must be paid by the developer as part of the negotiation process.

- Accommodation must be in the community unless otherwise negotiated.

- The NFN archaeologist must be utilized during the exploration program since comprehensive value mapping has not been completed for the entire traditional lands. The fees for the archaeologist will be paid by the company. If the developer desires to utilize their own archaeologist, as some developer have, NFN's archaeologist will review the material/reports provided to ensure the values of NFN are protected.

From: Andrea Nokleby
Sent: Tuesday, May 2, 2023 9:15 AM
To: Bruce Achneepineskum; [redacted] Maria Baxter; elicoaster40@gmail.com; corrina baxter
Cc: Bob Baxter; Qasim Saddique; Lawrence Baxter; Ross, Kathryn
Subject: Follow-up Re: MFFN CAR IK Program Key Dates

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Good Morning Chief Achneepineskum,

I hope this email finds you well. It was a pleasure meeting you and other representatives from Marten Falls First Nation at the Aboriginal and/or Treaty Rights and Interests Forum in Thunder Bay in February.

I am following up on the Indigenous Knowledge (IK) Program schedule for the Marten Falls First Nation Community Access Road Project. There are a few key milestones that we want to continue to highlight for you:

- Preliminary draft existing conditions reporting is to be largely completed in 2023 for environmental (e.g., fish and fish habitat) and social (e.g., visual) disciplines. Please note this was previously stated as "existing conditions reporting" and not preliminary draft existing conditions reporting in the February 2023 letter.
- The evaluation of the alternative routes to select a preferred route is to be completed by the end of this year (2023).

In order to meet the study schedule, it is critical that IK and information on Indigenous Land and Resource Use be shared with the MFFN CAR Project Team by June 2023, so that this information is included in the preliminary draft existing conditions reporting and is available for consideration in the route selection which will begin in September 2023.

We will continue to support communities in sharing IK beyond this date and to incorporate this information in subsequent steps of the assessment processes (e.g. updates to the existing conditions, effects assessment, impact management, and project design).

If you have any questions on the IK Program or would like further information, I'd be happy to set up a time to discuss further.

Thank you and enjoy your day,

Andrea

Andrea Nokleby
Partner
Dillon Consulting Limited
[redacted]
www.dillon.ca

From: Nokleby, Andrea [redacted]
Sent: May 31, 2023 7:00 AM
To: Bruce Achneepineskum [redacted] Maria Baxter [redacted] corrina baxter [redacted]
Cc: Qasim Saddique [redacted] Michael Fox [redacted] Bob Baxter [redacted] Lawrence Baxter [redacted] Mishal Naseer [redacted] Knell, Mark [redacted] Wallace, Craig [redacted] Ashawasegai-Pereira, Jennifer [redacted] Ross, Kathryn [redacted]
Subject: MFFN CAR, WSR, NRL ATRI Forum - Follow Up

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Good Morning Chief Bruce,

On behalf of the Marten Falls First Nation Community Access Road (MFFN CAR), Webequie Supply Road (WSR), and Northern Road Link (NRL) Project Teams, we want to thank Marten Falls First Nation for attending the Aboriginal and Treaty Rights (ATRI) and Forum that was hosted in Thunder Bay in February of this year. We really appreciate you participating.

We have consolidated all the comments/questions provided by representatives of your community. Please find attached the following documents for your review/comment:

- Thank You to Participants!
- General ATRI Comment Summary
- MFFN CAR ATRI Breakout Session - Community-Specific Summary
- NRL ATRI Breakout Session - Community-Specific Summary
- WSR ATRI Breakout Session - Community-Specific Summary
- MFFN CAR Cultural Heritage Workshop - Community-Specific Summary

Please let us know if you have any questions or comments on any of the information attached.

Representatives of the Project Teams, would also be happy to set up additional meetings to further discuss any aspects of the project, including Marten Falls First Nation's Aboriginal and Treaty Rights as they relate to each Project.

Each Project Team will also be following up separately on any Project-specific correspondence.

Thank you and have a wonderful day,

Andrea

DILLON CONSULTING

BEST MANAGED COMPANIES
Platinum member

Andrea Nokleby
Partner
Dillon Consulting Limited
[redacted]
www.dillon.ca

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ABORIGINAL AND/OR TREATY RIGHTS AND INTERESTS

WEBEQUIE SUPPLY ROAD (WSR) • **MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD** (MFFN CAR) • **NORTHERN ROAD LINK** (NRL)

MIIGWECH / MIIGWETCH / THANK YOU!

Webequie First Nation and Marten Falls First Nation greatly appreciate your community's participation in the 2-day Aboriginal and/or Treaty Rights and Interests Forum held in Thunder Bay on February 8th & 9th, 2023. The Forum focused on discussing potential impacts to northern Indigenous communities' Aboriginal and/or Treaty Rights and Interests as they relate to the following Projects:

Webequie Supply Road (WSR) • **Northern Road Link** (NRL)
Marten Falls First Nation Community Access Road (MFFN CAR)

AS PART OF THE ASSESSMENT PROCESSES FOR THE PROJECT(S), OUR GOAL IS TO WORK WITH YOU TO:

Develop an understanding of Aboriginal and/or Treaty Rights and Interests by each community within each distinct Project area

By understanding Rights and Interests we will be in a better position to have discussions about potential Project(s) impacts

Together, we can then look at ways of avoiding, reducing and mitigating potential negative impacts while enhancing potential opportunities to support Aboriginal and/or Treaty Rights and Interests

The Forum was also an important opportunity to:

- Meet face-to-face
- Connect on how we can work together
- Better understand the roles we all play in assessing potential impacts to Aboriginal and/or Treaty Rights and Interests
- Reduce consultation fatigue
- Provide input into the MFFN CAR Cultural Heritage and Archaeology Program

For your review and comment, please find attached:

- Summary of comments your community provided in the individual Project-Specific Breakout Session(s) and the MFFN CAR Cultural Heritage and Archaeology Workshop
- Summary of comments provided during the group plenary session (Day One Morning)

As First Nation Proponents we understand that assessing potential impacts to Aboriginal and/or Treaty Rights and Interests is complex and iterative. As such, we would greatly appreciate the opportunity to meet with your community one-on-one to further our conversations on this important part of the assessment processes.

Based on positive feedback, we plan on hosting another session in the coming months.
Please stay tuned for more information.

To ***schedule a one-on-one meeting*** or to share further information about your Aboriginal and/or Treaty Rights and Interests with Project Team Representatives please contact:

MFFN CAR: Andrea Nokleby: [redacted]
WSR: Michael Fox: [redacted]
NRL: Mishal Naseer: [redacted]

WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL

Ontario

ABORIGINAL AND/OR TREATY RIGHTS AND INTERESTS FORUM
FEBRUARY 7th & 9th, 2023
THUNDER BAY, ON
GENERAL SUMMARY

#	Indigenous Community	Comment/Issue Raised	Post Forum Response
1.	Webequie First Nation	Need to condense information in a way communities can understand as big documents is not their way to looking at things.	The proponents are taking steps to ensure the project information is understood, such as generating fact sheets, newsletters, and plain language summaries of key documents. In addition, some key documents are translated to Indigenous languages. The proponents will endeavour to continue to provide project information in a way that is concise and uses layman's terms whenever possible.
2.	Webequie First Nation	Important to take the time to listen and learn from First Nations.	Comment acknowledged. The proponents are committed to pursuing open dialogue and consultation with Indigenous communities during the environmental assessment processes.
3.	Attawapiskat First Nation	Community members do not know what is going on with the road Projects. Proponents tend to deal with Chief and Council and information does not get down to the grassroots people. The colonial processes of Chief and Council do not always represent the interests of the Treaty Rights holders.	The proponents will continue to discuss with community leadership how to ensure that community members are reached directly during consultation and engagement activities.
4.	Attawapiskat First Nation	Do not see Treaty people at the forum, only business people.	All Indigenous communities scoped into the EA/IA processes by the Province and IAAC were invited to attend the ATRI Forum.
5.	Attawapiskat First Nation	Do not see Treaty people at the forum, only business people.	All Indigenous communities scoped into the EA/IA processes by the Province and IAAC were invited to attend the ATRI Forum.

#	Indigenous Community	Comment/Issue Raised	Post Forum Response
6.	Attawapiskat First Nation	We (Attawapiskat First Nation) only received notice for the IAAC Northern Road Link Project Open House one day before the session. IAAC is not advertising its consultation and they are not meeting with the people.	Thank you for this comment. We will share with IAAC.
7.	Attawapiskat First Nation	It is important to talk to Treaty Rights holders and that is why he is streaming the session back to the community.	The proponents will look into options to live-stream consultation and engagement activities when possible.
8.	Webequie First Nation (Chief)	Information being shared at the Forum will help the Proponents see what the impacts to Aboriginal and Treaty Rights may be and will help them make good decisions.	Comment acknowledged.
9.	Webequie First Nation (Chief)	Need to find balance between traditional way of living and the new way of life.	Comment acknowledged. The proponents looks forward to learning more about Indigenous communities' traditional way of life through the Indigenous Knowledge (IK) Programs.
10.	Webequie First Nation (Chief)	There are challenges of keeping Aboriginal and/or Treaty Rights and Interests information confidential. It will be up to each community to decide whether to share information, get feedback and report back to their communities	The proponents acknowledge that it is up to each community to decide whether to share information. It is anticipated that Indigenous Knowledge (IK) collected through the IK Programs will be governed by IK Sharing Agreements that indicate how confidential information will be used to inform the effects assessment but will be protected from public or third-party disclosure.
11.	Webequie First Nation (Chief)	Transparency is important when discussing Aboriginal and/or Treaty Rights and Interests.	Comment acknowledged.

#	Indigenous Community	Comment/Issue Raised	Post Forum Response
12.	Aroland First Nation	Some communities pulled out of the Forum because they were told that advisors were not welcome at the Forum. Aroland First Nation decided to stay despite the fact they did not have their advisors with them to get information as they were not able to meet because of the COVID pandemic.	"The proponents acknowledge there was a miscommunication during the planning of the ATRI Forum. The proponents thank Aroland First Nation for staying in the forum despite this miscommunication. The proponents welcome Indigenous community Advisors/Consultants in all Indigenous consultation and engagement activities for the EA/IA processes.
13.	Aroland First Nation	The group is talking about consultation but this cannot be consultation if community advisors are not present.	The proponents welcome Indigenous community Advisors/Consultants in all Indigenous consultation and engagement activities for the EA/IA processes.
14.	Aroland First Nation	Aroland First Nation is key to the Projects but feels left out. Further, it is a hard position us (for Aroland First Nation) if our neighbours to the north want to do things. The Proponents need to do better.	Comment acknowledged. Marten Falls First Nation and Aroland First Nation have initiated a nation to nation dialogue to resolve concerns raised by Aroland First Nation and are working towards building a collaborative relationship.
15.	Aroland First Nation	The Proponents need to do better to understand what Aroland First Nation wants to do as well.	The proponents are committed to collaborating with Aroland First Nation throughout the EA/IA processes.
16.	Aroland First Nation	We (Aroland First Nation) is attending the Forum to build relationships with our neighbours.	The proponents thank Aroland First Nation for participating in the ATRI Forum. The proponents also aim to build relationships with our neighbours, and are committed to pursuing open dialogue and consultation with Indigenous communities during the EA/IA processes.

#	Indigenous Community	Comment/Issue Raised	Post Forum Response
17.	Aroland First Nation	Aroland First Nation will not support any development until the federal Regional Assessment is completed. What will the cumulative effects be. Aroland First Nation has written letters to that effect.	"The proponents acknowledge Aroland First Nation's request that the Regional Assessment precede the individual road assessments; however, completion of the Regional Assessment in the Ring of Fire Area is not a requirement for the proponents to proceed with the individual EA/IA processes. It is the proponents' understanding that the Impact Assessment Agency of Canada (the Agency) is currently engaging with interested Indigenous communities on a proposed approach for a Regional Assessment that could be co-led by the Agency, Indigenous communities and Ontario. Information generated by the Regional Assessment will be incorporated into the Project's EA/IA as it becomes available. The decision to proceed with the EA/IA processes for the three road projects is consistent with the agreements between the proponents and the Province of Ontario. The proponents are committed to realizing the intended/perceived benefits of the roads for their respective communities, and the region as a whole, within a reasonable timeframe. Deferring/pausing the individual EA/IA processes does not align with these objectives. The EA/IA for the road projects will each include a cumulative effects assessment. The scoping of the cumulative effects assessments will include other past, present or reasonably foreseeable projects and activities, including the other road projects as well as proposed mining projects in the region.

#	Indigenous Community	Comment/Issue Raised	Post Forum Response
18.	Aroland First Nation	The parties need to rethink the strategy about not allowing advisors. It is strange that government and Proponent advisors are here, yet First Nations are denied their advisors. Aroland First Nation will listen, watch, participate and report back to the community.	The proponent acknowledges there was a miscommunication during the planning of the ATRI Forum. The proponent welcomes Indigenous community Advisors/Consultants in all Indigenous consultation and engagement activities for the NRL Project's EA/IA process.
19.	Aroland First Nation (Chief)	Need to work with Council to answer to members. We came to listen and everyone needs to work together. Proponents need to work with Aroland First Nation.	The proponents are committed to collaborating with Aroland First Nation throughout the EA/IA processes.
20.	Aroland First Nation (Chief)	We (Aroland First Nation) welcome and support Marten Falls First Nation for the Community Access Road Project only, but now there are other things attached (NRL, WSR). Why is Aroland First Nation not involved and why wasn't the community been asked to participate in the development of the Project(s).	Comment acknowledged. Marten Falls First Nation and Aroland First Nation have initiated a nation to nation dialogue to resolve concerns raised by Aroland First Nation and are working towards building a collaborative relationship.
21.	Aroland First Nation (Chief)	The Road Projects will affect everyone and we (Aroland First Nation) are already seeing impacts that will change everything. You can not reverse impacts.	The proponents understand the roads would result in effects/changes, and are conducting individual EA/IA processes in an effort to better understand those effects and develop measure to mitigate negative effects and enhance positive effects.
22.	Aroland First Nation (Chief)	We (Aroland First Nation) want to build a relationship with Marten Falls First Nation and we don't want to fight with our relations. Government is making us fight with our relations and it is confusing.	The proponents appreciate Aroland First Nation's desire to build a relationship and work together.
23.	Aroland First Nation (Chief)	Received texts from other First Nations about opting out of the Forum. We thought about opting out, but I wanted to be open and share my feelings, so we stayed at the Forum.	The proponents appreciates Aroland First Nation's participation in the ATRI Forum.
24.	Marten Falls First Nation	Marten Falls First Nation representative asked to respond to some of the comments made by the Aroland First Nation Chief.	Comment acknowledged.

#	Indigenous Community	Comment/Issue Raised	Post Forum Response
25.	Marten Falls First Nation	Marten Falls First Nation representative noted that the Proponents have made every effort to meet and consult with Aroland First Nation, but this has been refused for a number of reasons including the COVID pandemic.	Comment acknowledged.
26.	Marten Falls First Nation	There are many ways to communicate, so the Marten Falls First Nation representative disagrees with the notion that the Proponent is not consulting. Issues should not be construed as an argument but rather debating.	Comment acknowledged.
27.	Marten Falls First Nation	Marten Falls First Nation representative recalled a story of a proposed forestry agreement between 3 First Nations that was stalled for more than a year. The Chiefs finally met to discuss and they were able to reach an agreement. There needs to be meetings with just the Chiefs. They did not have advisors and consultants back then. Chiefs need to get together and talk. That is why they are elected.	Comment acknowledged.

Aboriginal and/or Treaty Rights and Interests Forum
February 8th & 9th, 2023
Marten Falls First Nation Community Access Road
Comment/Responses – Marten Falls First Nation

#	Comment/Issue by Marten Falls First Nation	Post Forum Response
1	While reviewing the map, significant areas related to local oral histories and stories, medicinal gathering areas, and other spiritual areas were discussed. It was questioned how that would be captured by the Cultural Heritage team.	The Cultural Heritage Report Existing Conditions and Preliminary Impact Assessment will include two parts: first, the identification of built heritage resources and cultural heritage landscape within the Local Study Area, and secondly, assessing the effects of the Project on those resources and the recommended mitigation measures where applicable. Information collected from the community will be discussed in a way that keeps sacred stories and locations confidential. This information will be used to help select the preferred route for the Community Access Road.

B13.2 Incoming Community Specific Correspondence

From: Bruce Achneepineskum [redacted]
Sent: July 15, 2022 12:52 PM
To: Ross, Kathryn
Cc: [redacted] Maria Baxter; [redacted] Qasim Saddique; [redacted] Victoria Bikowski; Don Mckinnon; Fisken, Avril; Cinnamon, Christine; Bob Baxter; [redacted] lawrence baxter
Subject: [EXTERNAL] Re: Community Access Road - Community Coordinator Program

HI Kathryn, I would like to see a repost of the position with the job description and deadline date and ask for resumes. Would interviews be done?

From: lawrence baxter [redacted]
Sent: Monday, July 25, 2022 9:35 AM
To: Cinnamon, Christine
Cc: Calabrese,Chiara (IAAC/AEIC); Don Mckinnon; [redacted] Lock, Andrew (ENDM); MacInnis, Paul (MNDM); MartenFalls (IAAC/AEIC); [redacted] Trimble Exner, Ingrid; Wang, [redacted]
Subject: Re: MFCAR - Requesting a Time Limit Extension under the Impact Assessment Act

Categories: StakeTracker

Thanks for information Christine, there is still a lot work to be done.
I have no comments other than to support the work that is being planned
Lawrence Baxter

FORTUNE
WORLD'S MOST
ADMIRED
COMPANIES 2021

From: Bruce Achneepineskum [redacted]
Sent: Tuesday, July 26, 2022 9:09 PM
To: MFFN Community Access Road Project Team
Subject: Re: July E-Blast

Meegwetch for the update!

From: Shane Baxter <[redacted]>
Sent: Tuesday, July 26, 2022 5:17 PM
To: info@martenfallsaccessroad.ca
Subject: Trailer at Clinic

Hi

My name is Shane Baxter Councillor of Marten Falls, that trailer you have for Marten Falls Health department building. Heard you guys gave that to the band. Is that true?

Shane Baxter - Councillor # 65

DILLON CONSULTING

Zielbauer, Kyla [redacted]

Letter from Chief Achneepineskum to Chief Towedo

Andrew Peach [redacted] 11 January 2023 at 14:05
To: Chief Bruce Achneepineskum [redacted]
Cc: Bernard Gagnon [redacted] Chad Kashkish [redacted] Eunice Magiskan [redacted], Mark Bell [redacted], Qasim Saddique [redacted] Rob M [redacted], Dorothy Towedo [redacted] Samson Meshake [redacted], Sheldon Atlookan [redacted] Bob Baxter [redacted] Jackmoonias [redacted] Kyla Zielbauer [redacted], Jeremy Shute [redacted] Linda Moonias [redacted] Lawrence Baxter [redacted]

Hello Chief Achneepineskum,

I hope that you are doing well.

Please find attached a letter from Chief Towedo in response to your December 15th letter.

Kind regards,

Andrew Peach, MSc | **Planning Consultant**

(He/him – why is this here?)

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[redacted]

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[Quoted text hidden]

AROLAND FIRST NATION

[redacted]
Aroland, Ontario
[redacted]

January 11, 2023

Hello Chief Achneepineskum,

We hope that you were able to have a nice winter holiday. Thank you for your letter on December 15th, and thank you for suggesting two potential dates for Aroland First Nation and Marten Falls First Nation's Councils to come together for a conversation between our two Nations.

Our Council met today to discuss your proposed dates and have determined that the best date for the Nation-to-Nation meeting would be Thursday, January 26th in Thunder Bay. We agree that the specific meeting location and details can be coordinated by our respective consultants. I have asked our advisor, Andrew Peach (andrew.peach@sharedvaluesolutions.com) to work with your consultants to coordinate the necessary logistics for this meeting. Please have them reach out to him directly to begin that conversation.

We look forward to seeing your proposed meeting agenda in the coming days. We are looking forward to this conversation between our two Nations and are hopeful that we will find ways to move forward in our shared responsibilities as Anishinaabe people.

Miigwetch,

[redacted]

Chief Dorothy Towedo
Aroland First Nation

Cc:

Aroland First Nation Council
Marten Falls First Nation Council
Qasim Saddique, MFFN Advisor
Bob Baxter, MFFN Advisor
Jack Moonias, MFFN Advisor
Kyla Zielbauer. MFFN Advisor
Kate Kempton, Aroland Legal Counsel
Jeremy Shute, Aroland Advisor, Shared Value Solutions
Andrew Peach, Aroland Advisor, Shared Value Solutions

DILLON CONSULTING

Zielbauer, Kyla [redacted]

Letter from Chief Achneepineskum to Chief Towedo

Maria Baxter [redacted] 12 January 2023 at 11:31
To: Bruce Achneepineskum [redacted] Andrew Peach [redacted]
Cc: Bernard Gagnon [redacted] Chad Kashkish [redacted] Eunice Magiskan [redacted] Mark Bell [redacted] Qasim Saddique [redacted] Rob M [redacted] Dorothy Towedo [redacted] Samson Meshake [redacted] Sheldon Atlookan [redacted] Bob Baxter [redacted] Jackmoonias [redacted] Kyla Zielbauer [redacted] Jeremy Shute [redacted] Linda Moonias [redacted] Lawrence Baxter [redacted]

Good morning

I will be available for January 26, 2023

Looking forward to seeing everyone there and looking forward to a great gathering that will move us forward to a brighter future for all

Miigwech

Maria Baxter
Councillor
MFFN

Sent from Yahoo Mail for iPhone
[Quoted text hidden]

From: Maria Baxter [redacted]
Sent: Wednesday, January 25, 2023 9:42 AM
To: Ross, Kathryn [redacted]
Subject: Aboriginal treaty rights forum

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Report Suspicious

You have not previously corresponded with this sender.

I would be honoured to attend this event

My contact number is [redacted]
Many Thanks

Maria Baxter
Marten Falls FN

Sent from Yahoo Mail for iPhone

DILLON CONSULTING

Zielbauer, Kyla [redacted]

Aroland First Nation response to Draft Stage 1 and 2 Archaeological Reports for MFCAR

Andrew Peach [redacted] 31 March 2023 at 17:12
To: [redacted]
Cc: Bernard Gagnon <bgagnonafnhousing@gmail.com>, Chad Kashkish <kashkish.chad@gmail.com>, "chiefdorothytowedo@gmail.com" <chiefdorothytowedo@gmail.com>, Eunice Magiskan <eunicemagiskan7@gmail.com>, Mark Bell <arolandtourism@gmail.com>, Rob M <meshake83@gmail.com>, Samson Meshake <samosonmeshake2018@gmail.com>, Sheldon Atlookan <shawgatlookan@gmail.com>, Chief Bruce Achneepineskum <bruce.achneepineskum@gmail.com>, Qasim Saddique <qsaddique@suslop.com>, Bob Baxter <bbaxter48@gmail.com>, Jackmoonias <jackmoonias@tbaytel.net>, Kyla Zielbauer <kzielbauer@dillon.ca>, Debbi Stanyer <debbi.stanyer@sharedvaluesolutions.com>

Hello,

On behalf of Chief Towedo and Aroland First Nation, please find the attached letter response to the draft Stage 1 and Stage 2 Archaeological Reports for the Marten Falls Community Access Road.

Thanks,

Andrew Peach, MSc | **Planning Consultant**

(He/him – why is this here?)

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AROLAND FIRST NATION

[redacted]
Aroland, Ontario
[redacted]

March 31, 2023

RE: Notice of comment on Marten Falls First Nation's Draft Stage 1 and Stage 2 Archaeological Reports of Marten Falls Community Access Road

To Marten Falls First Nation Community Access Road Project Team,

On behalf of Aroland First Nation, I write in response to your email from February 3, 2023, which provided the Marten Falls First Nation Community Access Road Stage 1 and 2 Archaeological Assessment Reports and requested feedback and comments. Aroland First Nation has not received adequate capacity funding from the proponent or the province to conduct a thorough technical review of these documents and our comments in this letter must not be considered as a comprehensive assessment on our position regarding the impact of the project on our cultural and archaeological heritage.

The Archaeological Assessment Reports state that in accordance with the draft bulleting *Engaging Aboriginal Communities in Archaeology (MHSTCi 2011a)*, the project team has involved Marten Falls First Nation community members and works under their direction. However, Marten Falls First Nation is not the only Indigenous community affected by the Project and significant portions of the Local Study Area are within Aroland First Nation's Traditional Territory, which extends north of the Albany River. The Project may have significant impacts on our historical and cultural sites, and we must be included as partners in this study throughout each step of the archaeological assessment process. Aroland First Nation participated in one flyover of the Local Study Area that's been included in the Stage 1 field review, but because of the significant overlap of the study area with our Traditional Territory we believe that we are entitled to a deeper level of engagement commensurate with the potential impacts to our territory.

Section 1.2.4 of the Stage 1 Archaeological Assessment mischaracterizes Aroland First Nation's Traditional Territory as only occupying the southern end of the study area. Our Traditional Territory extends north of the Albany River and covers nearly all of the study area for the project. Our nation has many significant historical sites throughout this area and many of our ancestors are buried in these lands. Aroland First Nation acknowledges that significant portions of our Traditional Territory overlap with Marten Falls First Nation's territory, but the Stage 1 Assessment focuses primarily on Marten Falls First Nation's history and occupancy. Aroland First Nation's Traditional Territory must be acknowledged in the final version of the Stage 1 Assessment and in all ongoing archaeological work.

We maintain that any archaeological and cultural heritage work undertaken as part of the environmental assessment for the Marten Falls Community Access Road project must acknowledge Aroland First Nation's Traditional Territory and that we are to be involved in any Stage 3 assessments as they are required. To ensure that we are able to participate we must also receive adequate capacity funding.

Respectfully,

[redacted]

Chief Towedo
Aroland First Nation

Cc: Aroland Council
Chief Bruce Achneepineskum
Qasim Saddique, MFFN Advisor
Bob Baxter, MFFN Advisor
Jack Moonias, MFFN Advisor
Kyla Zielbauer. MFFN Advisor
Andrew Peach, Aroland Advisor, Shared Value Solutions
Debbi Stanyer, Aroland Advisor, Shared Value Solutions

B13.3 Community Specific Meeting Materials

Hello! Boozhoo!

Marten Falls First Nation
All Season Community Access Road

MFFN Community Member Update
Effects Assessment Methods Milestone

December 6, 2022

What we will discuss today

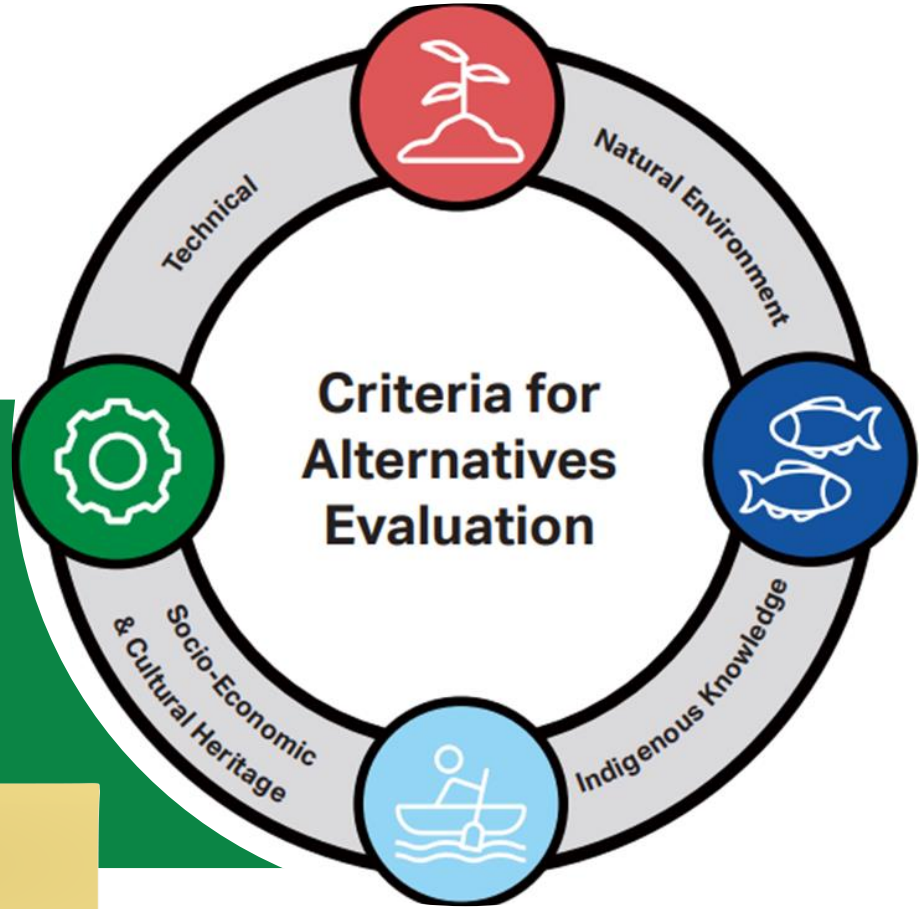
- How we will select a route to Marten Falls First Nation
- What we've learned so far through field studies
- Indigenous Knowledge / Aboriginal and Treaty Rights and Interests

- Youth Engagement Program
- You asked about…
- Job Opportunities
- What's next

How we will select the route

When we evaluate the Alternative Routes we will consider the pros and cons of each alternative route with the intent of selecting the best route possible.

Alternatives 1 and 4 will be evaluated based on effects to the **natural**, **socio-economic** and **cultural environments**, and in consideration of **Indigenous Knowledge**, **technical criteria / requirements** and **cost**.

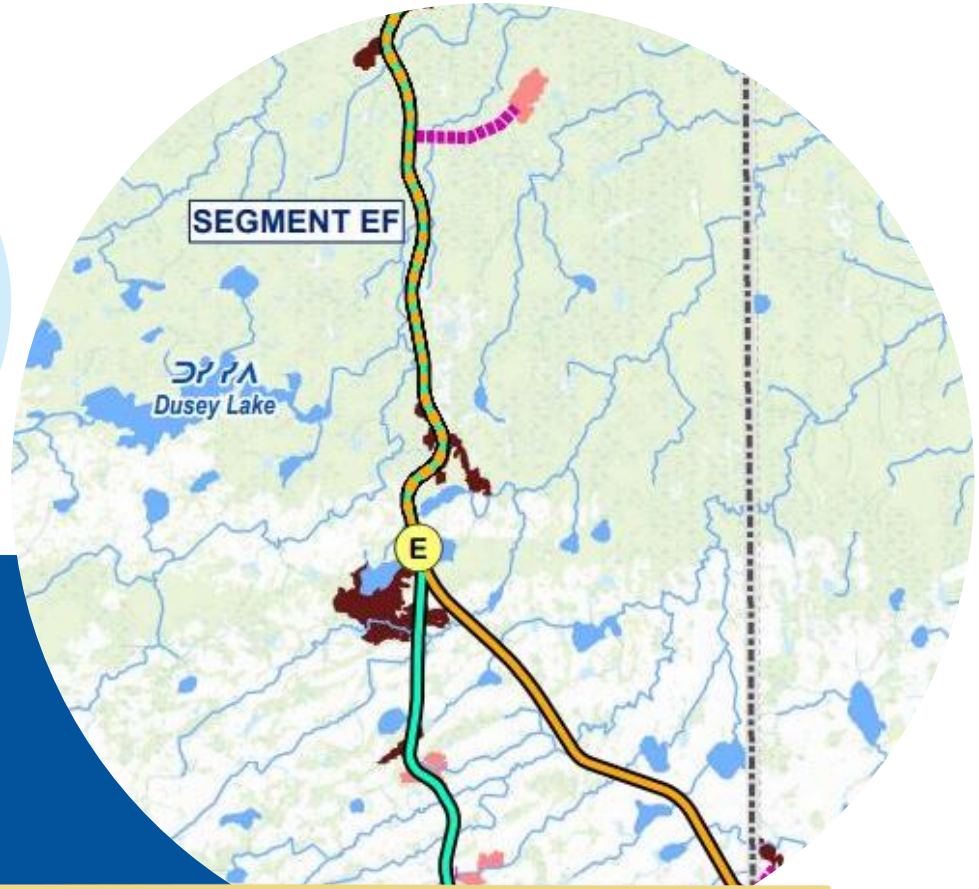


Your input today will help select the route!

How we will select the route

During the route evaluation, there are segments that are set or confirmed and others that have options to choose from.

Where there are options to choose between, the evaluation criteria will be used to determine the best option for each segment.



No route will be perfect, but the goal is to reduce or avoid negative effects with mitigation and enhance or add to the positive effects.

Visit the maps to leave your feedback. This will help inform the route selection.

2022 Field Studies

Groundwater
Winter aerial reconnaissance, well drilling and installation, groundwater well sampling

Physiography, Terrain and Soils
Spring & Fall terrain verification and soil sampling

Ungulates (moose and caribou)
Winter two stage aerial survey, remote camera monitoring survey, mortality investigations

Surface Water Fish and Fish Habitat
Spring & Summer water sampling, fish collection and habitat surveys

Vegetation
Spring / Summer ecosite verification and ground inspections

Wildlife
Furbearer snow tracking program; wolverine hair snag deployments and inspections, wolverine denning aerial survey

Birds
Spring & Fall Migration Aerial Surveys, Breeding Bird Point Count, Marsh Bird Call Playback, and Breeding Season Aerial Surveys

Visit our website to watch videos about what we're studying and share your feedback.

Upcoming Field Studies

Groundwater
Groundwater Well Monitoring, testing and sampling
Up to 3 trips in 2023

Wildlife
Wolverine Hair Snag Study
Up to 5 trips in 2023

Furbearer Winter Track Survey
Up to 2 trips in 2023

Ungulates (moose and caribou)
Winter Two-Stage Aerial
Winter 2023

Remote Camera Monitoring and Mortality investigations
Spring/ Summer 2023

IK Data Workshop
Early 2023

Birds
Autonomous Recording Unit (ARU) Program
Ongoing through Winter 2023

Check out the latest Discussion Guides and share your feedback.

Highlights – Ungulates (Atik and Mooz; Caribou and Moose)

Aerial Surveys

- Flew over 6,000 km and found sightings of caribou and moose
- In total, 476 high certainty moose sites and 208 high certainty caribou sites were identified on the transects.
- Nineteen collared female caribou that were in the study area were relocated, as well as 18 other caribou groups not associated with a collared animal.

Early Mooz / Moose Findings

- Moose were observed throughout the study area in a range of habitats
- Data collection is ongoing

Aerial Surveys and Mortality Investigations will take place in 2023.

Early Atik / Caribou Findings

- Blood work collected during the collar deployment confirmed that a high percentage of the females collared were pregnant
- Aerial surveys documented females with calves in the winter of 2022
- Group sizes of up to 12 individuals were observed

Visit the maps to view the Project Study Areas and pick up a Field Study handout to learn about early findings.

Highlights – Wolverine Hair Snag (Wishkobish / Wiingwa'waake)

- 5 field programs in 2022
- 54 wolverine hair snag traps - bait was strung above the trap, and two remote cameras were set up at each station.

- The hair snags were revisited once a month in March, April and May 2022 to collect hair samples and replace bait.
- Hair samples have been submitted to Trent University for DNA analysis

An additional wolverine program is planned in 2023 and we're hiring field staff! See the job posting for details.

Visit the maps to view the Project Study Areas and pick up a Field Study handout to learn about early findings.

Highlights – Wildlife Species in the Study Area

More field study findings will be available in 2023.

From February to June, 2022, 27 different species visited the hair snag stations.

Wishkobish / Wolverine	Makwa / Bear	Maihgan / Wolf	Mooz / Moose	Atik / Caribou	Mizhih'bizhiw/ Lynx
12 14 17 11	1 5 27	1 3 3	3 2 19	4	1 3 5

Wabizheshih / Pine Marten	Ojiig \ Fisher	Nigig \ Otter	Waakosh / Red Fox	Wiinashk / Ground Hog	Wabooze / Snowshoe Hare
52 53 41 37	2	1	2 5	1 6	9 13 8 12

Ajidamo / Red Squirrel	Ajidamo / Flying Squirrel	kookooko'oh / Great Gray Owl	Kwiikwiishih / Gray Jay	Kakakih / Raven/Crow	Mijikozhe / Grouse
9 31 29 38	1 2 6	1 2	27 39 29 21	2 6 3	2 1 1

Mikisi / Bald Eagle
2 1

Legend: = February / March; = March / April; = April / May; = May / June

Highlights – Spring Aerial Nesting Observations

- Two mikisi / bald eagle's nests with eggs were observed; one on the Ogoki River.
- One saagwadamo / osprey nest with eggs was observed on an unknown stream
- One trumpeter swan nest with eggs was observed on a lake in the southern portion of the Study Area
- Adult merlin were observed guarding a nest in a spruce tree in the northern half of the Study Area.

The main concentrations of waterfowl were on the Ogoki and Albany Rivers, especially around the large marshy areas.

Visit the maps to view the Project Study Areas and pick up a Field Study handout to learn about early findings.

Highlights – Fish collection and habitat surveys

Fish species we found…

12 small-bodied fish species including:

- Minnows
- Miizay / Sculpin

3 large-bodied fish species including:

- Namebin / White Sucker
- Najwabe / Northern Pike
- Mihzhash / Ling

Visit the maps to view the Project Study Areas and pick up a Field Study handout to learn about early findings.

What MFFN has accomplished so far with Indigenous Knowledge and Indigenous Lands & Resource Use

- Prepared information to confirm which Alternatives to move forward with
- Created categories for collecting information (e.g., Game Trails, Fish Spawning)
- Provided previously collected information to inform the early stages of the Community Access Road
- Reviewed field program site locations to identify any concerns

Key Next Step:

Collect additional information through a Project-specific Study to inform the assessment processes

We look forward to hearing from you!

Welcome your Marten Falls Community Coordinators

- Chief and Council recently approved the hiring of **Susanna Baxter and Rowena Moonias** as Marten Falls First Nation Community Coordinators.
- They are the first point of contact between the community and the Project Team.
- In their role as the Community Coordinator, they will support Project activities, meetings and events; helping to make sure input is collected from people within the community and shared back with the Project Team to be included in the environmental assessment processes.
- You can reach Susanna at: susanna.j.baxter@gmail.com and Rowena at: migizirowena@gmail.com

Community Access Road Job Opportunities

We are hiring Field Study Support Staff for 2022-2023 Winter / Spring Field Studies!

Field Study Support Staff are needed for:

- Furbearer Aerial / Ground Track Surveys
- Wolverine Hair Snag Program
- Ungulate Aerial Winter Surveys

If you or someone you know is 18+, physically fit, motivated and interested in environmental sciences, please see the printed job posting for more details.

Speak with a member of the Team for a first hand account of the job.

You asked about…

A meeting was held in Marten Falls First Nation on November 2, 2022 for the Environmental Assessment / Impact Statement phase (PIC #4) of the Community Access Road.

When can we expect more information on field studies?

Where are the largest river crossings expected along the route?

What is the proposed length of the Albany River bridge?

Is this project connected to other road projects in the area?

What options are there for dust mitigation?

You asked about…

Design features of the Community Access Road

Route Alignment and community effects

Route Alignment and social / ceremonial spaces

Construction and maintenance of the road

The EA / IA Process – why is it taking so long?

Route Alignment: Concerns about the effects the route will have on MFFN

The Community Access Road into MFFN is intended to improve the lives of all community members. The access road will offer MFFN the opportunity to grow as a community but also be part of the social and economic fabric of the region and country.

A reliable road into the community would reduce transportation costs for goods and services; meaning more affordable food, fuel and other vital supplies and services. It will also allow for increased opportunities social interaction with friends and family outside of the community.

?

Do you have specific concerns or feedback you would like to share? Please share your comments in the feedback form.

Better Access = More Opportunity

Social interaction with other communities

Easier access to emergency, health and social services

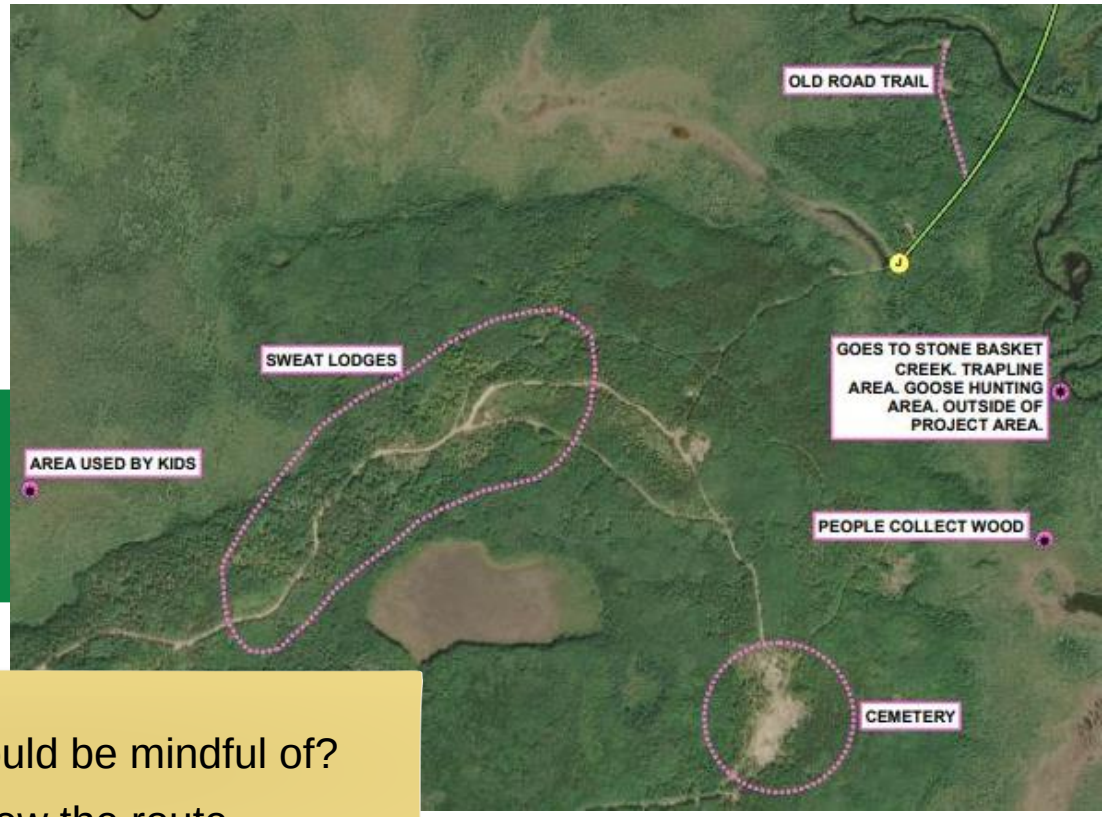
Expanded employment opportunities for community members

Local economic development

Increased ability for families to be together in the community

Route Alignment: Enters near areas where social activities / ceremonies take place and has a cemetery nearby.

At the previous meeting, we presented maps showing the northern route into the community and received feedback on where valuable and important areas to the community are located.



These details will be used when selecting and planning for the route into the community.

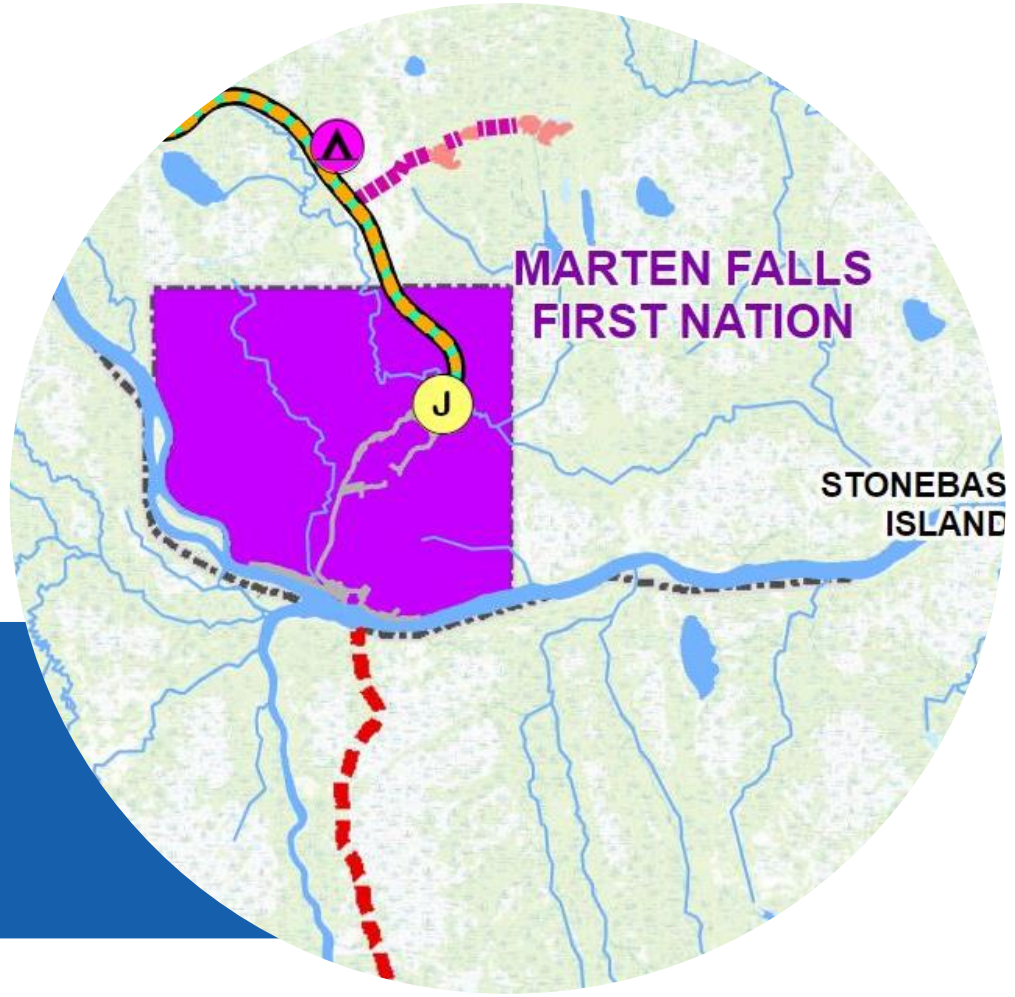
Are there other areas we should be mindful of?

Visit the mapping tables to view the route segments in more detail and provide feedback.

Route Alignment: Why here?

The Route Alignment was discussed at the ToR stage of the EA / IA process with the community.

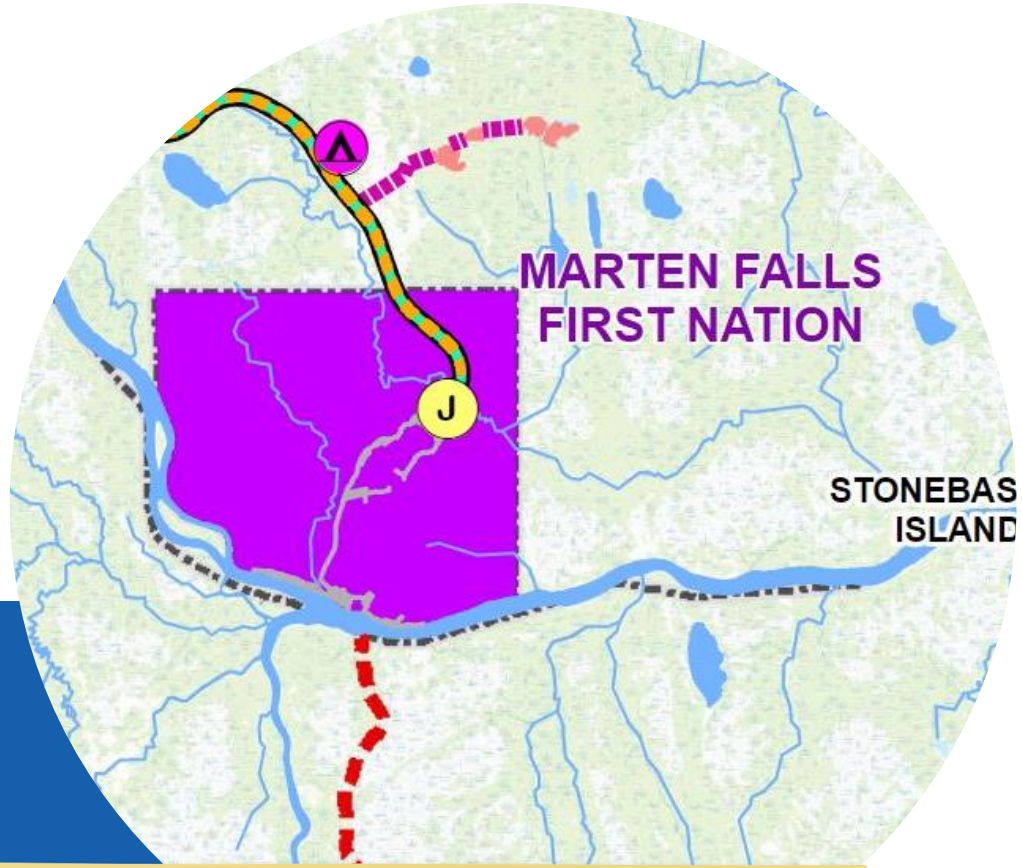
The northern route was selected based on community feedback and environmental / technical considerations.



Route Alignment: Why here?

A route along the river is not ideal due to the potential for flooding and erosion.

The route along or near the broadband corridor is also not ideal.



Further refinement to the route should be possible to avoid the identified values at the north end of the community.

Visit the mapping tables to view the route segments in more detail and provide feedback.

Route Design: Concerns with gravel road and potential erosion

The proposed Community Access Road will be composed of gravel. Some concerns were raised about dust and the potential for erosion.

During the route selection process, terrain mapping, erosion and dust mitigation measures are considered in the preliminary design.

An erosion control blanket or straw roll ditch checks (pictured here) can be used slow down water forces.

Schedule: Why is the Environment Assessment / Impact Assessment (EA / IA) process taking so long?

The EA / IA is a process that is designed to confirm that existing conditions are captured, proper field work is conducted, Indigenous Knowledge is gathered and considered and that ultimately the positive effects of the road outweigh the overall negative effects. It also involves obtaining permits and approvals as well as preliminary design.

The timeline of this work was stressed by the COVID-19 pandemic which led to delays in schedule, especially to field programs and hindered our ability to engage and consult with communities.

The EA / IA process is expected to be completed by 2025.

Schedule: When will construction of the Community Access Road begin?

The EA / IA process is expected to conclude in 2025. If the Project is approved, detailed design and construction would commence soon after a contractor is selected.

Construction could take from 5 to 10 years due to the complexity of the Project. Timelines will be made clearer once the detailed design work is completed, the annual capital funding program is understood and a contractor is on board.

Post-Construction: Maintenance & Access

Maintenance (i.e., who will maintain the road, how will it be maintained during winter months) and access control issues have been flagged with the Project Team however this level of detail is not available at this point in the planning stage.

Tell us what you think about the Community Access Road

The Project Team has flagged these concerns with the engineering consultants for future consideration.

Youth Engagement Program

The Youth Engagement Program is back and taking place this fall / early winter.

The purpose of our Youth Engagement Program is to encourage Marten Falls youth to participate in the decisions that will affect them in the future and acknowledge their unique perspective.

Six Month Look-Ahead

- Public Information Centre #4 in Thunder Bay on December 7, 2022 and Geraldton on December 8, 2022
- Field Studies and Socio-Economic Studies will continue
- Ongoing engagement with Marten Falls First Nation members (via meetings, updated communications and Indigenous Knowledge Program participation)
- Meet with other Indigenous communities, government agencies and interested persons
- Issue community-specific Progress Milestone Report to Indigenous communities
- Preparing for next milestone: Identification of Preferred Alternatives

Thank you for joining us! Meegwetch!

Stay Involved

- Your feedback is important. Fill out the survey by December 23.
- Schedule a meeting with us; reach out any time and we can discuss your feedback and answer questions.
- Reach out to your new Community Coordinator – Susanna Baxter
- Join our Mailing List for updates
- Email us at info@martenfallsaccessroad.ca or call us at 1-800-764-9114
- Visit our website www.martenfallsaccessroad.ca
- Follow us on Facebook: https://www.facebook.com/MFFNCommunityAccessRoadProject/

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

FINAL

Progress Report 3: Identification of the Preferred Alternatives Milestone

November 2024

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- may be based on information provided to AECOM which has not been independently verified;
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A2. E-Blasts

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A2.2 June 2023 E-Blast
A2.3 July 2023 E-Blast
A2.4 August 2023 E-Blast
A2.5 September 2023 E-Blast
A2.6 October 2023 E-Blast
A2.7 Year in Review E-Blast
A2.8 January 2024 E-Blast
A2.9 February 2024 E-Blast
A2.10 March 2024 E-Blast
A2.11 April 2024 E-Blast
A2.12 May 2024 E-Blast
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A3. Field Study Notices & Updates

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A5.2 Route Selection Milestone Webinar Reminder
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A5.4 Climate Change Adaptation Webinar Reminder
A5.5 Feedback on Climate Change Adaptation Webinar

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A6.1.3 PIC Notice – Cree
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A6.2 Advertising
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A6.2.2 Online Advertisements

A6.3 Display Boards

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A6.5 Field Programs
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A6.6 Frequently Asked Questions

A7. Reports

A7.1 Milestone #2 Progress Report
A7.2 Milestone #2 Progress Report Update
A7.3 Stage 1 Archaeological Assessment Report

Appendix B. Community Specific Appendices

B1. Animbiigoo Zaagi'igan Anishinaabek First Nation (AZA)

B1.1 Outgoing Community-Specific Correspondence
B1.2 Incoming Community-Specific Correspondence

B2. Aroland First Nation

B2.1 Outgoing Community-Specific Correspondence
B2.2 Incoming Community-Specific Correspondence

B3. Attawapiskat First Nation
B 3.1 Outgoing Community-Specific Correspondence
B 3.2 Incoming Community-Specific Correspondence

B4. Constance Lake First Nation
B4.1 Outgoing Community-Specific Correspondence
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B4.3 Community-specific Meeting Materials

B5. Eabametoong First Nation
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B7. Ginoogaming First Nation
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B13.1 Outgoing Community-Specific Correspondence
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B20. Weenusk First Nation
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B21. Wunnumin Lake First Nation
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B28. Independent First Nations Alliance
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B29. Matawa First Nations Management
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B29.2 Incoming Community-Specific Correspondence

B30. Mushkegowuk Council
B30.1 Outgoing Community-Specific Correspondence
B30.2 Incoming Community-Specific Correspondence

B31. Nokiiwin Tribal Council
B31.1 Outgoing Community-Specific Correspondence
B31.2 Incoming Community-Specific Correspondence

B32. Shibogama First Nations Council
B32.1 Outgoing Community-Specific Correspondence

Appendix C. Summary Notes

C.1 PIC #5 Summary Report

Acronyms

ATRI	Aboriginal and Treaty Rights and Interests
AZA	Animbiigoo Zaagi'igan Anishinaabek First Nation
CAR	Community Access Road
CBLUP	Community Based Land Use Planning
CCC	Community Consultation Co-ordinator
CCLO	Community Communications Liaison Officer
CEAA	Canadian Environmental Assessment Agency
DFO	Department of Fisheries and Oceans Canada
EA	Environmental Assessment
EAA	Environmental Assessment Act
ECCC	Environment and Climate Change Canada
ENDM	Ministry of Energy, Northern Development and Mines
GANRAC	Geraldton Area Natural Resource Advisory Committee
GRT	Government Review Team
IA	Impact Assessment
IAA	Impact Assessment Act
IK	Indigenous Knowledge
IKSA	Indigenous Knowledge Sharing Agreement
IS	Impact Statement
LSA	Local Study Area
MECP	Ministry of the Environment, Conservation and Parks
MFFN	Marten Falls First Nation
MHSTCI	Ministry of Heritage, Sport, Tourism and Culture Industries
MNO	Métis Nation of Ontario
MNRF	Ministry of Natural Resources and Forestry
MOU	Memorandum of Understanding
MTCS	Ministry of Tourism, Culture and Sport
MTO	Ministry of Transportation
NDMNRF	Ministry of Northern Development, Mines, Natural Resources and Forestry
NoC	Notice of Commencement
NRL	Northern Road Link
OPP	Ontario Provincial Police
PIC	Public Information Centre
RoCE	Record of Consultation and Engagement
RSA	Regional Study Area
RSMIN	Red Sky Métis Independent Nation
SAR	Species at Risk
The Agency	Impact Assessment Agency of Canada
TISG	Tailored Impact Statement Guidelines
ToR	Terms of Reference
WSR	Webequie Supply Road

1. Introduction

1.1 Background

The Terms of Reference (ToR) for the Marten Falls First Nation (MFFN) Community Access Road (CAR or the Project) was approved with amendments on October 8, 2021 and the Notice of Commencement (NoC) of the provincial Environmental Assessment (EA) for the Project was posted on October 29, 2021. As part of the ToR Notice of Approval, Ontario's Minister of the Environment, Conservation and Parks (MECP) included an amendment requiring additional consultation reporting at key EA milestones. Visit https://www.ontario.ca/page/marten-falls-community-access-road-project to read the details on the Notice of Approval.

As required by the Minister of MECP, the development of progress reports on consultation activities associated with each of the following EA milestones are required to support Indigenous communities to provide meaningful input during the development of the EA:

- Notice of Commencement (NoC) of Provincial EA (referred to as NoC of EA);
  - Introduction of the Project.
- Effects Assessment Methods; and
  - Development of Effects Assessment methodology, as well as review by regulators.
  - Presentation of Effects Assessment methodology at Public Information Centres (PICs) .
- Identification of Preferred Alternatives.
  - Development of valued component metrics tables and evaluation of information
  - Development of preliminary preferred alternative
  - Validation of information with Marten Falls First Nation Chief and Council and community members.
  - Confirmation of the preferred alternative through submission of the final route recommendation memo to Chief and Council, along with request for Band Council Resolution for the final route.

Each progress report is required to:

- Be organized by each Indigenous community;
- Contain a consultation log and summary that tracks consultation activities, information shared by the MFFN CAR Project Team with Indigenous communities, any community input and MFFN CAR Project Team's responses to such input for the EA milestone; and
- Contain a discussion of how any input and information provided by the Indigenous communities have informed the development of the EA milestone.

The progress reports are to be shared with MECP, with community-specific sections shared with each individual Indigenous community before MFFN can move to the next milestone of the Environmental Assessment (EA) / Impact Assessment (IA). If questions or concerns are raised by MECP or an Indigenous

community, the MFFN CAR Project Team will make revisions to the progress reports, if necessary, and encourage opportunities to meet in-person or virtually to discuss with the interested community.

This report is the third and final progress report , and pertains to activities related to both the EA and IA processes, in support of the Environmental Assessment and Impact Statement (EA/IS) submission. The time period begins the day after the second progress report concluded on June 1, 2023 and ends July 31, 2024. The Identification of the Preferred Alternatives milestone concluded with the submission of the Final Route Recommendation memorandum and a request for a Band Council Resolution from MFFN Chief and Council, on July 29, 2024.

The final progress reports will be appended, along with any relevant updates, to the Record of Consultation and Engagement submitted with the final EA / IS.

This progress report provides a detailed account of all engagement and communication between the MFFN CAR Project Team and Indigenous communities from June 1, 2023 to July 31, 2024 as part of the Identification of the Preferred Alternatives milestone. Note that government agencies and interested persons[1] are not included in progress reports, however, engagement between the MFFN CAR Project and interested persons will be included in the Record of Consultation and Engagement for the draft and final EA / IS. Engagement between the MFFN CAR Project and government and agencies will also be included in the final EA/IS. **Section 1.5** includes details about the neighbouring Indigenous communities.

The first section of this progress report provides an overview of the approach to consultation and engagement, the second section describes the consultation and engagement activities undertaken during this time period, and the third section summarizes community input and MFFN CAR Project Team's responses to this input for the EA milestone; and contains a discussion of how any input and information provided by the Indigenous communities have informed the development of the EA milestone.

1.2 Approach

As outlined in the Consultation and Engagement Plan to Support the EA / IS (Appendix B of the ToR), the Identification of Preferred Alternatives milestone was focused on the following activities and request for targeted input:

- **Planned Activities for Indigenous communities[2]:**
  - Circulate Notice of Public Information Centres (PIC) and Aboriginal Treaty Rights and Interest (ATRI) Forum
  - Encourage engagement of Community Consultation Co-ordinators, as appropriate and by expressed community interest
  - Hold Indigenous leadership and community discussions / meetings, considering applicable and relevant subgroups (e.g., women, youth, elders), in-person and virtual

1. *Interested persons is used to describe individuals and groups (e.g., associations, non-government organizations, industry and academia) who could have an interest in the Project, including but not limited to communities in the region, those with commercial interests (e.g., forestry, trappers, outfitters, other mineral tenure holders in the area) and recreational users or those with recreational interest (e.g., campers, hunters and environmental groups).*
2. *For additional information on dates please see table 2-1 below.*

- Host additional PICs and ATRI Forums (in-person / or virtual)
- Support organization of the Three Roads Project Gathering and Expo
- Host virtual webinar(s)
- Develop plain language Project updates (translated, as required)
- Host Key informant interviews
- Produce Website update(s)
- Circulate Newsletter and email update(s)
- Post Social media update(s)
- Follow-up communication to confirm information was received and the material(s) provided were understood
- Inform on Field Studies and associated program

- **Targeted Input (request information to determine and identify):**
  - Seek feedback on the technically preferred route recommendation
  - Engage regarding Indigenous community values and topics of interest
  - Engage regarding potential effects and impact management measures to be considered
  - Engage regarding impacts of Project on Aboriginal or Treaty Rights, socio-community and economic impacts and potential impact management measures to avoid, mitigate and off-set the impact(s)
  - Seek feedback on Reports including Aboriginal Treaty Rights and Interests Existing Conditions Report and Stage 1 Archaeological Assessment Report
  - Seek feedback on cumulative effects
  - Seek feedback on GBA+ from relevant subgroups including elders and youths meetings
  - Seek confirmation whether input and feedback provided during the previous milestone was captured appropriately

The following additional activities and request for targeted input took place during the Identification of Preferred Alternatives milestone, including:

- **PIC #5: Existing Conditions Report and Route Selection Milestone**

  A formal notice and invitation to PIC #5 was emailed to the Project contact list and published on the Project website on October 10, 2023, and was also distributed in print, online and on the radio via multiple media outlets. Notices in English, French, Cree, Ojibway and Oji-Cree were available for download on the website. Multiple notices were distributed for the MFFN community members meetings, including a formal invitation and poster, a reminder email, and information posted on the MFFN and Geraldton private Facebook groups. The format of the community member meetings included (in sequence) opening remarks, a presentation with an informal Q&A session, followed by an open house period where MFFN community members could review maps, discuss and provide feedback to MFFN Community Member Advisors and Project Team members.

PIC #5 and the MFFN community member meetings were held from October 23rd to October 26th, 2023, and provided information on the following topics:

- what has happened since PIC #4, including what we have heard and how feedback is being considered;
- what we heard at the Aboriginal Treaty Rights and Interests (ATRI) forum in February 2023 and plans for the forum in November 2023;
- existing conditions results for completed studies;
- how Indigenous Knowledge (IK) is used and how it informs the process;
- achieving the next major milestone, to identify the preferred route;
- how route alternatives have been assessed and recommended, and how a preferred route will be chosen;
- cumulative effects and why it is important; and,
- next steps and future opportunities to get involved.

PIC #5 was held an in open house format and featured a series of display boards and large printed maps. MFFN Community Member Advisors, Project Team members and Consultants were available to guide attendees through the display boards and maps. Attendees were also invited to provide comments and feedback using the feedback forms, or by having one-on-one discussions with the Project Team members and associated Project representatives. These materials are provided in Appendix A. A summary of key feedback is included below.

Approximately 35 individuals attended PIC #5, with 21 attendees in Thunder Bay on October 25, 2023, and 14 attendees in Geraldton on October 26, 2023. Attendees who chose to self-identify from a community or organization on the sign-in sheets included members of: Marten Falls First Nation and Eabametoong First Nation.

Throughout the PIC, attendees were encouraged to share feedback, concerns and pose questions throughout the meeting or provide them in writing using the available feedback form.

PIC #5 was heavily concentrated on obtaining feedback for the final route selection. There were two alternative routes presented at PIC #5 which were divided into three separate segments, allowing MFFN community members and attendees of the public PIC to assess the different options that aligned with both route alternatives. Many comments and questions from the MFFN community member meetings and PIC #5 were related to the route alternatives. This feedback was used to modify the preliminary technically preferred route recommendation and inform the decision making process of the Band Council Resolution to select a final route. In addition, a definition and overview of the Cumulative Effects Assessment process was provided along with the inclusions list for their review and comment in person or through the feedback form.

- **Aboriginal Treaty Rights and Interests (ATRI) and Indigenous Knowledge (IK) Program**

An important part of the assessment process is collecting IK and information on Indigenous land and resource use to help understand baseline (existing) conditions, predict the potential effects of the Project, and determine appropriate mitigation and monitoring measures. The IK Program

was developed with the aim to collect IK relevant to the Project and information on Indigenous land and resource use in the vicinity of the Project area. The IK Program strives to collaborate with interested Indigenous communities and to discuss how relevant information will become part of the assessment processes and Project planning and design. During this reporting time period, an update on the Project IK Program with an updated schedule and timeline was distributed to Indigenous communities. Ongoing follow-up regarding the IK Program also took place.

A second ATRI Forum was held in Thunder Bay from November 21 to 23, 2023 with the province offering to fund up to 3 representatives from each Indigenous community to attend the event in person. The forum provided a private and inclusive space for representatives of Indigenous communities to meet with representatives from the province and the Project Teams for the Marten Falls First Nation Community Access Road, Northern Road Link and Webequie Supply Road. ATRI Forum #2 discussions focused on Aboriginal Treaty Rights and Interest, existing conditions, and cumulative effects. The format of day one of the forum included an opening ceremony, an overview of the agenda and projects, participant question and answer period, breakout discussion sessions and a movie screening. Day two consisted of both individual breakout discussions sessions and plenary / group discussion sessions. Day three included a cumulative effects overview presentation, a presentation on assessing potential cumulative effects for federal assessments, a question and answer period and a roundtable discussion on cumulative effects. 37 representatives from 10 indigenous communities and 1 indigenous organization attended the ATRI Forum, including Attawapiskat First Nation, Constance Lake First Nation, Eabametoong First Nation, Ginoogaming First Nation, Long Lake #58 First Nation, Marten Falls First Nation, Nibinamik First Nation, Webequie First Nation, Weenusk First Nation, Matawa First Nations Management and Red Sky Métis Independent Nation. Attendance is also noted in their community specific sections below.

Throughout the second ATRI Forum, dedicated discussion sessions were held to facilitate conversation and gather feedback on the three road projects. Individual breakout sessions were also held where representatives from each road project, and the Province, with the Impact Assessment Agency of Canada hosted separate meeting spaces for individual community representatives to discuss ATRI, related to each project, in a smaller-group setting. For those participants not in an individual breakout session, plenary / group sessions were hosted with a series of presentations and activities.

Some topics discussed included:

- Indigenous Knowledge work;
- Sites of importance and their inclusion in the ATRI Preliminary Existing Conditions Report;
- Impacts to wildlife, fish and the environment;
- Land utilization; Information sharing for the ATRI Preliminary Existing Conditions Report; and,
- General questions about the ATRI Preliminary Existing Conditions Report and the review process.

To help achieve an appropriate level of consultation and engagement related to the Community Access Road (i.e., frequency and depth), the list of communities being engaged was considered against the following:

- Expressed interest (to-date) in the Community Access Road, including applying to Ministry of Energy, Northern Development and Mines and the Agency for capacity funding;
- Aboriginal and / or Treaty Rights, including any rights that neighbouring Indigenous communities themselves have identified, may be adversely affected by the Community Access Road;
- Geographical distance or proximity to the study area;
- Situated downstream of the Community Access Road and with a potential to experience effects to water courses as a result of the Community Access Road;
- Traditional and / or current land use within the study area or of lands potentially affected by the Community Access Road;
- Potential for effects on the environmental, health and social and economic conditions of neighbouring Indigenous communities; and,
- Provided comments on the Environmental Assessment / Impact Assessment processes.

Marten Falls has adjusted the approach to engaging each Indigenous community based on these criteria but understands the list evolves as new information becomes available and more neighbouring Indigenous communities engage in the consultation and engagement opportunities provided.

The criteria noted above were also used to identify which communities would be offered funding to participate in the Indigenous Knowledge Program and in the Community Co-ordinator Program. This list has evolved as new information became available and more communities engage in the consultation and engagement program. **Table 1-1** identifies the status of funding offers for the Indigenous Knowledge Program and for participation in the Community Co-ordinator Program (as of July 31, 2024).

- **Three Roads Project Gathering & Expo**

A Three Roads Project Gathering and Expo was held in Thunder Bay from June 11 to 13, 2024 with the province offering to fund up to 3 representatives from each Indigenous community to attend the event in person. The forum was hosted by Indigenous Community and Engagement (ICE), with the support of MFFN CAR, Webequie Supply Road and Northern Road Link. The purpose of this forum was to build on the last two forums, which were focused on Aboriginal and / or Treaty Rights and Interests. The Gathering and Expo provided a space where participants could engage, consult and learn more about the three unique road projects, ask questions and share feedback.

The first day of the Three Roads Project Gathering and Expo invited community Elders to gather and engage with Project Teams for all three road projects and share their perspectives. The

second and third day of the gathering was open to other community members and government representatives to join discussions. Day two began with technical presentations on water, peatlands and building roads on peatlands. The afternoon of day two was reserved for an expo style forum where participants could visit various booths hosted by Project Team members for all three road projects and engage in discussion the various studies conducted by the different projects. The final day of the forum consisted of a half-day workshop to review the anticipated schedules for circulating the draft EA / IS for the MFFN CAR and the Webequie Supply Road. The goal was to inform participants about the proposed approach for the review process and seek clarification of the details in advance of the release of the draft EA / IS.

Approximately 44 individuals attended. Communities who attended the Tri-Road Forum are noted in their community specific sections below.

- **Targeted In-community Meetings**

Several community meetings occurred during the identification of preferred alternatives milestone. These meetings are captured in Section 2 Consultation Snapshot, and the individual community chapters. The below meetings summarize the Project-related meetings occurred between the MFFN CAR Project Team, Marten Falls First Nation and Aroland First Nation prior to the completion of the Identification of the Preferred Alternatives Milestone.

- **Aroland First Nation**

In Fall of 2023, the MFFN CAR Project was targeting to submit a request for Band Council Resolution (BCR) from MFFN on December 4, 2023. The MFFN CAR postponed the BCR to ensure adequate time to engage Aroland First Nation in key conversations; these were delayed due to the election cycle and change in leadership; discussions with Aroland First Nation occurred throughout June and July 2024 in advance of the MFFN CAR Project Team submitting the BCR. In April of 2024, a Task-Force was created between the two communities to discuss several items, including to advance discussions relating to the CAR and other road projects that help connect the CAR to the highway system and to support collaboration between the Nations. The MFFN CAR Project is aware that several Task-Force meetings have occurred between the two communities, at which the Project has been discussed, but these meetings are not exclusive to the Project, and fall outside of the scope of this Report.

Several Project-related meetings occurred between the MFFN CAR Project Team, Marten Falls First Nation and Aroland First Nation prior to the completion of the Identification of the Preferred Alternatives Milestone. These meetings occurred in the months of June and July 2024, with Aroland First Nation Chief and Council representatives and community members, in Aroland and Thunder Bay. The purpose of these meetings was to provide updates on the Project and to obtain feedback on the technically preferred route recommendation, cumulative effects and feedback on Segments 1, 2 and 3, and on the area around Dusey Lake.

The first set of meetings occurred with Aroland First Nation on June 19 in Thunder Bay and on June 20, 2024, in Aroland. During these meetings, the MFFN CAR Project Team presented an overview of the Project and latest updates, the preliminary technically preferred route recommendation, cumulative effects approach and inclusions list, the Draft EA / IS schedule, collaboration and engagement and next steps. Approximately 72 individuals attended these meetings. Participants were encouraged to share feedback, concerns and pose questions throughout the meeting or provide them in writing using the available feedback form. Questions were answered by MFFN Community Member Advisors and Project Team members. Questions and comments from Aroland First Nation community members included:

- Inquiries regarding who will be maintaining the road.
- Statements that the road seems to be a good thing for the MFFN community.
- The need to continue to build relationships
- Requests for an Open-House style meeting in-community for Aroland First Nation, in July.

The second round of meetings with Aroland First Nation occurred on July 15 in Thunder Bay and July 16, 2024, in Aroland. During these meetings, the MFFN CAR Project Team and Consultants presented information through an expo style forum. Display boards provided information on the purpose of the road, Segment 1, 2 and 3, the area around Dusey Lake, cumulative effects evaluation approach and inclusions list, engineering considerations, existing conditions and the Draft EA / IS schedule. Approximately 63 individuals attended these meetings. Participants were encouraged to share feedback, concerns and pose questions throughout the meeting or provide them in writing using the available feedback form. Questions were answered by MFFN Community Member Advisors and Project Team members. Questions and comments from Aroland First Nation community members included:

- The road will be beneficial to Marten Falls First Nation community members.
- Inquiries regarding engineering and road building.
- Discussions on safety.

- **Marten Falls First Nation**

Two MFFN community meetings occurred on October 23, 2023 in Thunder Bay and October 24, 2023 in Marten Falls First Nation in advance of PIC #5. Following the in-community meetings, an in-person PIC took place on October 25, 2023 in Thunder Bay and October 26, 2023 in Geraldton, Ontario. The first hour of the event was reserved for Indigenous community members, who were also welcomed to stay for the remainder of the event; the public was invited to join during the last two hours of the event.

A total of approximately[3] 30 Marten Falls First Nation community members attended the community member meetings. At these meetings , attendees were encouraged to share their

3. Sign-in at the events was voluntary, therefore numbers have been approximated.

feedback, concerns and pose questions or provide them in writing using the available feedback form. Questions were answered by MFFN Community Member Advisors and Project Team members / Consultants. The MFFN community meetings and PIC focused on the route selection milestone, existing conditions results of completed studies, and cumulative effects. The MFFN community members feedback centred around the preliminary technically preferred route recommendation presented. Community members did not support a portion (Segment 2) of the route that aligned with the Albany River. Community members shared that the area is special to them and would like to keep the road away from the river as much as possible. They also cited concerns related to long-term enjoyment of the river following construction of the route and the potential impact to wildlife.

Meetings with Marten Falls First Nation community members occurred on July 17 in Marten Falls and July 18, 2024, in Thunder Bay. During these meetings, the MFFN CAR Project Team presented information on the final route recommendation, cumulative effects evaluation approach and inclusions list, engineering considerations, existing conditions and the Draft EA / IS schedule. Approximately 55 individuals attended the meetings on July 17 and 18, 2024. Participants were encouraged to share feedback, concerns and pose questions throughout the meeting or provide them in writing using the available feedback form. Questions were answered by MFFN Community Member Advisors and Project Team members. Questions and comments from MFFN community members included:

- Road design, construction details and timelines;
- Post-construction concerns related to traffic, road safety, and access;
- Safety concerns related to the potential of more drugs and alcohol entering the community
- Optimism that the road would benefit the community, offering better access to mental health support, building materials, groceries and fuel, and more job opportunities.

The purpose of the meetings with Aroland First Nation and Marten Falls First Nation, in June and July 2024, was to present the final technically preferred route recommendation that had been refined based on feedback received to date and solicit any additional comments, feedback or concerns on the route. The feedback received by attendees of both Aroland First Nation and Marten Falls First Nation demonstrated support for the recommendation that would contribute to the Band Council Resolution on selecting a final route.

- **Field Studies and Education, Consultation and Engagement on Valued Components**

Several field programs took place during the Identification of Preferred Alternatives milestone. To help Indigenous communities better understand the field studies related to valued components, Field Notices were distributed with plain language information about what the Project is studying, why it is important, when the field studies are taking place, and what to expect when crews are in the field (e.g., an increase in air traffic as crews travel by helicopter). Field crews were accompanied by a MFFN community member Field Assistant or Community Member Advisor, and in several cases, opportunities were extended to Aroland First Nation to participate in

Groundwater and Geochemistry programs due to their interests and proximity to the Study Area. The following notices were published in advance of their respective field studies:

- **Summer 2023 Field Notice** was distributed in July 2023 and provided information about the seasonal Groundwater and Geochemistry program, and Vegetation program.
- **Fall 2023 Field Notice** was distributed in September 2023 and provided information about the seasonal Groundwater and Geochemistry Program, and Atigwag / Caribou Collaring and Mortality Investigation.
- **Winter 2024 Field Notice** was distributed in January 2024 and provided information about the Atigwag / Caribou Collaring and Mortality Investigation.
- **Spring 2024 Field Notice** was distributed in April 2024 and provided information about the seasonal Groundwater and Geochemistry Program.
- **Summer 2024 Field Notice** was distributed in July 2024 and provided information about the seasonal Groundwater and Geochemistry Program, as well as the Geotechnical Investigation Program for aggregate sites and water crossings.

Each notice included links to educational videos and webinars on valued components related to the upcoming field programs. Field notices were distributed by email and posted on the MFFN CAR website. Social media posts with information about upcoming field programs were timed to coincide with the publication of field notices, and information was also shared through the MFFN CAR monthly electronic newsletter.

In addition to published field notices, plain language summaries of existing conditions reports for each of the MFFN CAR disciplines were distributed at PIC #5, the Three Roads Project Gathering and Expo, and in-person meetings with Aroland First Nation, Long Lake #58 First Nation and Marten Falls First Nation. The existing conditions plain language summaries were between 2-3 pages in length and included information about project findings relevant to each discipline, and maps of study areas.

- **Raising Awareness**

Several activities were completed related to raising awareness on the Project and encouraging opportunities to meet with the MFFN CAR Project Team. Monthly electronic newsletters were distributed (referred to as E-Blasts) and always included a section seeking those interested to reach out and schedule a meeting with the MFFN CAR Project Team. The public Marten Falls Community Access Road Facebook account and the private MFFN members only Facebook account was used to share information and promote upcoming events. An MFFN CAR Instagram and LinkedIn accounts were created to reach a wider audience in sharing information and promoting events. The MFFN CAR website was continuously updated to reflect information that had been shared via the electronic newsletters and social media accounts.

1.3 Project Notifications and Information Releases

A formal notice and invitation to PIC #5 was published on the Project website (www.martenfallsaccessroad.ca/documents/#notices) on October 10, 2023 in English, Cree, French, Ojibway and Oji-Cree and distributed in print, online and on the radio via multiple outlets, as outlined below.

Copies of the formal notice, in each language, are provided in **Appendix A**.

- **Print Advertisements:**
  - The Chronicle Journal: October 23, 2023
  - Geraldton Times Star: October 18, 2023
  - Thunder Bay Source: October 19, 2023
- **Online Advertisements**
  - MFFN All Season Community Access Road Project Website (www.martenfallsaccessroad.ca/documents/#notices): October 10, 2023
  - MFFN CAR Facebook page: October 11 and 23, 2023
  - MFFN Greenstone Facebook Private page: October 26, 2023
  - MFFN members only Facebook page: October 20, 2023
  - Northern Ontario Business: October 11 – 26, 2023
  - NWO NewsWatch: October 13, 2023
  - SN NewsWatch: October 13, 2023
  - Thunder Bay News Watch: October 11, 2023
  - Wawatay News: October 16 – 26, 2023
- **Radio Advertisements**
  - Wawatay Radio: three times per day on October 16, 17, 18, 19, 20, 23, 24, 25, 26, 2023 (in English)
  - CFNO Radio: 30 second ad from October 16 – 25, 2023

The electronic Project mailing list (anyone who opts-in to receive Project emails) also received the notice on October 10, 2023, which includes the following groups:

- MFFN Chief, Council members and community members
- MFFN CAR Project Team
- Indigenous community key contacts (as requested by Indigenous communities), e.g., Chief and Council members, consultants and / or band office contacts
- Tribal Councils, Provincial Territorial Organizations and Métis Nation
- Indigenous Peoples (i.e., Indigenous community members who opted in and are not identified as key contacts)
- Businesses
- Tourism operators

- Community and interest groups and non-governmental organizations
- Forest management companies
- Mining claim holders
- Unaffiliated members of the public
- Emergency medical services and law enforcement
- Political parties and their contacts
- Neighbouring projects and their key contacts
- Government Review Team (GRT)
- Non-GRT government representatives

MFFN Chief, Council members and community members also received a reminder email for PIC #5 and the community meetings in preparation for PIC #5 on October 19, 2023.

In addition to PIC #5 notifications, the Project website (www.martenfallsaccessroad.ca) was periodically updated with Project information including all relevant Project notices (e.g., NoC of EA, Discussion Guides, videos, monthly E-Blasts) and other Project-related materials such as mapping. More details are included in **Section 2** below.

1.4 Summary of Indigenous Community and Organization Consultation

As outlined in Milestone Progress Report #1, 23 Indigenous communities and 8 Tribal Councils were identified for engagement. This list is included in **Table 1-1**.

The following remaining communities continue to receive general information about the Indigenous Knowledge Program, including opportunities to participate in the program, and should their interest change, future discussions will take place regarding funding for the Indigenous Knowledge Program (up to milestone 5). If participation in the Indigenous Knowledge Program changes, their involvement in the Community Co-ordinator Program will also be re-assessed.

- Kingfisher Lake First Nation;
- Wapekeka First Nation;
- Wawakapewin First Nation;
- Wunnumin Lake First Nation;
- Kitchenuhmaykoosib Inninuwug First Nation;
- Mishkeegogamang First Nation;
- Métis Nation of Ontario (MNO); and
- Red Sky Métis Independent Nation.

Table 1-1: Status of Neighbouring Indigenous Communities' Participation in the Community Co-ordinator Program and Funding Offer for the Indigenous Knowledge Program

No.	Community	Offered Participation in Community Co-ordinator Program	Status of Uptake in Community Co-ordinator Program	Offered Funding for Indigenous Knowledge Program	Status of Funding Offer for Indigenous Knowledge Program
1.	■ Aroland First Nation	■ Yes	■ Aroland First Nation is reviewing applicants for the position	■ Yes	■ Final versions of sharing and funding agreements have been signed by Community Access Road team and are with Aroland First Nation for review ■ Received Indigenous Knowledge Report from the Community
2.	■ Attawapiskat First Nation	■ Yes	■ Offered ■ Has not responded to offer	■ Yes	■ Indicated they do not want to participate in the Indigenous Knowledge Program
3.	■ Animbiigoo Zaagi'igan Anishinaabek First Nation	■ Yes	■ Offered ■ Has not responded to offer	■ Yes	■ Updated version of sharing agreement is with the community for review ■ The funding agreement is with the Community Access Road team to sign
4.	■ Constance Lake First Nation	■ Yes	■ Offered ■ Community Co-ordinated funding agreement with the community for review	■ Yes	■ The sharing agreement is with the community to sign ■ The updated funding agreement is with the community for review
5.	■ Eabametoong First Nation	■ Yes	■ Offered ■ Has not responded to offer	■ Yes	■ Updated versions of the sharing and funding agreements are with the community for review
6.	■ Fort Albany First Nation	■ Yes	■ Offered ■ Acknowledged offer	■ Yes	■ The final versions of the sharing and funding agreements have been signed by the Community Access Road team and the community ■ Received Indigenous Knowledge Report from the Community
7.	■ Ginoogaming First Nation	■ Yes	■ Offered ■ Have expressed interest in program; actively recruiting.	■ Yes	■ The sharing agreement is with the community for review and sign-off ■ The final version of the funding agreement has been signed by the Community Access Road team and the community
8.	■ Kasabonika Lake First Nation	■ Yes	■ Offered ■ Has not responded to offer	■ Yes	■ Updated versions of the sharing and funding agreements are with the community for review

No.	Community	Offered Participation in Community Co-ordinator Program	Status of Uptake in Community Co-ordinator Program	Offered Funding for Indigenous Knowledge Program	Status of Funding Offer for Indigenous Knowledge Program
9.	■ Kashechewan First Nation	■ Yes	■ Offered ■ Acknowledged offer	■ Yes	■ The final versions of the sharing and funding agreements have been signed by the Community Access Road team and the community
10.	■ Long Lake #58 First Nation	■ Yes	■ Offered ■ Acknowledged offer	■ Yes	■ The sharing agreement is with the community for review and sign-off ■ The funding agreement is with the community for review
11.	■ Marten Falls First Nation	■ Yes	■ One previous Community Co-ordinator hired; one current Community Co-ordinator	■ Yes	■ The final versions of the sharing and funding agreements have been signed by the Community Access Road team and the community ■ Received Indigenous Knowledge Report from Community
12.	■ Neskantaga First Nation	■ Yes	■ Offered ■ Has not responded to offer	■ Yes	■ The first draft of the sharing and funding agreements are with the community for review
13.	■ Nibinamik First Nation	■ Yes	■ Offered ■ Has not responded to offer	■ Yes	■ Updated versions of the sharing and funding agreements are with the community for review
14.	■ Webequie First Nation	■ Yes	■ Offered ■ Has not responded to offer	■ Yes	■ Updated versions of the sharing and funding agreements are with the community for review
15.	■ Weenusk First Nation	■ Yes	■ Offered ■ Has not responded to offer	■ Yes	■ The final version of the sharing and funding agreements have been signed by the Community Access Road team and the community ■ Received Indigenous Knowledge Report from the Community

As of July 31, 2024, the Project has received communication from 19 of the communities or tribal councils listed in Table 1-1. Those communities or tribal councils MFFN CAR has met with during the Identification of Preferred Alternatives milestone are indicated with an asterisk (*) below:

- Marten Falls First Nation*;
- Aroland First Nation*;
- Attawapiskat First Nation*;
- Constance Lake First Nation;
- Chiefs of Ontario;
- Fort Albany First Nation;
- Ginoogaming First Nation*;
- Kashechewan First Nation;
- Long Lake #58 First Nation*;
- Métis Nation of Ontario;
- Mushkegowuk Council;
- Nibinamik First Nation*;
- Nishnawbe Aski Nation;
- Nokiiwin Tribal Council;
- Matawa First Nations Management;
- Wapekeka First Nation;
- Weenusk First Nation*;
- Red Sky Métis Independent Nation (RSMIN)*
- Animbiigoo Zaagi'igan Anishinaabek First Nation (AZA); and
- Kitchenuhmaykoosib Inninuwug First Nation.

The remaining 12 communities or tribal councils have not communicated with MFFN between June 1, 2023 and July 31, 2024. MFFN remains available to meet with these communities in the future and continues outreach on an ongoing basis; providing the same milestone information (e.g., Discussion Guides, monthly E-Blasts, notifications, field notices) offered to all of the 23 Indigenous communities and 8 Tribal Councils being engaged. These communities include:

- Eabametoong First Nation (Fort Hope);
- Independent First Nations Alliance;
- Kasabonika Lake First Nation;
- Kingfisher Lake First Nation;
- Mishkeegogamang First Nation;
- Neskantaga First Nation;
- Shibogama First Nations Council;
- Union of Ontario Indians;
- Webequie First Nation;
- Wunnumin Lake First Nation;
- Wawakapewin First Nation.

Those Tribal Councils, Nations and Alliances listed in the table above, as well as Independent First Nations Alliance the Union of Ontario Indians, have been identified as potentially interested in the Project, and have been provided with information and MFFN remains available to meet, throughout the EA / IA process.

MFFN is currently consulting and engaging with Indigenous communities identified by the MECP and the Agency and will continue to do so throughout the EA / IA, as per the level of interest expressed by each community. MFFN, as the Proponent, will also continue to work with communities to collect IK to incorporate into the EA / IS regarding traditional land and resource use and cultural practices.

To help achieve an appropriate level of consultation and engagement related to the Project, (i.e., frequency and depth of consultation and engagement), the list of communities being engaged was considered against the following:

- Expressed interest (to-date) in the proposed MFFN Community Access Road, including applying to Ministry of Energy, Northern Development and Mines and the Agency for capacity funding, participation in the Indigenous Knowledge program or participation in the Community Co-ordinator program;
- Aboriginal or Treaty Rights, including any rights that neighbouring Indigenous communities themselves have identified, may be adversely affected by the Project;
- Geographical distance or proximity to the study area;
- Situated downstream of the Project and with a potential to experience effects to water courses as a result of the Project;
- Traditional and / or current land use within the study area or of lands potentially affected by the Project;
- Potential for effects on the environmental, health and social and economic conditions of neighbouring Indigenous communities; and,
- Provided comments on the EA / IA processes.

MFFN has adjusted the approach to engaging each indigenous community based on these criteria, but understands the list may evolve as new information becomes available and more neighbouring Indigenous communities engage in the consultation and engagement opportunities provided.

Indigenous communities have been contacted regularly by the MFFN CAR Project Team with conversations ranging from: field study / valued component (e.g., educational videos and webinars); information and surveys; regular Project email updates, including monthly E-Blasts; in-person outreach (via telephone and email); the IK Program; Community Co-ordinator Program; PIC #5; invitation to the second ATRI Forum, and offers to meet (e.g., Chief and Council meetings followed by meetings with the broader community). Comments, issues and questions received from Indigenous communities that can be shared publicly are included in **Section 3**.

In summary, the MFFN CAR Project Team has provided / offered many opportunities to consult and engage the identified Indigenous communities, including (with specific details in the Consultation Snapshot table in **Section 2)**:

- Distributed Milestone #2 Progress Report via email;
- Completed follow-up phone calls and emails to confirm receipt of notifications and other distributed materials;
- Circulated Project updates, including 13 E-Blasts;
- Sent emails and phone calls to confirm interest in being consulted on the Project (for communities that had not yet expressed interest);

- Held conference calls / in-person meetings with community representatives and / or community meetings with Indigenous communities;
- Distributed field notices and updates regarding specific programs;
- Circulated IK Program key milestone reminders and information sheet;
- Completed follow-up via phone calls and emails regarding E-Blast contents, field programs and corresponding Discussion Guides, Community Co-ordinator Program, IK Program and ATRI forum;
- Several offers to meet;
- Distributed Stage 1 Archaeological Assessment Report;
- Circulated Community Co-ordinator Program letter offering to hire members of specific Indigenous communities as Project-specific Community Co-ordinators. A description of the role was provided and offer to setup a meeting to discuss further;
- Distributed Notice of PIC #5 Existing Conditions Report and Route Selection Milestone;
- Held PIC #5 in Thunder Bay and Geraldton, along with two in-community MFFN meetings, and online version of the PIC #5;
- Distributed 10 plain language videos showcasing different valued components and supporting content in Field Study Discussion Guide and Notices;
- Held meetings with MFFN Chief and Council and broader community;
- Distributed notices for the online Webinar Series, including Route Selection Milestone and Climate Change and Adaptation. Follow-ups included encouragement to provide feedback for the Climate Change Webinar via a survey;
- Hosted an online Webinar Series; and
- Held the second ATRI Forum in person.

Specific Indigenous communities were also offered funding through the Community Co-ordinator Program—these communities have been most engaged and active on the Project or have indicated interest in engaging on the Project and requiring financial support. In addition, MFFN and Aroland First Nation members were also offered employment opportunities as Field Study Support Staff to assist with field programs.

1.5 Summary of Input and Information Received and EA Milestone Development

The following **Table 1-2** describes a high-level summary of input and information received during this reporting time period and how this information has informed the Identification of Preferred Alternatives milestone development or will inform the EA. While there was some specific feedback received that has directly informed the Identification of Preferred Alternatives milestone development / EA, the majority of feedback was broad with limited specific details (therefore requiring ongoing follow-up and additional details from source commenters) or were more general interests or concerns. The MFFN CAR Project Team will continue to follow-up and seek additional details.

Table 1-2: Summary of Input and Information Received and EA / Milestone Development

Input and Information Provided by Indigenous Communities	How the Development of the EA Milestone or EA has been or may be Informed
Specific Feedback Provided on Environmental Existing Conditions ■ Specific feedback was provided on the bird field program, including birds observed and comments on their habitats. ■ Specific feedback was provided on the wolverine field program. ■ Confidential information regarding the Albany River was provided and is considered as IK. ■ Caribou were identified in the District of Kenora. ■ Request to participate in field studies.	■ Birds and comments on their habitats were noted for the bird field program. ■ One site of the wolverine hair snag was changed based on feedback provided. ■ The EA has been informed by confidential information regarding the Albany River and details are being kept confidential. ■ The general identification of caribou location(s) has been noted. ■ Members of Aroland First Nation were invited to participate in the Groundwater and Geochemistry field program, including a flyover and planning for subsequent drilling program (outside of this reporting time period); any feedback provided during the flyover will be considered as part of the EA.
Concerns Related to Environmental Existing Conditions; Additional Details Required ■ It was noted that a spawning area could be relocated if it would be disrupted by the Project ■ Concern was expressed for watersheds ■ Concern was expressed regarding caribou migration and impacts to gathering rights ■ Concern was expressed related to salting on the road and impacts to nearby rivers	■ Relocating spawning areas has not yet been determined due to insufficient details provided. Ongoing follow-up is taking place to receive additional information to help identify the spawning area. ■ More specific details are required related to concerns for watersheds. As part of the alternative selection, effects to Natural Environment will be taken into consideration. ■ More specific details are required related to concerns for caribou migration and impacts to gathering rights. ■ The concern regarding salting and nearby rivers has been noted and maintenance of the Community Access Road, including usage of salt, will be one of the indicators for the evaluation.
Interests Related to Environmental Existing Conditions; Additional Details Required ■ Several communities indicated interest in different topics related to existing conditions without providing specific feedback or comments. Some examples include receiving field study results when they become available for caribou	■ Interest in topics has been noted for each community. The MFFN CAR Project Team continues to distribute Discussion Guides related to field studies, educational videos and webinars on valued components. Information on field studies is shared in the monthly Project updates and in seasonal Field Notices (sent via email and posted on the project website). Early observations and methods for field studies completed to-date have been provided at PIC #3, PIC #4 and PIC #5 as information has become available. Meetings will continue to be offered based on specific topics of interest to solicit additional feedback and issues.

Input and Information Provided by Indigenous Communities	How the Development of the EA Milestone or EA has been or may be Informed
Route Alignment ■ A variety of comments were provided on the route alignment near MFFN, including: river and ice levels can be high near MFFN and there are locations where the bank is eroding and could affect the road; intense rain could damage the road and impact streams due to erosion; safety concerns were raised regarding truck activities (including dust, noise, low visibility and speeding) north of the airport and children who play in the same area; and concerns regarding how the Community Access Road may interfere with MFFN community activities (e.g., gathering firewood, social events) ■ Feedback was obtained through community meetings and PIC #5 contributing to the final route selection. During October 2023, two in-community meetings and PIC #5 were held to receive feedback on the preliminary technically preferred route recommendation. Many comments were received regarding the proposed route for Segment 2 (Alternative 1: Albany Crossing). Community input did not align with the technically preferred segment proposed by the Project Team. Community members indicated that they did not want the route running along the Albany River and cited a range of concerns including short term and longer-term impacts on the river, wildlife and vegetation and enjoyment of the river.	■ Concerns related to the route alignment closer to MFFN have been noted and will continue to be considered as part of the EA. As part of the EA, the evaluation will identify the preferred route for the Community Access Road, temporary infrastructure and aggregate sources with the least potential for negative effects, greatest opportunity for mitigating negative effects and greatest benefits to the community. Safety is a crucial consideration when evaluating the route and is featured in every study within the EA and starts with the road design. Design of the CAR includes consideration for drainage, visibility, speeding, ice and riverbank stability. The Air and noise reports consider and include mitigations where impacts from noise and dust may be a concern. The water reports consider potential effects due to erosion, and the climate change report considers concerns related to extreme weather events such as intense rainfall. ■ Based on community members' feedback, the preliminary technically preferred route recommendation was refined to reflect the feedback heard during the October 2023 meetings. The final route recommendation was altered to reflect the community's preference to have Alternative 4 be the preferred alternative for Segment 2 (Albany Crossing). Receiving Indigenous Knowledge for the area between late 2023 and mid 2024 further confirmed that Alternative 4 for Segment 2 was the decision supported by Marten Falls First Nation Chief and Council and community members. The Band Council Resolution for the final route recommendation was sent to MFFN Chief and Council on July 31, 2024,
Cumulative Effects, Road Projects and Regional Assessment ■ Some communities expressed concerns regarding cumulative effects / impacts in the Project area, including the scope of the EA, impacts from all three road projects (the Community Access Road, Webequie Supply Road and Northern Road Link), the Regional Assessment and a moratorium on the Ring of Fire activities.	■ Some of the comments received were directed to government agencies (e.g., NDMNRF, MECP, the Agency) to respond to as they were outside of the scope of the Community Access Road Project. In terms of cumulative effects, if specific details from other projects are provided they will be considered as part of the EA; the EA will predict cumulative effects of the preferred alternative with the effects of past, present and reasonably foreseeable projects. Cumulative effects assessment methods were shared during the Identification of Preferred Alternatives milestone at PIC #4 at the ATRI Forum #2 and again during community meetings in July 2024.
Impacts from COVID-19 ■ Some communities expressed inability to effectively engage with their community members due to the COVID-19 pandemic.	■ The MFFN CAR Project Team worked with each Indigenous community's preference in how they would like to be consulted and engaged, whether virtually or in-person and in light of the COVID-19 pandemic or other crises. Custom consultation plans and protocols were also offered and will be followed up on with communities who expressed interest.

Input and Information Provided by Indigenous Communities	How the Development of the EA Milestone or EA has been or may be Informed
Timeline Extensions ■ Some communities requested extended Project timelines, for both the provincial and federal processes.	■ The MFFN CAR Project Team will work with communities to understand their individual needs regarding timeline extensions. The request for an IS extension was granted. Communities will continue to be kept informed on timelines.
Request for Funding ■ Some communities expressed need for provincial participant funding to participate in consultation and engagement activities. There has also been ongoing co-ordination to onboard communities to the IK Program and Community Co-ordinator Program, with funding provided by the MFFN CAR Project Team.	■ While participant funding is issued by the Province and not the MFFN CAR Project Team, requests were shared with the province to respond to. ■ Additional funding for Indigenous communities include participation in the IK Program and Community Co-ordinator Program. Additionally there is funding associated with participation in field monitoring program(s) for Marten Falls First Nation and in some instances, Aroland First Nation. The MFFN CAR Project Team has followed up with Indigenous communities via phone and email throughout this milestone regarding funding opportunities.
Revision to ATRI Study Areas for the Impact Assessment ■ Based on feedback from Indigenous communities and the information collected to select a technically preferred Route Alternative, concerns were expressed to revise the ATRI study areas for the Impact Assessment to focus on the technically preferred Route Alternative.	■ The ATRI environmental discipline made changes to the ATRI study area for the Impact Assessment which included an increase to the local study area from a 5 km buffer to a 10 km buffer and changed the Regional Study Area to increase in size of more than double the area.

A detailed record of the efforts made to consult and engage with each of the 31 Indigenous communities and indigenous organizations communication received from the communities from June 1, 2023 to July 31, 2024 is provided in **Section 3**. The following sections summarize key consultation activities and issues received through consultation and engagement activities during this time period. The report for each community also includes discussion of how any input and information provided by the Indigenous communities have informed the development of the Identification of Preferred Alternatives milestone.

Appendix A of this report includes copies of Project distributions sent to Indigenous communities and others including monthly E-Blasts, Field Notices and Field Study Discussion Guides. **Appendix B** of this report includes copies of distributions to Indigenous communities including, presentations, meeting summaries, if applicable. This overview and appendix materials are provided to Indigenous communities for their review.

2. Consultation Snapshot

The table below provides an overview of consultation and engagement activities during the Identification of Preferred Alternatives Milestone. Issues received through consultation and engagement activities during this milestone are included in **Section 3**.

Items in black occurred during the NoC of EA Milestone between October 29, 2021 to June 30, 2022 and the Effects Assessment Milestone from July 1, 2022 to May 31, 2023. Items in blue occurred during the Identification of Preferred Alternatives Milestone from June 1, 2023 to July 31, 2024.

Table 2-1: Consultation Snapshot – From June 1, 2023, to July 31, 2024

Project Phases: NoC of EA, Effects Assessment and Identification of Preferred Alternatives			
Activity	**Audience**		
	Indigenous Communities	***Interested Persons***	***Agencies & Government Bodies***
NoC			
■ Distribution of EA NoC (October 29, 2021).	✓	✓	✓
■ NoC Advertisement (October 29 to November 12, 2021).	✓	✓	✓
Interim Record of Consultation and Engagement (RoCE)			
■ Draft Interim RoCE distributed to Indigenous communities for review (December 6, 2022).	✓		
■ Email follow-up distributed in January 2023.	✓		
Milestone Progress Report #1			
■ Draft Progress Report distributed to Indigenous communities for review (December 6, 2022)	✓		
■ Email follow-up distributed in January 2023.	✓		
Milestone Progress Report #2			
■ Draft Progress Report distributed to Indigenous communities for review (November 27, 2023)	✓		
■ Email follow-up to request re-download of Draft Progress Report (November 29, 2023)	✓		
■ Archaeology Assessment Reports for Stage 1 and Stage 2 distributed (February 3, 2023)	✓		
Public Information Centres (PIC)			
■ PIC #3 Notice distributed (June 13, 2022)	✓	✓	✓
■ PIC #3 in Thunder Bay (June 27, 2022)	✓	✓	✓
■ PIC #3 in Geraldton (June 29, 2022)	✓	✓	✓
■ PIC #4 Notice distributed (November 22, 2022)	✓	✓	✓
■ PIC #4 in Thunder Bay (December 7, 2022)	✓	✓	✓
■ PIC #4 in Geraldton (December 8, 2022)	✓	✓	✓
■ PIC #5 Notice distributed (October 10, 2023)	✓	✓	✓
■ PIC #5 in Thunder Bay (October 25, 2023)	✓	✓	✓
■ PIC #5 in Geraldton (October 26, 2023)	✓	✓	✓
■ Follow-up letters, emails, and phone calls to Indigenous communities regarding the Project.	✓		

Project Phases: NoC of EA, Effects Assessment and Identification of Preferred Alternatives			
Activity	**Audience**		
	Indigenous Communities	***Interested Persons***	***Agencies & Government Bodies***
Individual Project Meetings			
■ In-person meeting with Marten Falls First Nation to provide an update on the Project and the approval of the Terms of Reference (November 16-17, 2021)	✓		
■ Presented to the Mushkegowuk Council AGM (in-person, November 24, 2021)	✓		
■ A teleconference meeting with Marten Falls First Nation to discuss the Environmental Assessment and Impact Assessment (February 2, 2022)	✓		
■ Teleconference with Métis Nation of Ontario (MNO) to discuss the IK Program (February 4, 2022). Note: Also captured under the IK Program section below	✓		
■ Teleconference with Constance Lake First Nation (April 21, 2022). Note: Also captured under the IK Program and Community Co-ordinator section below	✓		
■ Teleconference presentation to Mushkegowuk Tribal Council's Terrestrial Working Group (May 18, 2022)	✓	✓	
■ In-person meeting with Marten Falls First Nation community members in advance of PIC #3 (June 28, 2022)	✓	✓	
■ In-person meeting regarding Community Co-ordinator and IK Programs with Long Lake # 58 (August 9, 2022).	✓		
■ Helicopter flyover to visually inspect three potential groundwater sites with Aroland First Nation (August 17 and 18, 2022).	✓		
■ In-person meeting with Marten Falls First Nation community members in advance of PIC #4 (November 2, 2022)	✓	✓	
■ In-person meeting with Marten Falls First Nation community members in advance of PIC #4 (December 6, 2022)	✓	✓	
■ Well drilling activities monitored by Aroland First Nation representatives (November 25 – December 3, 2022).	✓		
■ A teleconference meeting with Long Lake #58 First Nation to discuss the Community Co-ordinator Program and IK Program (February 13, 2023).	✓		
■ A virtual meeting with Long Lake #58 First Nation, Constance Lake First Nation and Ginoogaming First Nation to discuss the Archaeology and Cultural Heritage reports (April 21, 2023).	✓		
■ Teleconference with Métis Nation of Ontario (MNO) to discuss Archaeology and Cultural Heritage Program (April 27, 2023)	✓		
■ In-person Nation-to-Nation meeting with Eabametoong First Nation to provide an overview of the MFFN CAR (May 10, 2023)	✓		
■ A virtual meeting with Marten Falls First Nation was held regarding the engineering, construction and the route selection process for the Project (May 15, 2023).	✓		
■ A virtual meeting with Long Lake #58 First Nation's legal counsel to discuss the IK Sharing Agreement (May 17, 2023).	✓		
■ A virtual meeting with Long Lake #58 First Nation was held to provide a Project overview (August 29, 2023).	✓		
■ In-person meeting with Marten Falls First Nation community members in advance of PIC #5 (October 23, 2023)	✓	✓	

Project Phases: NoC of EA, Effects Assessment and Identification of Preferred Alternatives			
Activity	**Audience**		
	Indigenous Communities	***Interested Persons***	***Agencies & Government Bodies***
■ In-person meeting with Marten Falls First Nation community members in advance of PIC #5 (October 24, 2023)	✓	✓	
■ A virtual meeting with Long Lake #58 First Nation was held as a follow-up to discuss the Community Co-ordinator and IK Program meeting (November 10, 2023).	✓		
■ A virtual meeting held with Attawapiskat First Nation representatives to discuss the MFFN CAR Project and Caribou Study Plan (December 4, 2024).	✓		
■ In-person meeting with Nibinamik First Nation to provide a Project update (January 16, 2024).	✓		
■ A virtual meeting with Red Sky Métis Independent Nation to review the Draft preliminary ATRI Existing Conditions Report (March 19, 2024).	✓		
■ In-person Nation-to-Nation meeting with Aroland First Nation to build on and improve the relationship between the two nations and to provide both Nations the opportunity to discuss any concerns or issues, including the previously drafted Communication Protocol Agreement (April 19, 2024).	✓		
■ In-person taskforce meeting between Marten Falls First Nation and Aroland First Nation (May 7, 2024).	✓		
■ In-person taskforce meeting between Marten Falls First Nation and Aroland First Nation (May 28, 2024).	✓		
■ In-person Chief and Council meeting with Marten Falls First Nation to provide a Project update (May 29, 2024).	✓		
■ Virtual meeting with Attawapiskat First Nation to discuss the Spring Groundwater Program (May 31, 2024).	✓		
■ A virtual meeting with Weenusk First Nation to provide a Project update and discuss the IK Program and socio-economic programs (June 5, 2024).	✓		
■ In-person meetings with Aroland First Nation community members to obtain feedback on the final route recommendation, existing conditions and cumulative effects, including inclusions list (June 19-20, 2024).	✓		
■ In-person meeting with Long Lake #58 First Nation Elders and community members to present the preliminary technically preferred routes (June 20, 2024).	✓		
■ In-person meetings with Aroland First Nation community members to obtain feedback on the final route recommendation including Segment 1, Dusey Lake, Segment 2, Segment 3, cumulative effects, evaluation approach and inclusions list, engineering considerations and existing conditions (valued component studies) (July 15-16, 2024).	✓		
■ In-person meetings with Marten Falls First Nation community members to confirm selection of the final route selection, cumulative effects, evaluation approach and inclusions list, engineering considerations and existing conditions (valued component studies) (July 17-18, 2024).	✓		
■ A virtual meeting held with Attawapiskat First Nation to discuss the draft ATRI Existing Conditions Report (July 23, 2024).	✓		

Project Phases: NoC of EA, Effects Assessment and Identification of Preferred Alternatives			
Activity	**Audience**		
	Indigenous Communities	***Interested Persons***	***Agencies & Government Bodies***
Other Notices / Newsletters			
■ 2021 Highlights Letter distributed to Indigenous communities via email (December 15, 2021)	✓		
■ Phone calls to Indigenous communities to follow-up on the December E-Blast, Winter Discussion Guide and field notice (December 16 to 17, 2021).	✓		
■ Circulated Monthly Project Update Email Blast (referred to as E-Blast) – October 2021 (November 3, 2021) – November 2021 (November 30 2021) – December 2021 (December 15, 2021) – January 2022 (January 31, 2022) – February / March 2022 (March 15, 2022) – April 2022 (April 29, 2022) – May 2022 (May 27, 2022) – June 2022 (June 24, 2022) – July 2022 (July 26, 2022) – August 2022 (August 19, 2022) – September 2022 (September 29, 2022) – October 2022 (November 2, 2022) – November 2022 (November 25, 2022) – December 2022 (December 20, 2022) – January 2023 (January 30, 2023) – February 2023 (February 28, 2023) – March 2023 (April 4, 2023) – April 2023 (April 28, 2023) – May 2023 (June 7, 2023) – June 2023 (June 28, 2023) – July 2023 (August 2, 2023) – August 2023 (September 1, 2023) – September 2023 (September 28, 2023) – October 2023 (November 2, 2023) – 2023 Year In Review (December 12, 2023) – January 2024 (January 31, 2024) – February 2024 (March 1, 2024) – March 2024 (April 3, 2024) – April 2024 (April 30, 2024) – May 2024 (May 30, 2024) – June 2024 (July 9, 2024)	✓	✓	✓
■ Circulated Field Study Notices & Discussion Guides: – Winter Field Program Notice and Discussion Guide (December 10, 2021) – Furbearer Ground Track Survey Update (January 19, 2022) – Bird Aerial Surveys Update (February 4, 2022) – Wolverine Den Surveys Notice (February 14, 2022) – Wolverine Hair Snag Program and Bird Autonomous Recording Unit Update (March 3, 2022) – Wolverine Den Survey Update (March 9, 2022) – Early Spring Notice (March 29, 2022) – Terrain and Soils Notice (May 11, 2022) – Surface Water, Fish and Fish Habitat Notice (May 30, 2022) – Vegetation Field Notice (June 10, 2022)	✓	✓	✓

Project Phases: NoC of EA, Effects Assessment and Identification of Preferred Alternatives			
Activity	**Audience**		
	Indigenous Communities	***Interested Persons***	***Agencies & Government Bodies***
– Groundwater and Geochemistry (July 29, 2022) – Fall Field Programs Update (September 16, 2022) – Winter / Spring 2023 Field Notice (December 1, 2022) – Field Programs updates (March 9, 2023) – Spring 2023 Field Notice (April 21, 2023) – Summer 2023 Field Notice (July 12, 2023) – Fall 2023 Field Notice (September 15, 2023) – Winter 2024 Field Notice (January 18, 2024) – Spring 2024 Field Notice (April 17, 2024) – Spring Groundwater Program Update (May 23, 2024) – Summer 2024 Field Notice (July 16, 2024)			
■ Matawa Messenger newsletter feature (June 2022) ■ Follow-up to furbearer winter tracking field program notice (January 27, 2023) ■ Follow-up on ungulate aerial survey notice (February 15, 2023)	✓	✓	✓
■ Webinar Series: – Animals and Wildlife (Ungulates and Furbearers) (November 15, 2022) – Surface Water, Fish & Fish Habitat (November 29, 2022) – Archaeology and Cultural Heritage (January 10, 2023) – Vegetation and Physiography (January 17, 2023) – Peatlands (January 31, 2023) – Air Quality, Greenhouse Gases and Climate Change (February 14, 2023) – Socio-Economic Studies Part I (February 21, 2023) – Socio-Economic Studies Part II (February 28, 2023) – Groundwater and Geochemistry (March 14, 2023) – Birds (March 21, 2023) – Reptiles, Amphibians, Insects and Bats (March 28, 2023) – ATRI (April 4, 2023) – Route Selection Milestone (November 16, 2023) – Climate Change Webinar (February 8, 2024)	✓	✓	✓
■ Stage 1 Archaeological Assessment Report (June 3, 2024)	✓		
Indigenous Knowledge (IK) Program			
■ Circulated an update on the MFFN CAR IK Program which included an updated schedule and timeline for Indigenous communities to share IK (January 21 to 24, 2022)	✓		
■ Teleconference with Métis Nation of Ontario (MNO) to discuss the IK Program (February 4, 2022)	✓		
■ Teleconference with Constance Lake First Nation to discuss the IK Program (and Community Co-ordinator Program) (April 21, 2022)	✓		
■ IK Program Update on the Proposed ATRI Study Areas Memo and ATRI Shapefiles were distributed via email. (August 2022)	✓		
■ Distributed a Save the Date for the upcoming ATRI Forum and Cultural Heritage Workshop via email (December 20, 2022)	✓		
■ Invitation to ATRI Forum distributed (January 13, 2023, and February 1, 2023)	✓		
■ ATRI Forum and Cultural Heritage Workshop in Thunder Bay (February 8 – 9, 2023)	✓		

Project Phases: NoC of EA, Effects Assessment and Identification of Preferred Alternatives			
Activity	**Audience**		
	Indigenous Communities	***Interested Persons***	***Agencies & Government Bodies***
■ IK Program timeline and update letter (March 22, 2023)	✓		
■ IK Program timeline and update letter (June 22, 2023)	✓		
■ IK Program timeline and update letter (October 5, 2023)	✓		
■ IK Program timeline and update letter (November 10, 2023)	✓		
Community Co-ordinator Program			
■ Distribution of letter introducing the Community Co-ordinator Program to 13 neighbouring Indigenous communities including job posting (March 17, 2022)	✓		
■ Teleconference with Constance Lake First Nation to discuss the Community Co-ordinator Program (and the IK Program) (April 21, 2022)	✓		

3. Consultation and Engagement with Indigenous Communities, Provincial and Territorial Organizations and Tribal Councils

3.1 Consultation and Engagement with Indigenous Communities

To summarize overall engagement with each Indigenous community, the following analytics were performed:

The **Level of Engagement Effort and Response** bar graph reflects the efforts taken by the MFFN CAR Project Team to engage Indigenous communities and the level of response received. Communications channels considered include **email correspondence** (outgoing & incoming), **phone correspondence** (outgoing & incoming), and **meetings offered in comparison to meetings scheduled**, by any means of communication.

- **Email Correspondence** reflects all personalized emails sent between the MFFN CAR Project Team and Indigenous communities.
  - **Outgoing Email Correspondence** reflects all personalized emails sent from the MFFN CAR Project Team to a specific Indigenous community; mass communications sent to all communities by the MFFN CAR Project Team are not considered in this calculation.
  - **Incoming Email Correspondence** includes emails received from an Indigenous community directly to MFFN CAR Project Team; emails that only confirm receipt of an outgoing email or emails where the MFFN CAR Project Team are copied but not directly mentioned are not included.
- **Phone Correspondence** reflects all call attempts between the MFFN CAR Project Team and an Indigenous community.
  - **Outgoing Phone Calls** reflect all phone calls made by the MFFN CAR Project Team to an Indigenous community. **Answered Phone Calls** includes those calls that were answered immediately by the intended recipient or were returned at a later time when the contact was available.
  - **Incoming Phone Calls** reflect instances where Indigenous communities contacted MFFN CAR Project Team without a previous outgoing phone call.
- **Meetings Offered vs. Held** reflects the efforts taken by the MFFN CAR Project Team to schedule a meeting in comparison to the number of meetings achieved between the Indigenous community and the MFFN CAR Project Team

4. References

AECOM, 2019:

Draft Terms of Reference Marten Falls First Nation Community Access Road – Environmental Assessment.

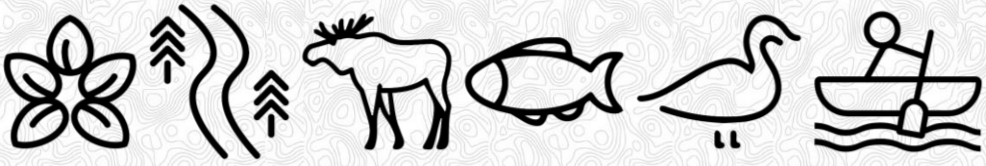
AECOM, 2020:

Proposed Terms of Reference Marten Falls First Nation Community Access Road – Environmental Assessment.

Hatch, 2016:

Technical Review of Industrial Transportation Infrastructure Proposals.

Phone: 1-800-764-9114 **Email:** info@martenfallsaccessroad.ca **Web:** http://www.martenfallsaccessroad.ca



13. Marten Falls First Nation (MFFN)

13.1 Community Profile

Location: Ogoki, ON, P0T 2L0

Tribal Council: Matawa First Nations Management

Treaty: 9

Project Team Lead: Niki Angelis

Figure 13-1: Marten Falls First Nation (MFFN) Distribution of Communication

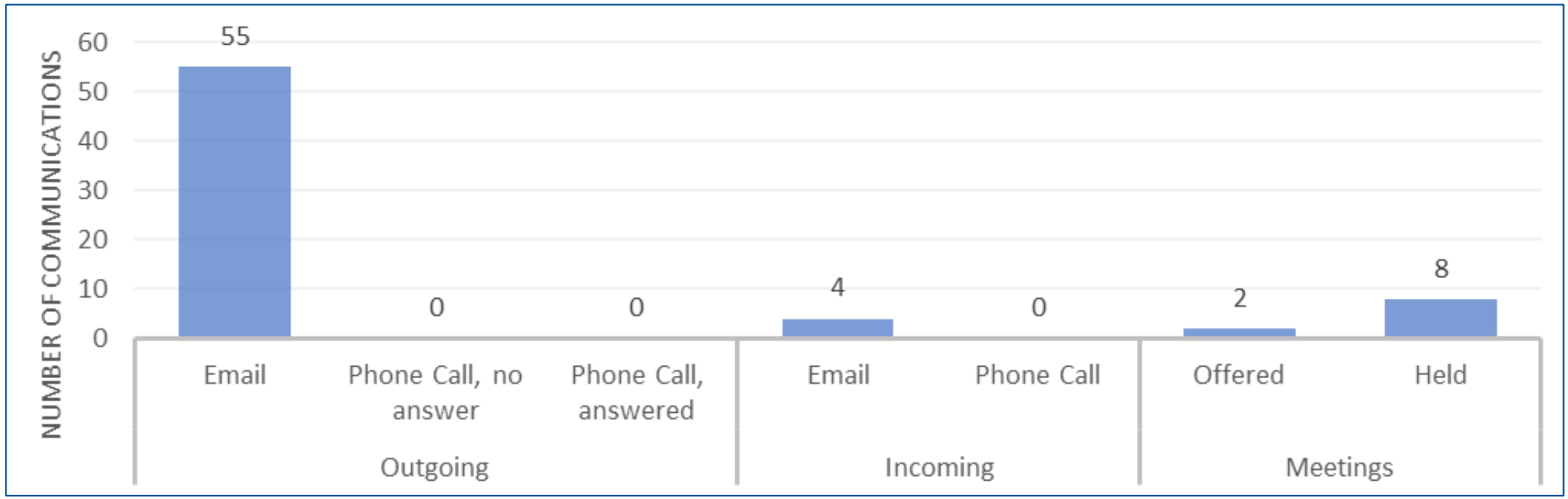


Table 13-1: Summary of Participation During Milestone 3 Reporting Period

Summary of Participation During Reporting Period	
Date of Last Outgoing Communication from MFFN CAR Project Team (Email or Phone):	July 16, 2024 (email)
Date of Last Incoming Communication from Community (Email or Phone):	Dec 11, 2023 (email)
Participating in IK Program:	Status of IK Sharing Agreement: Confirmed
	Status of IK Funding Agreement: Confirmed
	IK information provided: Yes
Participating in Community Coordinator Program:	Have one active Community Coordinator

Table 13-2: Key Consultation and Engagement Activities Undertaken During EA / IA

Date	Consultation and Engagement Activity
June 7, 2023	May 2023 E-Blast distributed via email.
June 14, 2023	Sent email to advertise job opening for community member.
June 19, 2023	Sent follow up email on upcoming IK Program milestone.
June 22, 2023	Email outlining program changes.
June 22, 2023	Sent follow up email on the IK Program milestone and timeline.
June 28, 2023	June 2023 MFFN CAR E-Blast distributed via email.
July 13, 2023	Summer 2023 Field Notice distributed via email.
July 27, 2023	Information on the open position for a Community Coordinator for the Project was provided.
August 2, 2023	July 2023 MFFN CAR E-Blast distributed via email.
September 1, 2023	August 2023 MFFN CAR E-Blast distributed via email.
September 15, 2023	Fall 2023 Field Notice distributed via email.
September 28, 2023	September 2023 MFFN CAR E-Blast distributed via email.
October 5, 2023	Project update regarding PIC #5, ATRI Forum, the Climate Change Workshop and the Community Coordinator Program.
October 6, 2023	Community meetings and PIC #5 invitation distributed via email.
October 17, 2023	ATRI Forum #2 invitation distributed via email.
October 23 and 24, 2023	Community member meetings held in Thunder Bay and in-community in advance of PIC #5.
October 25 to 26, 2023	In-person attendance at PIC #5.
November 2, 2023	October 2023 MFFN CAR E-Blast distributed via email.
November 8, 2023	Project update distributed via email.
November 9, 2023	Reminder for Route Selection Milestone Webinar distributed via email.

Date	Consultation and Engagement Activity
November 10, 2023	IK update distributed via email.
November 16, 2023	Reminder for Route Selection Milestone Webinar distributed via email.
November 21 to 23, 2023	Representatives from Marten Falls First Nation attended ATRI Forum #2.
November 27 & 29, 2023	Milestone #2 Progress Report distributed via email.
November 19, 2023	Emailed Marten Falls First Nation to provide the Draft Preliminary Aboriginal and / or Treaty Rights and Interests Existing Conditions Report.
December 7, 2023	Socio-economic Assessment Interest letter sent via email.
December 11, 2023	Email outreach about Project updates including the Milestone #2 Report, the Socio-economic letter, the webinar series, ATRI Forum #2 and the IK and Community Coordinator Programs.
December 12, 2023	2023 Year In Review E-Blast.
January 15, 2024	The Project Team thanked MFFN for providing dates to discuss the Socio-Economic survey results.
January 16, 2024	Invitation for Climate Change Adaptation and the Community Access Road Webinar distributed via email.
January 18, 2024	Winter 2024 Field Notice distributed via email.
January 25, 2024	Upcoming events sent to MFFN distributed via email.
January 31, 2024	January 2024 E-Blast distributed via email.
February 08, 2024	Climate Change Adaptation Webinar Reminder distributed via email.
February 13, 2024	Climate Change Adaptation Webinar Follow-Up distributed via email.
February 21, 2024	Email outreach regarding community coordinator program.
March 01, 2024	February 2024 E-Blast distributed via email.
April 03, 2024	March 2024 e-blast distributed via email.
April 17, 2024	Spring 2024 Field Notice and Caribou Collaring Update distributed via email.
April 30, 2024	April 2024 e-blast distributed via email.
May 23, 2024	Spring 2024 Groundwater Program Update distributed via email.
May 29, 2024	In-community meeting held to provide CAR overview and update.
May 30, 2024	May 2024 E-Blast distributed via email.
June 03, 2024	Stage 1 Archaeological Assessment Report link distributed via email.
June 11, 2024	In person attendance at the Three Road Projects Gathering and Expo
June 28, 2024	June 2024 updates including, the Three Road Projects Gathering & Expo, Stage 1 Archaeological Assessment Report, Community Coordinator Program and the Indigenous Knowledge Program
July 09, 2024	June 2024 E-Blast distributed via email.
July 16, 2024	Summer 2024 Field Notice distributed via email.
July 17 / 18, 2024	In person attendance at MFFN members-only meetings held in-community and Thunder Bay respectively.

Table 13-3: Summary of Feedback Received and Response / Action – Marten Falls First Nation (MFFN)

Topic / Issue Raised	Specific Issue / Comment Raised	Communication Channel	Response / Action	Addressed in the EA / IS
Field Studies, Engineering and Design, Consultation Methods, Wildlife	Fish ■ During the in-community November 2, 2022 PIC #4 meeting, a community member noted protecting fish populations and avoiding sensitive fish areas was very important.	■ In-person	Status: Ongoing ■ In the EA / IS, one of the primary mitigations proposed to protect fish and fish habitat will be the avoidance of sensitive fish habitats, where possible. ■ The MFFN CAR Project Team shared early findings from the draft Existing Conditions Reports at PIC #5 and related MFFN community meetings in October 2023 and was made available on the CAR website. Action: ■ The MFFN CAR Project Team will share the Existing Conditions Reports in the draft EA / IS.	■ Concerns and comments will be tracked in the Record of Consultation and Engagement for the EA / IS.
Provincial EA Process, Federal IA Process, Field Studies	Field Studies ■ During the in-community November 2, 2022 PIC #4 meeting, a community member asked when the natural science data be collected and presented to community members.	■ In-person	Status: Ongoing ■ The Natural Science teams have been collecting information in the field since 2019, and continue to conduct field programs to collect existing information into 2024. The teams have formally entered data analysis and reporting stage for the existing conditions information, and are looking forward to sharing this information. ■ The MFFN CAR Project Team shared early findings from the draft Existing Conditions Reports at PIC #5 and related MFFN community meetings in October 2023 and was made available on the CAR website.	■ The EA / IS will include all technical reporting and results from field programs.

Topic / Issue Raised	Specific Issue / Comment Raised	Communication Channel	Response / Action	Addressed in the EA / IS
			Action: The MFFN CAR Project Team will share the Existing Conditions Reports in the draft EA / IS.	
Study Area, Wildlife, Species at Risk	Wildlife ■ During the in-community June 28, 2022 PIC #3 a community member flagged that there is a caribou area in the District of Kenora, in the area between points I and H on the Alternative Routes map.	■ In-person	Status: Ongoing ■ More detailed information is required in order to determine how to incorporate feedback into the EA / IS, including location and description of activities. ■ The MFFN CAR Project Team shared early findings from the draft Existing Conditions Reports at PIC #5 and related MFFN community meetings in October 2023 and was made available on the CAR website. Action: ■ The MFFN CAR Project Team will share the Existing Conditions Reports in the draft EA / IS.	■ Impacts to caribou will be evaluated under Natural Environment and information will be included in the EA / IS.

Table 13-4: Consultation and Engagement Log – Marten Falls First Nation (MFFN)

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
June 07, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCLO (ENDM)) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the May E-Blast to Marten Falls First Nation. The E-Blast provided updates on the Cultural Heritage Program, IK Program and spring field studies. An information sheet for the Cultural Heritage Report was attached.
June 14, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCLO (ENDM)) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation regarding the open position for a Community Coordinator. A list of the position's responsibilities was included, and a poster was attached with more information. A resume template was attached and contact information was provided for interested applicants.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
June 19, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Corinna Baxter (Executive Assistant) ■ Maria Baxter (Councillor and CCLO) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Linda Moonias (Councillor) ■ Eli Baxter (Councillor)	■ MFFN CAR Project Consultant ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team	■ The MFFN CAR Project Consultant emailed Marten Falls First Nation to follow up on a May 2, 2023 email regarding the upcoming milestone date of June 30, 2023, to submit IK so that it may be included in the existing conditions reporting.
June 22, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor and CCLO) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent a follow up email to Marten Falls First Nation, highlighting key IK Program dates including upcoming preliminary draft existing conditions reporting that will start in the Summer 2023 and the evaluation of the alternative route selection which will begin in September 2023 and is expected to be completed by the end of 2023. The MFFN CAR Project Team advised on the importance of receiving IK and information on ILRU by June 30, 2023. It was also advised that the MFFN CAR Project Team will continue to support communities in sharing IK beyond this date and to incorporate this information into subsequent steps of the assessment process (e.g., updates to the existing conditions, effects assessment, impact management and Project design). The MFFN CAR Project Team also offered to organize a meeting to discuss the IK Program and project schedule, and to answer any questions Marten Falls First Nation may have.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
June 22, 2023	Email		x	■ Bruce Achneepineskum (Chief)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Marten Falls First Nation outlining the changes to the Cultural Heritage and Socio-Economic programs. The MFFN CAR Project Consultant provided the dates of the programs and requested confirmation of whether Marten Falls First Nation would be in attendance. The MFFN CAR Project Consultant noted that the flyover had to be cancelled due to wildfires but in person data collection would still be occurring. The MFFN CAR Project Consultant provided their contact information.
June 28, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor and CCLO (ENDM)) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the June E-Blast to Marten Falls First Nation. The E-Blast included a brief description on the Archaeology and Cultural Heritage Program and a link a new video for the program. It was noted that members of the MFFN CAR Project Team were in-community for National Indigenous People's Day for a community meeting and celebrations. An update was provided on the Existing Conditions Report and IK project milestone, including a June 30, 2023 milestone to provide IK to be included in the report. The E-Blast included a link to the Spring Field Notice and an update on upcoming field studies including the Groundwater and Geochemistry Program, Socio-Economic and Human Health, Cultural Heritage, Vegetation Field Program and Groundwater Well Sampling. Completed field studies were also noted and included Vegetation and Peatlands Aerial and Ground Surveys, Wolverine Hair Snag Decommissioning and Ungulate Remote Camera Retrieval. Links for related field program notices, videos and Discussion Guides were included.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
July 06, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCLO (ENDM)) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email for the Cultural Heritage and Socio-Economic Field Programs. The field programs are scheduled from July 18 to 20, 2023. The aerial surveys for the Cultural Heritage Field Program were cancelled due to forest fires. The cultural heritage, socio-economic, and human health teams will hold programs in-person in Marten Falls First Nation and Thunder Bay with Marten Falls First Nation members. On July 18, the Cultural Heritage team will have conversations with Elders and drop-in hours in-community with food and door prizes available to participants. On July 19, the Socio-Economic team will provide a survey to all Marten Falls First Nation members and a health survey to Marten Falls First Nation members in-community. On July 20, a youth focus group will be held in Thunder Bay with gift cards, food and refreshments available to all participants. The Spring Field Notice was attached and a link was included for more information on the programs. A link to the Project website was included for more information on field programs.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
July 13, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCLO (ENDM)) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the Summer 2023 Field Notice to Marten Falls First Nation. It was noted that the Groundwater and Geochemistry Program and Vegetation Program will take place in August and exact dates will be provided when determined. The Field Notice was attached and on the website with more information. Links were provided for webinar recordings and videos on the Vegetation and Groundwater and Geochemistry programs.
July 17, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCLO (ENDM)) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent a reminder email to Marten Falls First Nation for the Cultural Heritage and Socio-Economic Field Programs. The field programs were scheduled from July 18 to 20, 2023 and were held in person in Marten Falls First Nation and Thunder Bay with Marten Falls First Nation members The email provided details of activities for each day and outlined how to participate.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
July 25, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCLO (ENDM)) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation Chief and Council following up on the conclusion of the in-person Cultural Heritage and Socio-Economic Field Programs. Survey links for Socio-Economic and Health surveys were provided for those unable to attend the in-person event. The Health survey is only available for Marten Falls First Nation members living in-community. The surveys will be open until July 31, 2023 and participants will be entered to win prizes including $250 or $500 gift cards.
July 27, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCLO (ENDM)) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation regarding the open position for a Community Coordinator. A list of responsibilities for the position, the funding and length of the position was also included. Contact information was provided for interested applicants.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
August 02, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCLO (ENDM)) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the July E-Blast to Marten Falls First Nation. The E-Blast provided updates on the Cultural Heritage Program that took place in Marten Falls First Nation in July. New valued components videos on Peatlands and Birds were released on the website with links included. Field study updates were provided, including a link to the latest summer 2023 Field Notice and mention of the Vegetation Field Program taking place August 2 to 6, 2023 and the Groundwater and Geochemistry Field Program taking place August 7 to 21, 2023. Links were included to field program notices, videos and discussion guides.
August 18, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCLO (ENDM)) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation Chief and Council with links to complete the Socio-Economic and Health surveys online. The Health survey is only available for Marten Falls First Nation members living in-community. The Socio-Economic survey has separate links for those living in-community and those outside of Marten Falls First Nation. The surveys will be open until August 25, 2023, and participants will be entered to win prizes, including $250 or $500 gift cards.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
August 18, 2023	Email	x		■ Bruce Achneepineskum (Chief)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team received an email reply from Chief Bruce Achneepineskum inquiring about details of how the Socio-Economic and Health Survey engagement was being conducted.
August 25, 2023	Email		x	■ Bruce Achneepineskum (Chief)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Chief Bruce Achneepineskum, noting that the original Socio-Economic and Health surveys took place in-community on July 19, 2023. The online survey remains open and has been shared with MFFN Members through the private Facebook Group, emails and advertising the survey in-community with links and QR codes. The Community Coordinator is assisting with contacting specific individuals directly, including Elders and youth. If there is not a high enough response rate with this round of engagement, the surveys will be administered again in-community in October 2023.
September 01, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCLO (ENDM)) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the August E-Blast to Marten Falls First Nation. The E-Blast provided field study updates, including the Vegetation Field Program from August 3 to 6, Summer Groundwater and Geochemistry Program from August 7 to 18 and the upcoming Fall Groundwater and Geochemistry Field Program in late September. Links to field program notices, videos and Discussion Guides were included. New videos on the Social-Community Studies and Human Health and Community Safety were noted and links were provided. The E-Blast noted upcoming opportunities to connect in-person this Fall with more information to come.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
September 15, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCLO (ENDM)) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the Fall 2023 Field Notice to Marten Falls First Nation. The Field Notice was attached to the email and noted dates and information for the Groundwater and Geochemistry Program and the Caribou Collaring / Mortality Investigation. A link to the Field Notice on the website was included as well as links to the webinar recordings and videos for more information.
September 28, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCLO (ENDM)) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the September E-Blast to MFFN. The E-Blast provided updates on the Fall Groundwater and Geochemistry Program from September 18 to 25 and the Caribou Collaring / Mortality Investigation Program on September 26. The E-Blast noted the dates for PIC #5 in Thunder Bay and Geraldton and that planning for the ATRI Forum #2 is underway. Links were included to the newly released Physiography, Terrain and Soils and Wildlife: Reptiles, Amphibians, Pollinating Insects and Bats videos.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
October 05, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Paul Achneepineskum (Councillor) ■ Bob Baxter (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Linda Moonias (Councillor) ■ Maria Baxter (Councillor & CCLO (ENDM)) ■ Rob Moonias (Councillor) ■ Russell Achneepineskum (Councillor) ■ Shane Baxter (Councillor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Marten Falls First Nation leadership, congratulating Chief and Council on the recent election results. The MFFN CAR Project Consultant provided a list of the upcoming activities regarding the CAR, including PIC #5, ATRI Forum, Climate Change Workshop and the Community Coordinator Program.
October 06, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Patty Achneepineskum (Councillor) ■ Sam Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCLO (ENDM)) ■ Eli Coaster (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed an invitation for community meetings focused on PIC #5 content to MFFN. The MFFN community members meeting will be in Thunder Bay on October 23, 2023, and an in-community meeting in MFFN will be on October 24, 2023. The meetings will include a presentation, a question-and-answer session, and an open house period for viewing the proposed route maps and sharing their feedback.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
October 17, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCLO (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor)	■ MFFN CAR Project Team Consultant	■ The MFFN CAR Project Team Consultant sent an invitation for the upcoming ATRI Forum #2. The ATRI Forum is to be held in Thunder Bay from November 21 – 23, 2023. The invitation provided information on the Forum including purpose, funding, contact information, the preliminary agenda and how to RSVP. The purpose is to create a respectful, culturally-sensitive, and collaborative space to develop an understanding of ATRI in the Project area. Funding would be provided by the Province for up to 3 community representatives to attend. The preliminary agenda focuses on ATRI for November 21 – 22 and Cumulative effects on November 23.
October 19, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCLO (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a reminder for community meetings focused on PIC #5 content to MFFN. The MFFN community members meeting will be in Thunder Bay on October 23, 2023, and an in-community meeting in MFFN will be on October 24, 2023. The meetings will include a presentation, a question-and-answer session, and an open house period for viewing the proposed route maps and sharing their feedback.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
October 23, 2023	In-person			■ Bruce Achneepineskum (Chief) ■ 14 MFFN Community Members	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team hosted a community member meeting with Marten Falls First Nation members in Thunder Bay to present PIC #5 materials related to the preliminary technically preferred route recommendation, early findings on the existing conditions reports and cumulative effects. The meeting included a presentation, a question-and-answer session and a period for viewing meeting materials, maps and handouts and sharing feedback.
October 24, 2023	In-person			■ 16 MFFN Community Members	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team hosted an in-community member meeting with MFFN members to present PIC #5 materials related to the preliminary technically preferred route recommendation, early findings on the existing conditions reports and cumulative effects. The meeting included a presentation, a question-and-answer session and a period for viewing meeting materials, maps and handouts and sharing feedback.
October 25-26, 2023	In-person / face-to-face			■ Attendee(s) from Marten Falls First Nation	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ From October 25 – 26, 2023, members of Marten Falls First Nation attended Public Information Centre (PIC) #5, hosted by the MFFN CAR Project Team. The purpose of PIC #5 was to provide updates on: what has happened since PIC #4, what was heard at the Aboriginal and / or Treaty Rights and Interests Forum, existing conditions, Indigenous Knowledge and how it is used, achieving the next major milestone (identifying the preferred route), how route alternatives have been assessed and recommended, how a preferred route will be chosen, cumulative effects and next steps. Meetings were held in Thunder Bay on October 25 and in Geraldton on October 26, 2023.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
October 31, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCLO (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed MFFN Chief and Council, attaching the Preliminary Technically Preferred Route Recommendation for the CAR presentation slides, that were presented on October 23, 2023. The MFFN CAR Project Consultant also attached the Preliminary Technically Preferred Route Recommendation memo, noting that it would be updated based on the feedback received from MFFN Chief and Council on October 23, 2023.
November 02, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the October E-Blast to MFFN. The E-Blast provided an overview of PIC #5 that was held in Thunder Bay, Geraldton, and MFFN. Information on the upcoming Webinar Series, including Route Selection on November 16, 2023, the Caribou Collaring / Mortality Investigation Program scheduled for spring 2024, an article with Chief Bruce Achneepineskum addressing the Community Access Road, and the notification that invitations were sent out for the ATRI Forum # 2 from November 21-23, 2023, was also included. A registration link was provided for the Route Selection Webinar, along with links to PIC #5 materials and feedback form, existing conditions reports, field program notices, valued component videos, past webinars, and Chief Bruce Achneepineskum's full article.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
November 08, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Marten Falls First Nation providing a list of the upcoming activities regarding the MFFN CAR, including ATRI Forum #2, the Route Selection Webinar and the upcoming Climate Change Workshop.
November 09, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a reminder for the Route Selection Milestone Webinar to Marten Falls. A link to register and the opportunity to ask questions ahead of time was included. The MFFN CAR Project Team shared upcoming webinar topics that included Engineering and Construction, Cumulative Effects and Climate Change. A link to the MFFN CAR website was provided.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
November 10, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a reminder to Indigenous communities requesting the communities provide IK to MFFN CAR Project Team by December 11, 2023, to be incorporated into the draft EA / IS. The MFFN CAR Project Team noted the final submission date for the EA / IS to IAAC would be in July 2025. The MFFN CAR Project Team explained that IK submitted after December 11, 2023, and / or after the draft EA / IS is submitted would be woven into subsequent stages of the assessment processes and road design. Contact information, including email addresses and phone numbers, was provided to Indigenous communities for questions or discussion on IK Program.
November 16, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a reminder for the Route Selection Milestone Webinar to MFFN. A link to register and the opportunity to ask questions ahead of time was included. For those unable to attend, a recording will be available online and the link was included in the email.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
November 21-23, 2023	Forum			■ Community Representatives	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The Marten Falls First Nation Community Access Road (MFFN CAR), Webequie Supply Road (WSR), and Northern Road Link (NRL) Project Teams attended the Aboriginal and Treaty Rights (ATRI) and Forum #2 that was hosted in Thunder Bay. Marten Falls First Nation attended the Forum. The Forum was held to provide an opportunity for representatives from Indigenous Communities to meet with representatives from the Province of Ontario, and MFFN CAR, WSR and NRL Project teams to: build on the first Forum held in February 2023, this follow-up Forum provided an opportunity to identify and discuss potential impacts to northern Indigenous communities' Aboriginal and/or Treaty Rights and interests as they related to the above Projects. Day 1 and 2 of the Forum focused on Aboriginal and / or Treaty Rights and Interests. On Day 3, there was a half-day discussion on Cumulative Effects as they relate to the projects.
November 27, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Marten Falls First Nation (Executive Assistant to C&C) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team sent the Milestone #2 Progress Report to MFFN for review. The Milestone #2 Progress Report covers July 1, 2022 to May 31, 2023. MFFN was asked to make any edits or comments to their community-specific section by February 15, 2024. The report will then be finalized and shared publicly with the draft EA / IS. The MFFN CAR Project Team offered to answer any questions or schedule a meeting to discuss the reports and timeline. A response was requested that the email was received and the documents could be viewed / downloaded successfully.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
November 29, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team sent an email noting that due to technical issues, the Milestone #2 Progress Report was updated. The link provided on November 27, 2023 remains valid. If the report had already been downloaded, it was requested that the updated version is redownloaded.
November 29, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Marten Falls First Nation to provide the Draft Preliminary Aboriginal and / or Treaty Rights and Interests Existing Conditions Report, which describes the current understanding of Marten Falls First Nation's Aboriginal and / or Treaty Rights and Interests as they relate to the proposed Project. Input on the report was requested by January 19, 2024, and an offer to meet to discuss the report and Project schedule and next steps if desired.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
December 07, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor)	■ MFFN CAR Project Consultant ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team	■ The MFFN CAR Project Consultant sent Marten Falls First Nation a letter via email regarding potential socioeconomic assessment interest from the community. The letter provided a brief update on the status of the Project and mainly asked if the community had any interest or concern related to potential socio-economic impacts because of the Project and included an attachment of a list of possible social and economic effects of the Project that are to be assessed. The letter welcomed any input from the community in regard to social and / or economic effects from the MFFN CAR Project. Contact information was provided in the case the community would like to provide input.
December 07, 2023	Email	x		■ Rob Moonias (Councillor) ■ Linda Moonias (Councillor) ■ Paul Achneepineskum (Councillor) ■ Russell Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Yvonne Baxter (Councillor) ■ Bruce Achneepineskum (Chief) ■ Corinna Baxter (Executive Assistant to C&C) ■ Bob Baxter (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM))	■ MFFN CAR Project Consultant ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team	■ The MFFN CAR Project Consultant received an email from Marten Falls First Nation thanking the MFFN CAR Project Consultant for the Socio-Economic letter and would like to arrange a meeting to discuss with Council and community members.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
December 07, 2023	Email		x	■ Rob Moonias (Councillor) ■ Linda Moonias (Councillor) ■ Paul Achneepineskum (Councillor) ■ Russell Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Yvonne Baxter (Councillor) ■ Bruce Achneepineskum (Chief) ■ Corinna Baxter (Executive Assistant to C&C) ■ Bob Baxter (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM))	■ MFFN CAR Project Consultant ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team	■ The MFFN CAR Project Consultant sent Marten Falls First Nation an email clarifying that to date, Socio-Economic surveys have been administered to MFFN community members, in addition to interviews. The purposes of the letter was to ensure MFFN Chief and Council do not have any additional Socio-Economic interests and concerns they wished to share with the MFFN CAR Project Consultants at this stage.
December 07, 2023	Email	x		■ Rob Moonias (Councillor) ■ Linda Moonias (Councillor) ■ Paul Achneepineskum (Councillor) ■ Russell Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Yvonne Baxter (Councillor) ■ Bruce Achneepineskum (Chief) ■ Corinna Baxter (Executive Assistant to C&C) ■ Bob Baxter (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM))	■ MFFN CAR Project Consultant ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team	■ The MFFN CAR Project Consultant received an email from Marten Falls First Nation requesting that a detailed report on findings of the Socio-Economic surveys regarding the MFFN CAR Project are presented to Chief and Council, and community members.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
December 08, 2023	Email		x	■ Linda Moonias (Councillor) ■ Paul Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Yvonne Baxter (Councillor) ■ Bruce Achneepineskum (Chief) ■ Corinna Baxter (Executive Assistant to C&C) ■ Bob Baxter (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Russell Achneepineskum (Councillor)	■ MFFN CAR Project Consultant ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team	■ The MFFN CAR Project Consultant sent Marten Falls First Nation an email requesting dates when Chief and Council are available to meet and discuss how they would like the Socio-Economic information received to date be shared with community.
December 11, 2023	Email	x		■ Rob Moonias (Councillor) ■ Linda Moonias (Councillor) ■ Paul Achneepineskum (Councillor) ■ Russell Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Yvonne Baxter (Councillor) ■ Bruce Achneepineskum (Chief) ■ Corinna Baxter (Executive Assistant to C&C) ■ Bob Baxter (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM))	■ MFFN CAR Project Consultant ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team	■ The MFFN CAR Project Consultant received an email from Marten Falls First Nation providing dates of January 16-19, 2024 as available for Chief and Council to meet and discuss how to present Socio-Economic data collected to date.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
December 11, 2023	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Consultant emailed Marten Falls First Nation providing an update regarding the MFFN CAR, including the Route Selection Webinar, ATRI Forum #2, Milestone #2 Progress Report, the upcoming webinar series, the Socio-Economic interest letter, the Community Coordinator Program and the IK Program.
December 12, 2023	Email		x	■ Lawrence Baxter (Councillor) ■ Bob Baxter (Councillor) ■ Jack Moonias (Community) ■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Russell Achneepineskum (Councillor) ■ Rob Moonias (Councillor) ■ Yvonne Baxter (Councillor)	■ MFFN CAR Project Team ■	■ The MFFN CAR Project Team emailed Marten Falls First Nation a 2023 Year in Review where there was a holiday greeting, and some 2023 highlights were listed. These highlights included PIC #5, Preliminary Technically Preferred Route Recommendation, Aboriginal and / or Treaty Right and Interests Forum, the Community Access Road Webinar Series, Field Studies and Valued Component Videos. The MFFN CAR Project Team shared 2023 field study summaries and upcoming winter field studies.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
January 11, 2024	Email		x	■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Yvonne Baxter (Councillor) ■ Bruce Achneepineskum (Chief) ■ Corinna Baxter (Executive Assistant to C&C) ■ Linda Moonias (Councillor) ■ Paul Achneepineskum (Councillor) ■ Russell Achneepineskum (Councillor) ■ Shane Baxter (Councillor)	■ MFFN CAR Project Consultant ■ MFFN CAR Project Team	■ MFFN CAR Project Team Consultant sent a follow up email on Milestone #2 welcoming edits or comments by the February 15, 2024 deadline. A follow up was also made on the ATRI Existing Conditions report and requested edits or comments by January 29, 2024 to ensure feedback could be incorporated into the Draft EA / IS.
January 15, 2024	Email		x	■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Yvonne Baxter (Councillor) ■ Bruce Achneepineskum (Chief) ■ Corinna Baxter (Executive Assistant to C&C) ■ Linda Moonias (Councillor) ■ Paul Achneepineskum (Councillor) ■ Russell Achneepineskum (Councillor) ■ Shane Baxter (Councillor)	■ MFFN CAR Project Consultant ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to MFFN thanking them for providing dates to discuss the Socio-Economic survey results and interviews with Chief and Council. It was noted that the team reviewing the Socio-Economic information would be able to report their findings in May or June 2024. As a result, the MFFN CAR Project Team proposed to meet closer to that date.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
January 16, 2024	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Bob Baxter (Councillor) ■ Rob Moonias (Councillor) ■ Yvonne Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Marilyn Wenjack (Councillor) ■ Lawrence Baxter (Community Member) ■ Jack Moonias (Community Member)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed MFFN an invitation for the Climate Change Adaptation and the Community Access Road Webinar on Thursday, February 8, 2024. A link to register and the opportunity to ask questions ahead of time was included. For those unable to attend, a recording will be available online and the link was included in the email.
January 18, 2024	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Bob Baxter (Councillor) ■ Rob Moonias (Councillor) ■ Yvonne Baxter (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed MFFN the Winter 2024 Field Notice. The Field Notice was attached to the email and noted dates and information for the Caribou Collaring / Mortality Investigation. A link to the Field Notice on the MFFN CAR Project website was included as well as links to the webinar recordings and videos for more information.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
				■ Russell Achneepineskum (Councillor) ■ Lawrence Baxter (Community Member) ■ Jack Moonias (Community Member)		
January 25, 2024	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Bob Baxter (Councillor) ■ Rob Moonias (Councillor) ■ Yvonne Baxter (Councillor) ■ Russell Achneepineskum (Councillor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to MFFN providing them with an update of upcoming events regarding the MFFN CAR Project, this included an update on the Climate Change Adaptation Webinar, Webinar Series and the Milestone #2 Progress Report.
January 31, 2024	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed MFFN the January E-Blast. The E-Blast provided an overview of MFFN CAR's current and upcoming activities including: A New Year Greeting from Chief Bruce Achneepineskum, the Climate Change Adaptation & Upcoming Webinars, and Winter Field Studies. Links to the Project website and Facebook page, along with contact information was provided.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
				■ Yvonne Baxter (Councillor) ■ Lawrence Baxter (Project Team & Community Member) ■ Jack Moonias (Community Member)		
February 08, 2024	Email		x	■ Bob Baxter (Councillor) ■ Bruce Achneepineskum (Chief) ■ Corinna Baxter (Executive Assistant to C&C) ■ Linda Moonias (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor) ■ Russell Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Yvonne Baxter (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed Marten Falls First Nation a reminder for the Climate Change Adaptation and the Community Access Road Webinar on Thursday, February 8, 2024. A link to register and the opportunity to ask questions ahead of time was included. For those unable to attend, a recording will be available online and the link was included in the email.
February 13, 2024	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed Marten Falls First Nation a thank you for attending the Climate Change Adaptation and the Community Access Road Webinar. Links to view the webinar online and to the Climate Change survey were included.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
February 16, 2024	Email		x	■ Andrew Peach (Aroland First Nation Planning Consultant) ■ Sonny Gagnon (Aroland First Nation Chief) ■ Joe Baxter (Aroland First Nation Councillor) ■ Eunice Magiskan (Aroland First Nation Councillor) ■ Bernard Gagnon (Aroland First Nation Councillor) ■ Anna Marie Majiskon (Aroland First Nation Community Member) ■ Chad Kashkish (Aroland First Nation Councillor) ■ Meghan Buckham (Aroland First Nation Planning Consultant) ■ Kate Kempton (Aroland First Nation) ■ Bruce Achneepineskum (MFFN Chief) ■ Linda Moonias (MFFN Councillor) ■ Shane Baxter (MFFN Councillor) ■ Maria Baxter (MFFN Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (MFFN Councillor) ■ Rob Moonias (Marten Falls First Nation (MFFN))	■ MFFN CAR Project Consultant ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team	■ The MFFN CAR Project Consultant sent an email to Andrew Peach, which Marten Falls First Nation Chief and Council were included on. For additional information on this communication see Aroland First Nation's section.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
				■ Bob Baxter (MFFN Councillor) ■ Russell Achneepineskum (MFFN Councillor) ■ Yvonne Baxter (MFFN Councillor) ■ Corinna Baxter (MFFN Executive Assistant to C&C) ■ Dorothy Moszynski (Ministry of the Environment, Conservation and Parks) ■ Sasha McLeod (Ministry of the Environment, Conservation and Parks) ■ Caitlin Cafaro (Impact Assessment Agency of Canada)		
February 21, 2024	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Marten Falls First Nation requesting to fill the position of a vacant Community Coordinator role in Ogoki. It was noted that interests for the role had been received from seven MFFN Community Members and interviews were held for those interested who shared their resumes. The summaries of interviews were attached for the Chief and Council's consideration and decision making.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
March 01, 2024	Email		x	■ Bob Baxter (Councillor) ■ Bruce Achneepineskum (Chief) ■ Corinna Baxter (Executive Assistant to C&C) ■ Linda Moonias (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor) ■ Russell Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Yvonne Baxter (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation detailing the February E-Blast. The E-Blast provided an overview of MFFN CAR's current and upcoming activities including: Updated Route Video, Climate Change Adaptation Webinar and Survey, and Spring Field Studies. Links to the Project website and social media pages, along with contact information was provided.
April 03, 2024	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation detailing the March E-Blast. The E-Blast provided an overview of MFFN CAR's past, current and upcoming activities including: the Employment Readiness Project Meeting, infrastructure and exploration agreements signed by Marten Falls First Nation and Spring Field Studies. Links to the Project website and social media pages, along with contact information was provided.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
April 3 – April 18, 2024	Emails / Telephone calls	x	x	■ Sonny Gagnon (Chief, Aroland First Nation) ■ Joe Baxter (Councillor, Aroland First Nation) ■ Richard Herbert (Band Administrator, Aroland First Nation) ■ Andrew Peach (Planning Consultant, Aroland First Nation) ■ Jeremy Shute (Planning Consultant, Aroland First Nation) ■ Bernard Gagnon (Councillor, Aroland First Nation) ■ Eunice Magiskan (Councillor, Aroland First Nation) ■ Chad Kashkeesh (Councillor, Aroland First Nation) ■ Tyrell Gagnon (Councillor, Aroland First Nation) ■ Mark Bell (Councillor, Aroland First Nation) ■ Bruce Achneepineskum (Chief, MFFN) ■ Linda Moonias (Councillor, MFFN) ■ Shane Baxter (Councillor, MFFN) ■ Maria Baxter (Councillor, MFFN)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team, the MFFN CAR Project Consultants and Aroland First Nation exchanged several communications between April 3 – April 18, 2024 to coordinate a Nation-to-Nation meeting on April 19, 2024. For additional information on the details of these communications please see Aroland First Nation's section of this report.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
				■ Paul Achneepineskum (Councillor, MFFN) ■ Rob Moonias (Councillor, MFFN) ■ Bob Baxter (Councillor, MFFN) ■ Russell Achneepineskum (Councillor, MFFN) ■ Yvonne Baxter (Councillor, MFFN)		
April 17, 2024	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation providing the Spring 2024 Field Notice and Caribou Collaring Update. The email included information on the Groundwater and Geochemistry Program to occur late May to June, 2024, and the field notice was attached. The MFFN CAR Project Team also included an update on the Caribou Collaring Program, and stated that the atigwag / caribou collar retrieval could not be carried out as planned between April 8-12, 2024 due to poor weather conditions, and will occur from April 19 to April 23, 2024. Links to the field notice, webinar recordings, videos and contact information for the Project Team was provided.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
April 19, 2024	Meeting (In-person and virtual)			■ Sonny Gagnon (Chief, Aroland First Nation) ■ Joe Baxter (Councillor, Aroland First Nation) ■ Bernard Gagnon (Councillor, Aroland First Nation) ■ Eunice Magiskan (Councillor) ■ Chad Kashkeesh (Councillor, Aroland First Nation) ■ Tyrell Gagnon (Councillor) ■ Mark Bell (Councillor, Aroland First Nation) ■ Jerry Shabogamik (Community Consultation Coordinator, Aroland First Nation) ■ Bruce Achneepineskum (Chief, MFFN) ■ Linda Moonias (Councillor, MFFN) ■ Shane Baxter (Councillor, MFFN) ■ Maria Baxter (Councillor, MFFN) ■ Paul Achneepineskum (Councillor, MFFN) ■ Rob Moonias (Councillor, MFFN) ■ Bob Baxter (Councillor, MFFN) ■ Russell Achneepineskum (Councillor, MFFN) ■ Yvonne Baxter (Councillor, MFFN)	■ MFFN CAR Project	■ Aroland First Nation and Marten Falls First Nation met for an in-person/virtual, Nation-to-Nation meeting on April 19, 2024, in Thunder Bay. A joint taskforce was created to support the advancement of the CAR. The mandate of the taskforce is to advance discussions relating to the CAR and other road projects that will help connect the CAR to the highway system (Anaconda Road and Painter Lake Road), as well as to support the collaboration between the Nations.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
April 30, 2024	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation with the April E-Blast. The April E-Blast provided an overview of MFFN CAR's past, current and upcoming activities including, an update on Spring Field Studies and news articles featuring, "Bridges to the North" a documentary film by an Anishinaabe filmmaker, and another on Marten Falls First Nation's future access to clean electricity. Links to the Project website and social media pages, along with the Project Team's contact information.
May 23, 2024	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation with the 2024 Spring Groundwater Program Update. The update provided the dates, June 2-9, 2024, that field crews are scheduled to carry out groundwater sampling and a notice was provided regarding the increase in traffic and noise within the study area during this time. Links to the field notice and MFFN CAR's website were included.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
May 29, 2024	In-person			■ Bruce Achneepineskum (Chief) ■ Community members (31)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team presented an update on the CAR to MFFN community members in-community. The update included an introduction, the technically preferred route alignment, overview of existing conditions, an overview of the EA / IA process and engagement, promotion of the Community Coordinator program and an overview of upcoming engagement opportunities including the Three Roads Gathering and Expo.
May 30, 2024	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor) ■ Lawrence Baxter (Community Member)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation with the May 2024 E-Blast. The E-Blast provided an overview of MFFN CAR's past, current and upcoming activities including, an update on Spring Field Studies, news articles featuring new economic and employment opportunities for Indigenous communities, and a description of the Environmental Assessment / Impact Assessment Process. Links to the E-Blast and MFFN CAR's website were included.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
June 03, 2024	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation with a link to the Stage 1 Archaeological Assessment Report. The Stage 1 Archaeological Assessment Report examined archaeological and land use history to assess potential sites in additional areas needed for aggregate impacts. The Report considers recent mapping, previous reports, and input from Indigenous communities, focusing on the CAR's impact on cultural heritage. The MFFN CAR Project Team encouraged Marten Falls First Nation to setup a meeting with the Project Team to review the reports and have their questions answered.
June 11, 2024	In-person / face-to-face			■ Attendee(s) from Marten Falls First Nation	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team	■ From June 11 – 13, 2024, representatives from Marten Falls First Nation attended the Three Road Projects Gathering and Expo (the Expo), hosted by Marten Falls First Nation and Webequie First nation. The Expo was intended to provide an opportunity for participants to learn more about the projects, ask questions and share feedback. The first day of the Expo was for Elders only to provide them with the opportunity to engage with the project teams and share their perspectives. Day two of the Expo included overview presentations on the projects and presentations on peatlands, road building, water and fish. Day two also included an expo with booths representing different disciplines and groups involved with the projects, such as IK/ATRI, engineering, and wildlife, and booths from Agency and Ministry representatives. Day three of the Expo

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
						included presentations on the common approach to review the project-specific draft EA/IS reports, project-specific EA/IS information, funding information from the Province of Ontario.
June 28, 2024	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Marten Falls First Nation with June 2024 updates including, the Three Road Projects Gathering & Expo and the Stage 1 Archaeological Assessment Report. The Project Consultant requested feedback on the Archaeological Assessment Report by August 2, 2024.
July 09, 2024	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation with the June 2024 E-Blast. The E-Blast provided an overview of MFFN CAR's past, current and upcoming activities including, National Indigenous History Month, a summary of the Three Road Projects Gathering & Expo, and an update and description of the Draft Environmental Assessment / Impact Assessment. Links to the E-Blast and MFFN CAR's website were included.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
July 16, 2024	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation with the Summer 2024 Field Notice. The email included information on the Geotechnical Investigation occurring between July 19 and 21, 2024, and the continuation of the Groundwater and Geochemistry Program in late July / August 2024. The Summer 2024 Field Notice was attached. Links to the field notice, webinar recordings, videos, and contact information for the Project Team were provided.
July 17, 2024	In person			■ Community Members (approximately 24 attendees)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team hosted a meeting with information booths and a presentation to MFFN community members in-community. An update on the final route recommendation, the Band Council Resolution, Field Studies, Cumulative Effects and the Draft EA / IS process was shared. Lunch, a kid's zone and door prizes were included.
July 18, 2024	In person			■ Community Members (approximately 31 attendees)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team hosted a meeting with information booths and a presentation to MFFN community members in Thunder Bay. An update on the final route recommendation, the Band Council Resolution, Field Studies, Cumulative Effects and the Draft EA / IS process was shared. Dinner, a kid's zone and door prizes were included.

B13. Marten Falls First Nation (MFFN)

B13.1 Outgoing Community Specific Correspondence

B13.2 Incoming Community Specific Correspondence

B13.3 Draft Aboriginal and / or Treaty Rights and Interests Preliminary Existing Conditions Report

B13.4 Community Specific Meeting Materials

B13.1 Outgoing Community Specific Correspondence

From: MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>
Sent: Wednesday, June 14, 2023 1:45 PM
Subject: We're hiring an in-community Community Coordinator!
Attachments: MFFN-Community Coordinator Job Poster.pdf; Community Coordinator Resume Template.docx

We're hiring a Community Coordinator for Marten Falls First Nation Community Access Road!

Are you a Marten Falls First Nation (MFFN) community member living in MFFN and looking for temporary part-time work? Do you have strong organizational and relationship building skills? Would you like to work with a great team and build experience in environmental management? If so, this could be the role for you!

An overview of the position is below, and a job poster is attached. Reply to this email by July 14, 2023, if you're interested and fill out the attached resume template explaining why you're a good fit for the job, and we'll contact you to chat more!

Responsibilities

- Coordinate between the MFFN Community Access Road Project Team and community members living in / outside of your community as per your local practices and in collaboration with Chief and Council;
- Provide advice and guidance on appropriate ways to engage your community – in-person and virtually;
- Keep informed on Community Access Road Project activities (e.g., timelines, documents, events) and communicate relevant Project information to community members;
- Participate in meetings with the Project Team and other Community Coordinators;
- Provide support for community engagement activities related to the Project including:
  - Coordinate and organize logistics for meetings, workshops, events and / or school visits (e.g., book meeting spaces, order refreshments, help with truck / boat rentals and accommodations)
  - Help identify meeting participants and information providers (e.g., youth and / or elders);
  - Assist with meeting facilitation, note taking and meeting minute preparation, and coordinate translation services, if needed; and
  - Organize distributing Project advertisements and notices in your community; either online (e.g., Facebook or posting in community);
- Assist in collecting data / information in your community (e.g., Indigenous Knowledge, community information and socio-economic information);
- Assist in reviewing draft documents, questionnaires or Project updates / information sheets.

Next Steps

This position will receive $25 per hour and is expected to be approximately 16 hours per week for up to 3 years. If you would like to learn more, contact: Jennifer Bruin or Kathryn Ross at info@martenfallsaccessroad.ca or 1-800-764-9114. You can also reply directly to this email explaining why you're interested and fill out the resume template attached.

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MFFN Community Access Road Project Team
Visit our website: http://www.martenfallsaccessroad.ca/
Follow us on Facebook: https://www.facebook.com/MFFNCommunityAccessRoadProject/
Call us: 1 800-764-9114
Email us: info@martenfallsaccessroad.ca

MARTEN FALLS FIRST NATION
ALL SEASON COMMUNITY ACCESS ROAD

We're Hiring a Community Coordinator!

Issued: June 2023

Do you live in Marten Falls First Nation? Do you have strong organizational and relationship building skills? Would you like to work with a great project team and build experience - in environmental management?

If so, this could be the role for you!

The Community Coordinator will be a primary point of contact between your community and the MFFN Community Access Road Project Team. We will work closely with you as you help to involve your community in the environmental as-sessment processes.

Apply by July 14, 2023!

This position will receive $25 per hour and is expected to be approximately 16 hours per week for up to 3 years. If you would like to learn more, contact: Jennifer Bruin or Kathryn Ross at info@martenfallsaccessroad.ca or 1-800-764-9114.

Contact Us

Tel: 1-800-764-9114
Email: info@martenfallsaccessroad.ca
Web: www.martenfallsaccessroad.ca
Facebook: [redacted]

Resume, Community Coordinator

for the Marten Falls First Nation Community Access Road

Contact Information

[Name]

[Phone Number]

[Email Address]

[Do you live in-community?]

Why are you interested in the Community Coordinator Position?

Work Experience

Dates	Job Title	Organization	Job Description

Volunteer Experience

Dates	Volunteer Title	Organization	Volunteer Description

Education

Dates	Program

References

[Name and phone number / email]

From: Nokleby, Andrea <[redacted]
Sent: June 19, 2023 7:00 AM
To: Bruce Achneepineskum; [redacted]; Maria Baxter; [redacted]; corrina baxter
Cc: Bob Baxter; Qasim Saddique; Lawrence Baxter; Ross, Kathryn
Subject: Re: Follow-up Re: MFFN CAR IK Program Key Dates

This Message Is From an External Sender

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Good Morning,

I hope this email finds you and your community well. We just wanted to follow up with you on the email below and the June 30, 2023 milestone for sharing Indigenous Knowledge (IK) and information on Indigenous land and resource use. Please note, that we will continue to work with you following this date to share information for subsequent phases of the assessment processes.

If you would like to meet to further discuss the IK Program, please do not hesitate to let me know.

Have a wonderful week ahead,

Andrea

DILLON CONSULTING

Andrea Nokleby
Partner
Dillon Consulting Limited
[redacted]
www.dillon.ca

Inclusiveness: Enabling belonging to draw strength from our differences.

staketracker@martenfallsaccessroad.ca

From: Price, Katelyn <[redacted]
Sent: Thursday, June 22, 2023 4:30 PM
To: Bruce Achneepineskum
Cc: Deveaux, Leah; Trimble, Ingrid; Ross, Kathryn; [redacted] jennifer bruin; Qasim Saddique; Anderson, Victoria
Subject: RE: Marten Falls Cultural Heritage Field Program Participation

Hi Chief Bruce,

As mentioned on the phone we are rebooking our Cultural Heritage and Socio-Economic Programs. I have added the dates and details below. Please let me know if you are interested in joining for one or both of the days.

July 18 - Cultural Heritage Program

- Cultural Heritage Team leave from Thunder Bay on charter plane in the morning into community.
- Complete interviews with Elders in the morning and drop-in session at the gym 12-2pm. Finish off interviews in the afternoon.
- Cultural Heritage Team to return to Thunder Bay on charter in late afternoon. Bob and Rowena to stay overnight in community to assist on July 19.

July 19 AM – Socio Ec Program

- Socio-Economic Team to leave Thunder Bay in the morning, arrive in community.
- Socio-Economic and Human Health Surveys in the gym
- Return to Thunder Bay on charter in late afternoon.

We are having to cancel the flyover in the helicopter at this time unfortunately due to helicopter availability because of wildfires but as outlined above we are still doing in-person data collection through interviews, conversations with community members and surveys.

Let me know if you have any questions and are interested in attending.

Thank you,

Katelyn Price
Environmental Planner

[redacted]

From: MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>
Sent: Thursday, July 6, 2023 12:28 PM
Subject: Cultural Heritage and Socio-Economic Field Program Update
Attachments: 2023-04-21-2023 Spring Field Notice.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

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Report Suspicious

Hello,

Further to the Spring 2023 field study update for the Marten Falls First Nation (MFFN) Community Access Road issued on April 21, the Cultural Heritage and Socio-Economic Field Programs have been scheduled from July 18-July 20, 2023.

The cultural heritage and socio-economic and human health teams will run programs in-person with conversations and focus groups in Marten Falls First Nation and Thunder Bay with Marten Falls First Nation members. Please note that the aerial surveys for the cultural heritage field program have been cancelled due to the increasing risks from forest fire activity in the area.

MFFN Community Interviews, Focus Groups and Survey Schedule

Tuesday July 18 – In-Community interviews with the Cultural Heritage team
Conversations with Elders will be conducted at the Elder Complex in the morning.
Drop-In hours to discuss cultural heritage will be held at the Gym from 12:00 – 2:00 p.m.

Wednesday July 19 – In-Community Surveys with Socio-Economic team
Socio-economic and Human Health Surveys will be available to fill out in person and online.*
Drop-In hours will be held at the Gym from 12:00 – 2:00 p.m.

** The online survey will be available from July 17 – July 30. A separate email with a link to the survey will be sent out on July 17.*

Thursday July 20 – Youth Focus Group in Thunder Bay
Youth focus group, spaces are limited, and recruiting is being done through the Choose Life Program

Food and gift cards for door prizes will be available at all sessions!

The 2023 Spring Field Notice is attached (and on our website) with more information.

If you have any questions or comments about the program, please reply to this email or give us a call at 1-800-764-9114.

Sincerely,
Marten Falls First Nation Community Access Road Project Team

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MFFN Community Access Road Project Team
Visit our website: http://www.martenfallsaccessroad.ca/
Follow us on Facebook: https://www.facebook.com/MFFNCommunityAccessRoadProject/
Call us: 1 800-764-9114
Email us: info@martenfallsaccessroad.ca

Field Notice

Spring 2023 Field Notice

Vegetation and Peatlands, Cultural Heritage, Ungulate Remote Camera, Groundwater and Geochemistry, Wolverine Hair Snag, Socio-Economics and Human Health

Issued: April 2023

What's Happening?

The following field programs are continuing for the provincial Environmental Assessment (EA) and the federal Impact Assessment (IA) for Marten Falls First Nation's proposed Community Access Road:

Vegetation and Peatlands

To better understand potential effects that the proposed Community Access Road may have on plants, such as reindeer lichen (wabakamik), goose berry (oshabomin) and speckled alder (wadopatik), and peatlands in the area, field crews will be visually observing and documenting plant communities and wetland areas throughout the study area. Field crews will observe areas from the air in helicopters and on the ground. Field surveys will be non-invasive with equipment limited to hand-operated soil augers or peat probes. Vegetation studies will focus on areas associated with potential aggregate resources and access roads. These are a continuation of field studies that took place in 2019, 2021 and 2022.

The vegetation and peatlands programs are expected to begin in June 2023.

Cultural Heritage

The cultural heritage field program will include surveys from the air of built heritage and cultural heritage resources in the study area. Field surveys will be non-invasive and will consist of photographic and written documentation, and community-based interviews. Field crews will be in the Marten Falls First Nation community for the first part of this field program and will stage out of Geraldton for the second portion.

The cultural heritage program is expected to begin in May 2023.

Field Notice

Ungulate Remote Camera

Remote cameras for the ungulate remote camera program will be retrieved from the field this spring. Cameras have been in the field for two years documenting presence, distribution and seasonal patterns of wolves (maihganang), moose (moozoog) and other wildlife.

The ungulate remote camera program is expected to begin in May 2023.

Groundwater and Geochemistry

The groundwater and geochemistry program is continuing. Drilling of sites not completed in 2022 will continue in spring 2023. Monitoring wells will be sampled three times a year until they are decommissioned in spring 2024.

- Groundwater drilling started on April 10 and are anticipated to be completed by April 30.
- Due to the presence of wolverine in the study area, a second round of groundwater drilling will be completed outside of the wolverine denning period. This second round is required for two sites, and is planned to start in early June.
- A groundwater sampling program is also expected to start in late May / early June.

Wolverine (wishkobishag) Hair Snag

The wolverine (wishkobishag) hair snag program is continuing, hair snag traps will continue to be baited monthly and traps will be retrieved from the field in late spring.

The wolverine hair snag program will continue to rebait traps monthly until decommissioning in June 2023.

Field crews will include Marten Falls First Nation community member Field Assistants or Community Member Advisors.

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

Field Notice

Socio-Economic and Human Health

The socio-economic and human health team will be conducting interviews and focus groups in Marten Falls First Nation and Thunder Bay with Marten Falls First Nation members in May and June 2023.

To learn more about vegetation, peatlands, cultural heritage, groundwater, ungulates and furbearers including wolverine, view **webinars recordings** and **educational videos** on our website.

An update will be provided once dates are confirmed or if scheduling changes due to weather or other conditions. The field crews will be accessing sites across the study area by helicopter, you may see helicopters in the area.

Where?

See the next page for a map.

Contact Information

You are welcome to contact the Project Team at any time with questions or comments:

Bob Baxter
Senior Community Member Advisor Marten Falls First Nation
1-800-764-9114 | info@martenfallsaccessroad.ca
www.martenfallsaccessroad.ca

ALTERNATIVE 1

LOCAL STUDY AREA (LSA)

ALTERNATIVE 4

MARTEN FALLS FIRST NATION

MARTEN FALLS FIRST NATION WINTER ROAD

ANACONDA RD

PAINTER LAKE RD

STORM RD

ALBANY RIVER PROVINCIAL PARK

OGOKI RIVER PROVINCIAL PARK (WATERWAY CLASS)

LITTLE CURRENT RIVER PROVINCIAL PARK

Albany River

Stonebasket Island

Wabimeig Lake

Gourlie Creek

Dusey Lake

Makokibatan Lake

Patience Lake

Harrogate Lake

Kayedon Lake

Ogoki Lake

Painter Lake

Colpitts Creek

Calbert Creek

Ruby Creek

La Rose Creek

Little Current River

Percy Lake

Kenogamisis Lake

Lansdowne House

Eabametoong First Nation

Marten Falls First Nation

Armstrong

Aroland First Nation

Nakina

Lake Nipigon

Geraldton

Hearst

Manitouwadge

Homepayne

Thunder Bay

Lake Superior

Map Location

Legend

Local Study Area (LSA)

Route Alternatives

Alternative 1

Alternative 4

General Features

Local Road

Resource / Recreation Road

MFFN Existing Winter Access Road

Watercourse

Waterbody

Far North Boundary

First Nation Reserve

District Municipal Boundary

Provinicial Park

Notes:

None

Data Source:

Base Data: Provided by MNRF 2023; Route Infrastructure - Provided by AECOM 2021. Contains Information licensed under the Open Government Licence Ontario.

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Spring 2023 Field Programs

0 5 10 20

Kilometres

Datum: NAD 1983 CSRS UTM Zone 16N

Apr, 2023

1:450,000

* when printed 11"x17"

Rev:00

Figure 1

Contains information provided by Ontario Ministry of the Environment, Conservation and Parks or by Ontario Ministry of Natural Resources and Forestry (Copyright: Queen's Printer of Ontario 2020), through a Sensitive Data License Agreement. This drawing has been prepared for use of AECOM client and may not be reproduced or relied upon by third parties, except as agreed by AECOM and its client, as required by law or for use by governmental reviewing agencies. AECOM accepts no responsibility, and denies any liability whatsoever, to any party that modifies this drawing without AECOM express written consent. The use of Sensitive Data in this drawing does not constitute an endorsement by the Ministry for this drawing or by AECOM of the Sensitive Data.

Map location: \\na.aecomnet.com\LFS\AMER\Calgary-CACGY3\Legacy\CACGY5FS001\Prod\Projects\60593122\900-CAD_GIS\920-929 (GIS-Graphics)\Design\01_Reports_2023\Field Notice Maps\MXD_Fig1_SpringFieldProgram_60593122.mxd
Date Saved: 4/13/2023 7:06:59 AM User Name: Stephanie.Clark

From: MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>
Sent: Monday, July 17, 2023 2:36 PM
Subject: Reminder: Cultural Heritage and Socio-Economic Field Program

Follow Up Flag: Flag for follow up
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This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

The Cultural Heritage and Socio-Economic Field Programs have been scheduled for this week, from July 18 to July 20, 2023!

The cultural heritage and socio-economic and human health teams will run programs in-person in Marten Falls First Nation and Thunder Bay with Marten Falls First Nation members.

Where and When:

Tuesday July 18 – In-Community interviews with the Cultural Heritage team

Conversations with Elders will be conducted at the Elder Complex in the morning.
Drop-In hours to discuss cultural heritage will be held at the Gym from 12:00 – 2:00 p.m.

- Food and door prizes will be available to participants.

Wednesday July 19 – In-Community Surveys with Socio-Economic team

The Socio-Economic team is gathering input related to socio-economic studies for MFFN community members who live on and off reserve and a health survey for MFFN members who live on reserve.
Drop-In hours will be held at the Gym from 12:00 – 2:00 p.m. to fill out the surveys in person

- Food and door prizes will be available to participants (the prize will be drawn after the online survey has closed).

You can also complete the surveys online:

- Socio-Ec On Reserve: [redacted]
- Socio-Ec Off Reserve: [redacted]
- Health Survey: [redacted]

The surveys will be open from now until July 31.

Thursday July 20 – Youth Focus Group in Thunder Bay

From 5:00 – 6:45 p.m. in the Tamarack Room, Days Inn and Suites, 645 Sibley Drive, Thunder Bay
$50 Amazon Gift Card provided to participants
Pizza and refreshments will be available.

If any Elders are interested in speaking to our Cultural Heritage Team or filling out the Socio-Economic surveys, please contact Rowena Moonias at [redacted]

Any Youth in Thunder Bay interested in participating in the Focus Group please contact Rowena Moonias at [redacted]

Visit our website for more information on field programs in and around the community.

Sincerely,

Marten Falls First Nation Community Access Road Project Team

--
MFFN Community Access Road Project Team
Visit our website: http://www.martenfallsaccessroad.ca/
Follow us on Facebook: https://www.facebook.com/MFFNCommunityAccessRoadProject/
Call us: 1 800-764-9114
Email us: info@martenfallsaccessroad.ca

From: MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>
Sent: Tuesday, July 25, 2023 12:34 PM
Subject: Complete the Socio-Economic and Health Survey!

This Message Is From an External Sender

Report Suspicious

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

The in-person Cultural Heritage and Socio-Economic Field Programs concluded last week, and we thank all those who were able to participate.

For those who were not able to take part in person, we still want to hear from you!

The Socio-Economic team is gathering input related to socio-economic studies for MFFN community members who live on and off reserve and a health survey for MFFN members who live on reserve.

You can also complete the surveys online using the following links:

Socio-Ec On Reserve: [redacted]
Socio-Ec Off Reserve: [redacted]
Health Survey: [redacted]

The surveys will be open until July 31! Those who complete the surveys will be entered to win $250 or $500 Visa Gift Cards!

If you have any questions about the surveys or the recent field programs, please do not hesitate to contact us.

Sincerely,
Marten Falls First Nation Community Access Road Project Team

--
MFFN Community Access Road Project Team
Visit our website: http://www.martenfallsaccessroad.ca/
Follow us on Facebook: https://www.facebook.com/MFFNCommunityAccessRoadProject/
Call us: 1 800-764-9114
Email us: info@martenfallsaccessroad.ca

From: MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>
Sent: Thursday, July 27, 2023 10:16 AM
To: undisclosed-recipients:
Subject: Join the Community Coordinator Program!

MARTEN FALLS FIRST NATION

ALL SEASON COMMUNITY ACCESS ROAD

Community Coordinator Program

Since March 2022, the Marten Falls First Nation (MFFN) Community Access Road Project Team has shared on-going communications about providing funding for a Community Coordinator from your community.

We believe a Community Coordinator will strengthen our collective efforts on the Community Access Road, while keeping your community up-to-date and involved.

Responsibilities

- Coordinate between the MFFN Community Access Road Project Team and community members living in / outside of your community as per your local practices and in collaboration with Chief and Council;
- Provide advice and guidance on appropriate ways to engage your community – in-person and virtually;
- Keep informed on Community Access Road Project activities (e.g., timelines, documents, events) and communicate relevant Project information to community members;
- Participate in meetings with the Project Team and other Community Coordinators;
- Provide support for community engagement activities related to the Project including:
  - Coordinate and organize logistics for meetings, workshops, events and / or school visits (e.g., book meeting spaces, order refreshments, help with truck / boat rentals and accommodations)
  - Help identify meeting participants and information providers (e.g., youth and / or elders);
  - Assist with meeting facilitation, note taking and meeting minute preparation, and coordinate translation services, if needed; and
  - Organize distributing Project advertisements and notices in your community; either online (e.g., Facebook) or posting in community;
- Assist in collecting data / information in your community (e.g., Indigenous Knowledge, community information and socio-economic information);
  - Assist in reviewing draft documents, questionnaires or Project updates / information sheets.

How much funding is available?

The funding available for a Community Coordinator is $25/hour for 16 hours per week. Communities can choose to go with milestone-based payments where the First Nation distributes funding directly to the Community Coordinator or direct payments from the Project to the Community Coordinator—the choice is up to your community!

How many months will the funding be available for?

Funding is available as soon as you agree to start and the hiring process is completed, until the Final Environmental Assessment / Impact Statement is issued. Our current schedule for issuing this document is July 2025.

Next Steps

If you would like to learn more, contact Jennifer Bruin or Demetri Poulakas at info@martenfallsaccessroad.ca or 1-800-764-9114.

© 2023 Marten Falls First Nation Community Access Road

From: MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>
Sent: Friday, August 18, 2023 1:20 PM
Subject: Complete the Socio-Economic and Health Survey and enter to win a $250 Visa Gift Card!

Follow Up Flag: Follow up
Flag Status: Flagged

This Message Is From an External Sender

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Hello,

The Socio-Economic team for the MFFN Community Access Road is gathering input related to socio-economic studies for MFFN community members who live on and off reserve and a health survey for MFFN members who live on reserve.

You can complete the surveys online using the following links:

Socio-Ec On Reserve: [redacted]
Socio-Ec Off Reserve: [redacted]
Health Survey: [redacted]

The surveys will be open until August 25! Those who complete the surveys will be entered to win $250 or $500 Visa Gift Cards!

If you have any questions or need help completing the surveys, please do not hesitate to contact us.

Sincerely,
Marten Falls First Nation Community Access Road Project Team

--
MFFN Community Access Road Project Team
Visit our website: http://www.martenfallsaccessroad.ca/
Follow us on Facebook: https://www.facebook.com/MFFNCommunityAccessRoadProject/
Call us: 1 800-764-9114
Email us: info@martenfallsaccessroad.ca

From: MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>
Sent: Friday, August 25, 2023 3:35 PM
To: Bruce Achneepineskum
Subject: Re: Complete the Socio-Economic and Health Survey and enter to win a $250 Visa Gift Card!

Good afternoon Chief Bruce,

Thank you for your email and interest in the Socio-Economic and Health Surveys that our Team is conducting with Martin Falls First Nation members.

Please note, that the original survey took place in-community on July 19, 2023 with assistance from Rowena Moonias, Community Coordinator.

The online survey has remained open and we have been reaching out to Marten Falls members as follows:

- Posts on the private Facebook Group;
- Regular reminder emails to community members to fill out the survey; and
- Posters advertising the survey with links and QR codes posted in-community.

We are now reaching out to specific individuals including Elders and youth to complete the surveys. Rowena will identify and reach out to each member directly. This added effort is to collect an adequate number of responses for the study and to reach a diversity of respondents.

Please note that if a high enough response rate is not achieved in this round of engagement, the Team would likely administer the survey in-community again in October 2023.

Please let us know if you have any additional questions.

Sincerely,
The Marten Falls Community Access Road Project Team

MFFN Community Access Road Project Team
Visit our website: http://www.martenfallsaccessroad.ca/
Follow us on Facebook: https://www.facebook.com/MFFNCommunityAccessRoadProject/
Call us: 1 800-764-9114
Email us: info@martenfallsaccessroad.ca

From: Poulakas, Demetri
Sent: October 5, 2023 5:24 PM
To: [redacted]
Subject: Marten Falls First Nation Community Access Road Update

Good afternoon Chief Bruce Achneepineskum,

Hope this email finds you well. Firstly, I would like to take the opportunity to congratulate you and Council on the recent election results. I would also like to provide you with an update of the upcoming activities that will be occurring regarding the Community Access Road.

Public Information Centre #5

PIC #5 will be held in Thunder Bay on October 23 and Marten Falls on October 24, for Marten Falls First Nation community members. PIC #5 for the public and other interested Indigenous Communities, will be held on October 25 in Thunder Bay, and Geraldton on October 26. Dates and a formal notice will be shared soon.

During PIC #5, please join us for updates and information on the following:

- Update on what we heard at the first Aboriginal and Treaty Rights and Interests (ATRI) forum and plans for the next forum;
- Update on existing conditions results for completed studies;
- How Indigenous Knowledge is being used for the Project and how it informs the process;
- Existing conditions results for completed studies;
- How route alternatives will be assessed, recommended and a preferred route chosen;
- Cumulative Effects Assessment and why it is important; and
- Next steps and future opportunities to get involved.

At PIC #5, we will also be inviting both on and off-reserve Marten Falls community members to complete Socio-Economic and health study surveys for the Community Access Road. The responses to these surveys are important and will help to understand, predict, and manage potential socio-economic or health effects from the Community Access Road. These surveys will be available to fill out during the Marten Falls First Nation specific PIC events on October 23 and 24 in both Marten Falls and Thunder Bay. Prizes will be given out for filling out a survey! Rowena Moonias is available if you have any questions about the surveys at [redacted]

Aboriginal and Treaty Rights and Interests Forum

There will be upcoming Forum on Aboriginal and Treaty Rights and Interests November 21-23 in Thunder Bay, where cumulative effects will also be presented.

Climate Change Workshop

Workshop to be held in Q1 2024 with interested Indigenous Communities.

Community Coordinators

Have had interest from multiple Marten Falls First Nation Community members for the in-community position. Names to be shared with Chief and Council for approval.
Thank you and have a great long weekend,

Demetri Poulakas

On behalf of the MFFN CAR Project Team

Senior Indigenous Engagement Specialist, Communication and Community Engagement
[redacted]
aecom.com

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From: MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>
Sent: Friday, October 6, 2023 1:34 PM
To: undisclosed-recipients:
Subject: Public Information Centre #5 – Upcoming meetings for Marten Falls Community Members
Attachments: MFFN Member PIC5-Poster.pdf

Good afternoon,

You're invited to attend the Marten Falls First Nation All-Season Community Access Road Meeting for the Existing Conditions Report and Route Selection Milestone (related to Public Information Centre #5).

There are two opportunities to participate:

Thunder Bay, Ontario	Marten Falls First Nation
Date: Monday, October 23, 2023 Time: 5:00 p.m. to 8:00 p.m. Location: Best Western Nor'Wester 2080 Highway #61 Thunder Bay, Ontario *Dinner served at 6:00 p.m. ** Complimentary shuttle transportation to and from the meeting is available.	Date: Tuesday, October 24, 2023 Time: 11:00 a.m. to 3:00 p.m. Location: MFFN School Gymnasium *Lunch served at 11:30 a.m.

Join us for a presentation, Q&A session and an open house period, where you will be able to view maps and share your feedback with team members. This meeting is a chance for the MFFN community to review materials in advance of the Public Information Centre #5.

Everyone is welcome! Food, refreshments, and PRIZES will be provided, along with family friendly activities for all ages.

Please feel welcome to share this email and attached poster with family and friends.

Public Information Centre #5
In addition to the MFFN community members meetings, you're also welcome to attend the public sessions on Wednesday, October 25 in Thunder Bay and Thursday, October 26 in Geraldton. A separate notice with details for these meetings will be sent out shortly.

Please reach out if you have any questions. We look forward to meeting with you!

Meegwetch,
Marten Falls First Nation Community Access Road Project Team

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MFFN Community Access Road Project Team
Visit our website: http://www.martenfallsaccessroad.ca/
Follow us on Facebook: https://www.facebook.com/MFFNCommunityAccessRoadProject/
Call us: 1 800-764-9114
Email us: info@martenfallsaccessroad.ca

MARTEN FALLS FIRST NATION
ALL- SEASON COMMUNITY ACCESS ROAD
PUBLIC INFORMATION CENTRE #5

Join us for the Marten Falls First Nation (MFFN) All-Season Community Access Road Public Information Centre: Existing Conditions Report and Route Selection Milestone (Public Information Centre #5)

MFFN Members Only

There are two opportunities to participate:

Monday, October 23, 2023
Best Western Plus Nor'Wester Hotel
2080 Hwy 61
Thunder Bay, Ontario
5:00 p.m. to 8:00 p.m.
Buffet dinner served at 6:00 p.m.

Tuesday, October 24, 2023
MFFN School Gymnasium
11:00 a.m. to 3:00 p.m.
Lunch served at 11:30 a.m.

Featuring:

- Presentation, Q&A, and maps.
- Door prizes for kids and adults!
- Complimentary shuttle service to and from meeting in Thunder Bay upon request.

Have your say. Share your comments, ideas and community values with the Project Team. We look forward to seeing you!

Open to all Indigenous community members and the public

When and Where?

Wednesday, October 25, 2023
Best Western Plus Nor'Wester Hotel & Conference Centre
2080 Hwy 61
Thunder Bay, Ontario
5:00* to 8:00 p.m.

Thursday, October 26, 2023
Geraldton Community Centre
200 Wardrope Avenue
Geraldton, Ontario
4:00* to 7:00 p.m.

*The first hour of each meeting is reserved for Indigenous community members only. The public, including Indigenous communities, are invited to join one hour following the start time.

Phone: 1-800-764-9114 **Email:** info@martenfallsaccessroad.ca **Web:** http://www.martenfallsaccessroad.ca/

Follow us on Facebook: facebook.com/MFFNCommunityAccessRoadProject

From: MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>
Sent: Tuesday, October 17, 2023 3:44 PM
To: [redacted]
Subject: Invitation - ATRI Forum Nov 21 - 23, 2023
Attachments: Invitation ATRI Second Forum - October 2023.pdf

Hello,

On behalf of the Marten Falls First Nation and Webequie First Nation Project Teams, please find attached an invitation to attend the Second Aboriginal and / or Treaty Rights Forum related to the following projects:

Webequie Supply Road (WSR)
Marten Falls Community Access Road (MFCAR)
Northern Road Link (NRL)

Building on the first Forum held in February 2023, this follow-up Forum provides an opportunity to identify and discuss potential impacts to northern Indigenous communities' Aboriginal and/or Treaty Rights and interests as they relate to the above Projects.

If you have any questions regarding the Forum or need additional information to engage your community please do not hesitate to reach out to us using the following contact information:

WSR: Michael Fox: [redacted]
MFCAR: Andrea Nokleby: [redacted]
NRL: Mishal Naseer: [redacted]

We look forward to seeing you there.

Marten Falls First Nation Community Access Road Project Team

--
MFFN Community Access Road Project Team
Visit our website: http://www.martenfallsaccessroad.ca/
Follow us on Facebook: https://www.facebook.com/MFFNCommunityAccessRoadProject/
Call us: 1 800-764-9114
Email us: info@martenfallsaccessroad.ca

ABORIGINAL AND / OR TREATY RIGHTS AND INTERESTS

WEBEQUIE SUPPLY ROAD (WSR) • **MARTEN FALLS COMMUNITY ACCESS ROAD** (MFCAR) • **NORTHERN ROAD LINK** (NRL)

YOU ARE INVITED!

ABORIGINAL AND / OR TREATY RIGHTS AND INTERESTS FORUM
Led by Webequie First Nation and Marten Falls First Nation
Funded by Ontario, our Treaty partner

Thunder Bay
Valhalla Inn, 1 Valhalla Inn Rd

November 21 - 23, 2023

Building on the momentum of the first Aboriginal and / or Treaty Rights and Interests Forum in February 2023, Webequie First Nation and Marten Falls First Nation encourage you to participate in a follow-up Forum to discuss potential impacts to northern Indigenous communities' Aboriginal and / or Treaty Rights and Interests as they relate to the following Projects:

Webequie Supply Road (WSR) • **Northern Road Link** (NRL) • **Marten Falls Community Access Road** (MFCAR)

Participant Funding

The Province of Ontario will fund up to 3 representatives from your community to attend the Forum, including travel, accommodation and meals. All questions about funding or the coordination of funding should be directed to the Province of Ontario at [redacted].

Additional community representatives are welcome to attend.

Purpose

The Purpose of this Forum is to create a respectful, culturally-sensitive, and collaborative space to develop and/or confirm our understanding of the Project areas (WSR, MFCAR, and NRL) as your Aboriginal and / or Treaty Rights and Interests may be impacted by these Projects. *Please note the purpose of this event is to discuss Aboriginal and / or Treaty Rights and Interests and not to collect Indigenous Knowledge.*

Who Should Attend from your Community

Representatives who are knowledgeable about and comfortable speaking to the Rights and Interests of your community in any of the Project areas. Representatives who can continue this dialogue with their community to better understand and share Rights and Interests in any of the Project areas are also encouraged to attend.

On Day 3 of the Forum, we will be hosting a half-day discussion on Cumulative Effects as they relate to the Projects.

RSVP to [redacted] by October 23rd, 2023 to reserve your room at the Valhalla Inn. *(Later RSVP for Forum attendance is OK!)*

WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL Northern Road Link

Ontario

From: Andrea Nokleby
Sent: Tuesday, October 17, 2023 9:00 AM
To: [redacted]
Cc: Bob Baxter; Qasim Saddique; Lawrence Baxter; McEwen, Kate; Poulakas, Demetri
Subject: Invitation - ATRI Forum Nov 21 - 23, 2023
Attachments: Invitation ATRI Second Forum - October 2023.pdf

This Message Is From an External Sender

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Good Morning Chief Bruce,

On behalf of the Marten Falls First Nation and Webequie First Nation Project Teams, please find attached an invitation to attend the Second Aboriginal and / or Treaty Rights Forum related to the following projects:

- Webequie Supply Road (WSR)
- Marten Falls Community Access Road (MFCAR)
- Northern Road Link (NRL)

Building on the first Forum held in February 2023, this follow-up Forum provides an opportunity to identify and discuss potential impacts to northern Indigenous communities' Aboriginal and/or Treaty Rights and interests as they relate to the above Projects.

Day 1 and 2 of the Forum will focus on Aboriginal and / or Treaty Rights and Interests. On Day 3, we will be hosting a half-day discussion on Cumulative Effects as they relate to the Projects.

If you have any questions regarding the Forum or need additional information to engage your community please do not hesitate to reach out to us using the following contact information:

WSR: Michael Fox: [redacted]
MFCAR: Andrea Nokleby [redacted]
NRL: Mishal Naseer: [redacted]

We look forward to seeing you there.

Have a great day,

Andrea

DILLON CONSULTING

BEST MANAGED COMPANIES
Platinum member

Andrea Nokleby
Partner
Dillon Consulting Limited
[redacted]
www.dillon.ca

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Ce message est destiné uniquement aux personnes indiquées dans l'entête et peut contenir une information privilégiée, confidentielle ou privée et ne pouvant être divulguée. Si vous n'êtes pas le destinataire de ce message ou une personne autorisée à le recevoir, veuillez communiquer avec le soussigné et ensuite détruire ce message.

ABORIGINAL AND / OR TREATY RIGHTS AND INTERESTS

WEBEQUIE SUPPLY ROAD (WSR) • **MARTEN FALLS COMMUNITY ACCESS ROAD** (MFCAR) • **NORTHERN ROAD LINK** (NRL)

YOU ARE INVITED!

ABORIGINAL AND / OR TREATY RIGHTS AND INTERESTS FORUM
Led by Webequie First Nation and Marten Falls First Nation
Funded by Ontario, our Treaty partner

Thunder Bay
Valhalla Inn, 1 Valhalla Inn Rd

November 21 - 23, 2023

Building on the momentum of the first Aboriginal and / or Treaty Rights and Interests Forum in February 2023, Webequie First Nation and Marten Falls First Nation encourage you to participate in a follow-up Forum to discuss potential impacts to northern Indigenous communities' Aboriginal and / or Treaty Rights and Interests as they relate to the following Projects:

Webequie Supply Road (WSR) • **Northern Road Link** (NRL) • **Marten Falls Community Access Road** (MFCAR)

Participant Funding

The Province of Ontario will fund up to 3 representatives from your community to attend the Forum, including travel, accommodation and meals. All questions about funding or the coordination of funding should be directed to the Province of Ontario at [redacted].

Additional community representatives are welcome to attend.

Purpose

The Purpose of this Forum is to create a respectful, culturally-sensitive, and collaborative space to develop and/or confirm our understanding of the Project areas (WSR, MFCAR, and NRL) as your Aboriginal and / or Treaty Rights and Interests may be impacted by these Projects. *Please note the purpose of this event is to discuss Aboriginal and / or Treaty Rights and Interests and not to collect Indigenous Knowledge.*

Who Should Attend from your Community

Representatives who are knowledgeable about and comfortable speaking to the Rights and Interests of your community in any of the Project areas. Representatives who can continue this dialogue with their community to better understand and share Rights and Interests in any of the Project areas are also encouraged to attend.

On Day 3 of the Forum, we will be hosting a half-day discussion on Cumulative Effects as they relate to the Projects.

RSVP to [redacted] by October 23rd, 2023 to reserve your room at the Valhalla Inn. *(Later RSVP for Forum attendance is OK!)*

WSR WEBEQUIE SUPPLY ROAD
MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD
NRL Northern Road Link
Ontario

From: MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>
Sent: Thursday, October 19, 2023 4:15 PM
To: undisclosed-recipients:
Subject: Reminder! Community Meetings & Public Information Centre #5
Attachments: PIC5-MFFN-Community-Access-Road Notice.pdf; MFFN Member PIC5-Poster.pdf

Good morning,

This is a reminder we have four meetings next week for Marten Falls First Nation community members about the Community Access Road, and we hope to see you there! A poster with meeting details is attached.

Two opportunities for Marten Falls First Nation community members only

Thunder Bay: Monday, October 23, 2023
Best Western Plus Nor'Wester Hotel & Conference Centre
Room: Amethyst Room
2080 Hwy 61
Thunder Bay, ON P7J 1B8
5:00 p.m. to 8:00 p.m.

- Presentation, Q&A and maps
- A buffet dinner starting at 6 p.m.
- Door prizes include VISA gift cards
- Complimentary shuttle transportation to and from the meeting is available

Marten Falls First Nation: Tuesday, October 24, 2023
Henry Coaster Memorial School
Room: Gymnasium
11:00 a.m. to 3:00 p.m.

- Presentation, Q&A and maps
- Lunch served at 11:30 a.m.
- Door prizes include VISA gift cards

The timing of this meeting may change based on weather conditions. In the event this meeting is rescheduled a notice will be issued via email and listed on the Marten Falls Community Access Road Facebook page.

Public Information Centre #5
You're also invited to join the public at Public Information Centre #5 October 25 and October 26. The first hour of each meeting is reserved for Indigenous community members only. This event is for the Existing Conditions Report and Route Selection Milestone! Please join us to learn the latest updates on the Community Access Road and share your feedback with team members. The notice is attached and details can be found on our website.

When and Where:

Wednesday, October 25, 2023
Best Western Plus Nor'Wester Hotel & Conference Centre
Room: Amethyst Room
2080 Hwy 61
Thunder Bay, Ontario
5:00 p.m.-6:00 pm – Indigenous Members Session
6:00 p.m. - 8:00 p.m. - Public Session.

Thursday, October 26, 2023
Geraldton Community Centre
200 Wardrope Avenue
Geraldton, Ontario
4:00 p.m. – 5:00 p.m. – Indigenous Members Session
5:00 p.m. - 7:00 p.m. - Public Session

Shuttle Service
Complimentary shuttle transportation will be provided to Marten Falls First Nation community members for all meetings in Thunder Bay and Geraldton upon request. If you are interested in a ride, please call or text Rowena [redacted] to schedule a pick-up.

We look forward to meeting with you!

Meegwetch,

Marten Falls First Nation Community Access Road Project Team

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MFFN Community Access Road Project Team
Visit our website: http://www.martenfallsaccessroad.ca/
Follow us on Facebook: https://www.facebook.com/MFFNCommunityAccessRoadProject/
Call us: 1 800-764-9114
Email us: info@martenfallsaccessroad.ca

MARTEN FALLS FIRST NATION
ALL- SEASON COMMUNITY ACCESS ROAD
PUBLIC INFORMATION CENTRE #5

Join us for the Marten Falls First Nation (MFFN) All-Season Community Access Road Public Information Centre: Existing Conditions Report and Route Selection Milestone (Public Information Centre #5)

MFFN Members Only

There are two opportunities to participate:

Monday, October 23, 2023
Best Western Plus Nor'Wester Hotel
2080 Hwy 61
Thunder Bay, Ontario
5:00 p.m. to 8:00 p.m.
Buffet dinner served at 6:00 p.m.

Tuesday, October 24, 2023
MFFN School Gymnasium
11:00 a.m. to 3:00 p.m.
Lunch served at 11:30 a.m.

Featuring:

- Presentation, Q&A, and maps.
- Door prizes for kids and adults!
- Complimentary shuttle service to and from meeting in Thunder Bay upon request.

Have your say. Share your comments, ideas and community values with the Project Team. We look forward to seeing you!

Open to all Indigenous community members and the public

When and Where?

Wednesday, October 25, 2023
Best Western Plus Nor'Wester Hotel & Conference Centre
2080 Hwy 61
Thunder Bay, Ontario
5:00* to 8:00 p.m.

Thursday, October 26, 2023
Geraldton Community Centre
200 Wardrope Avenue
Geraldton, Ontario
4:00* to 7:00 p.m.

*The first hour of each meeting is reserved for Indigenous community members only. The public, including Indigenous communities, are invited to join one hour following the start time.

Phone: 1-800-764-9114 **Email:** info@martenfallsaccessroad.ca **Web:** http://www.martenfallsaccessroad.ca/

Follow us on Facebook: facebook.com/MFFNCommunityAccessRoadProject

MARTEN FALLS FIRST NATION
ALL - SEASON COMMUNITY ACCESS ROAD

Join us for the Marten Falls First Nation (MFFN) All-Season Community Access Road Public Information Centre #5: Existing Conditions Report and Route Selection Milestone

Join us to learn about and provide feedback on:

- Updates since Public Information Centre #4, including what we've heard and how feedback is being considered;
- Update on what we heard at the Aboriginal and Treaty Rights and Interests (ATRI) Forum and plans for the next forum;
- Update on existing conditions results for completed studies;
- How Indigenous Knowledge is used and how it informs the process;
- Achieving the next major milestone: Identifying the preferred route and how route alternatives will be assessed, recommended and a preferred route chosen;
- Cumulative effects assessment and why it is important; and
- Next steps and future opportunities to get involved.

Join us and share your feedback, ideas and values related to the proposed all-season access road.

About the Project

MFFN is a remote First Nation community in northern Ontario, located at the junction of the Albany and Ogoki rivers, approximately 170 km northeast of Nakina, Ontario.

MFFN Community Access Road is a proposed all-season road that will connect MFFN to Ontario's provincial highway network in the south, increasing access and helping foster economic development and improve quality of life for community members. The Environmental Assessment / Impact Assessment will assess the potential impacts and benefits related to the proposed Community Access Road.

When and Where?

Wednesday, October 25, 2023

Best Western Nor'Wester
2080 Highway #61
Thunder Bay, Ontario

Indigenous Members Session:
5:00 p.m.- 6:00 pm.

Public Session:
6:00 p.m. - 8:00 p.m.

Thursday, October 26, 2023

Geraldton Community Centre
200 Wardrope Avenue
Geraldton, Ontario

Indigenous Members Session:
4:00 p.m. - 5:00 p.m.

Public Session:
5:00 p.m. - 7:00 p.m.

*Light refreshments will be served.

Information panels will be available for review, along with maps, fact sheets and feedback forms. Project Team members will be available to answer questions and receive comments.

If you cannot make the in-person session, you can find the information posted on our website (www.martenfallsaccessroad.ca). Public Information Centres are wheelchair accessible; contact us if you require other accessibility accommodations.

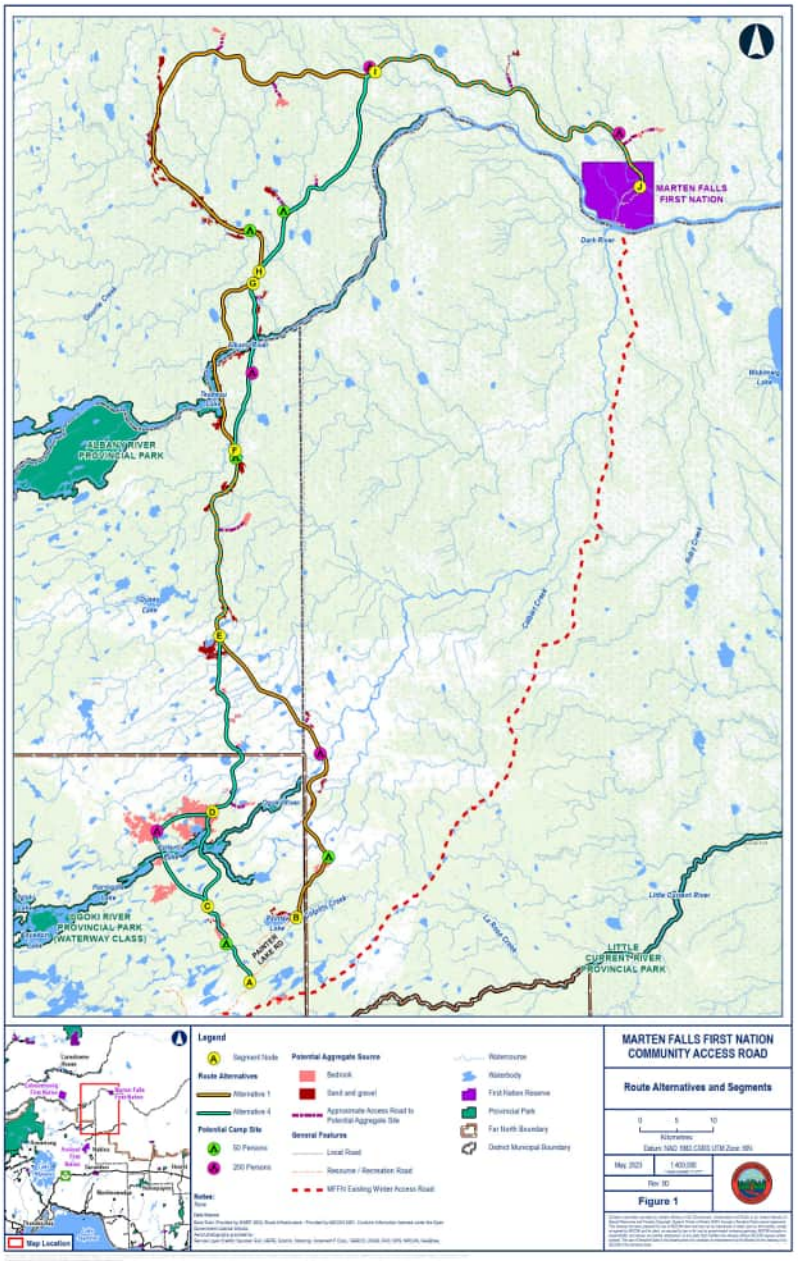
MARTEN FALLS FIRST NATION

ALL - SEASON COMMUNITY ACCESS ROAD

Understanding the Road's Potential Impacts

MFFN is preparing an Individual Environmental Assessment / Impact Statement for the proposed Community Access Road. On October 8, 2021, the Ministry of the Environment, Conservation and Parks (MECP) approved the Terms of Reference (ToR) with amendments.

The federal Tailored Impact Statement Guidelines were issued on February 24, 2020 and the federal government granted an extension on January 13, 2023. This will be the fifth Public Information Centre held to support the identification of the preferred route milestone of the Impact Assessment and Environmental Assessment processes.



Contact

For information on the Environmental Assessment / Impact Assessment processes and progress related to this Project, please visit

https://www.martenfallsaccessroad.ca

If you are unable to attend the event, or have any comments or questions regarding the Project, you are welcome to contact the Project Team at any time during the process at 1-800-764-9114 or info@martenfallsaccessroad.ca

Thank you for your participation.

Personal information submitted (e.g., name, address and phone number) is collected, maintained and disclosed under the authority of the Environmental Assessment Act and the Municipal Freedom of Information and Protection of Privacy Act for transparency and consultation purposes. Personal information you submit will become part of a public record that is available to the general public, unless you request your personal information remain confidential.

From: Poulakas, Demetri
Sent: October 31, 2023 12:32 PM
To: [redacted]
Cc: Qasim Saddique; Jennifer Bruin; lawrencebax; Trimble, Ingrid; Danny Kuenstler; Wang, Joanne
Subject: Preliminary Technically Preferred Route Recommendation for the CAR
Attachments: MFFN Chief and Council Meeting_Preliminary_Route Selection.zip

Good afternoon Chief Bruce Achneepineskum and Council Members,
Hope this email finds you well. I am following up on the meeting that was held on Monday October 23 where the Community Access Road Team presented the preliminary technically preferred route recommendation to members of Marten Falls First Nation Chief and Council. Attached please find the associated memo and presentation for your review.
Please note that this memo is preliminary and will be updated based on your feedback and the feedback of Marten Falls First Nation members that was received last week, as well as the anticipated Indigenous Knowledge report. As discussed last week; next steps include the Team finalizing the route recommendation and presenting it to Chief and Council during the last week of November, with a Band Council Resolution being obtained during the week of December 4.
Thank you and please let me know if you require any further information,

Demetri Poulakas
Senior Indigenous Engagement Specialist, Communication and Community Engagement
[redacted]
aecom.com

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To: Marten Falls First Nation Chief and Council

Date: October 17, 2023
Project #: 60593122
From: Ingrid Trimble

Memorandum

Subject: **Preliminary Route Selection Technical Recommendation**

1. Introduction

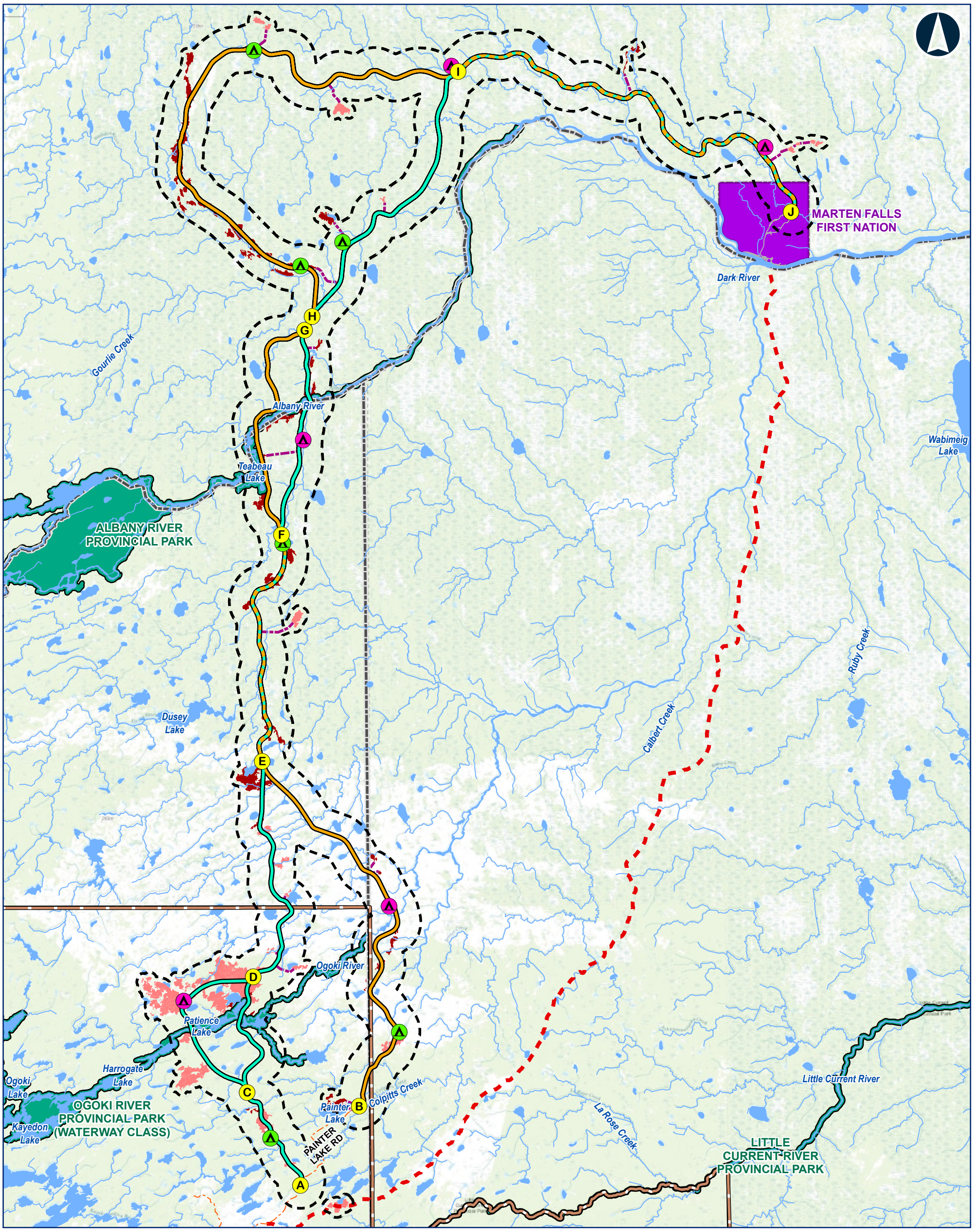
Marten Falls First Nation (MFFN) is a remote First Nation community in northern Ontario located at the confluence of the Albany and Ogoki rivers. The MFFN community is proposing an all-season Community Access Road (Community Access Road) that will connect the MFFN community to the Ontario provincial highway network. The Community Access Road includes construction of a multi-purpose all-season road consisting of:

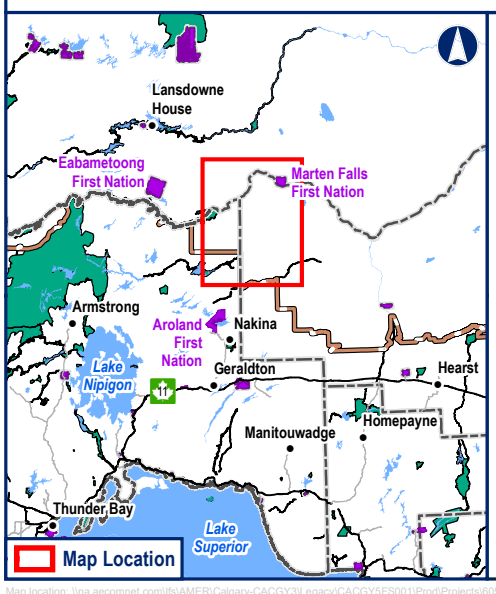
- approximately 190 km to 230 km of two-lane gravel all-season road on a new right-of-way (ROW);
- approximately 100 metre (m) wide ROW cleared to a width of 60 m; and,
- proposed posted speed limit of 80 km / hr.

As shown on **Figure 1-1**, there are currently two alternatives being considered (Alternative 1 and Alternative 4). Each alternative starts at Painter Lake Road and runs north approximately 130 km before turning eastward toward MFFN roughly following the west / north side of the Albany River.

The purpose of this memo is to document and share the initial results of the route selection analysis performed in order to support MFFN Chief and Council in determining a Final Preferred Alternative Route for the Community Access Road. This memo provides a preliminary technically preferred route recommendation, which was developed using Western Science, focusing on the available natural science, engineering and social science information. This technically preferred route recommendation will be the basis for discussions with MFFN Community members in order to include Indigenous and Community Perspective into the analysis. During those discussions we will validate this information and ensure that the Community's input and opinions are factored into the deciding on a Final Preferred Alternative Route. Following the validation of this information with MFFN Chief and Council, MFFN community members and presentation of the methods to the general public, we will present a Final Recommended Preferred Route Alternative to MFFN Chief and Council for their consideration.

The Community Access Road has to comply with regulated timelines. These require the draft provincial Environmental Assessment and federal Impact Statement to be submitted no later than July 2024. In order for this timeline to be met, a Band Council Resolution from the MFFN Chief and Council on the Final Preferred Alternative Route is needed by the first week of December 2023.





Legend

- Segment Node
- Study Area

Route Alternatives
- Alternative 1
- Alternative 4

Potential Camp Site
- 50 Persons
- 200 Persons

Potential Aggregate Source
- Bedrock
- Sand and gravel
- Approximate Access Road to Potential Aggregate Site

General Features
- Local Road
- Resource / Recreation Road
- MFFN Existing Winter Access Road
- Watercourse
- Waterbody
- First Nation Reserve
- Provincial Park
- Far North Boundary
- District Municipal Boundary

Notes:
None

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MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Marten Falls Community Access Road

0 5 10
Kilometres
Datum: NAD 1983 CSRS UTM Zone 16N

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Figure 1-1

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2. Background

The MFFN community is currently accessible year-round by air transportation out of Thunder Bay and Nakina and by a winter access road constructed on an annual basis, if conditions permit. The interests and concerns of the MFFN community have identified a desire for improved all-season community access to the provincial highway network in the south, near Painter Lake. The provincial government has provided funding for permitting and approval of an all-season Community Access Road. This decision was made in discussion with MFFN, which led to the identification of the community's preference for an all-season road. A Community Access Road would be the only viable option that could provide 24-hour access to the provincial highway network since no alternative to a road can provide the same level of freedom of movement for community members to travel outside of the community. Therefore, a range of alternatives to the Community Access Road were previously determined as less preferable than an all-season road based on the needs and preference of MFFN. Detailed information on the development and further refinement of the Route Alternatives can be found in the attached "*Supporting Document – Alternatives Development: Community Access Road"* (AECOM 2020) (Appendix A).

On July 31, 2019, MFFN signed a Band Council Resolution to only consider Alternative 1 and Alternative 4 moving forward per the following statements:

- The Eastern corridors to the community are only considered viable if built as dedicated community access corridors, which is not the scope of the current Community Access Road.
- Marten Falls has agreed to lead the development of an environmental assessment for a multi-purpose road built to industrial use specifications, as the community access road could possibly link to a supply road in the future.

Therefore, through the July 31, 2019 Band Council Resolution, Alternative 2 and Alternative 3 were not found to be reasonable alternative routes for the Community Access Road.

In February 2020, IAAC posted a *Notice of Commencement* under the Impact Assessment Act to complete a Federal Impact Assessment. Shortly after, in October 2020, the Community Access Road filed a *Notice of Commencement of Terms of Reference*, under the Ontario Environmental Assessment Act to complete an Individual Environmental Assessment which will consider the two route alternatives identified in **Figure 1-1.** As a component of the Environmental Assessment Process, a preferred route must be identified in advance of developing the Impact Assessment portion of the Environmental Assessment. This is a critical step in ensuring we are able to meet our legislated timeline to post the Combined Draft Environmental Assessment / Impact Statement to the public in July 2024.

3. Methodology Overview

Alternative 1 and Alternative 4 parallel, overlap and cross each other at multiple locations. In order to simplify the evaluation of the alternatives, the alternatives were divided into three separate segments based on their geographical locations (**Figure 3-1**). These include:

- Segment 1 – Ogoki Crossing (**Figure 3-2**)
- Segment 2 – Albany Crossing (**Figure 3-3**)
- Segment 3 – North of the Albany (**Figure 3-4**)

Each of these segments are stand alone, which allow them to 'plug-in' to the next segment. This permits increased flexibility and ability to avoid impacts as much as possible where the terrain and location changes. In order to evaluate the alternatives and support Chief and Council with the eventual determination of a Final Preferred Alternative Route, the technical disciplines were asked to identify key metrics that would help them rank one route over the other. The key inputs identified for consideration include:

- MFFN community feedback
- Indigenous Knowledge which considers: Aboriginal Treaty Rights and Interests
- Water which includes: fish, groundwater, peatlands, surface water
- Land which includes: soils, ungulates, wildlife, vegetation, birds
- People which includes: acoustic, air, cultural heritage, archaeology, visual, human health, social, land and resource use, safety, climate change
- Engineering and costs

An evaluation was conducted by each category for each of the three segments. A more detailed explanation of the route selection methodology is included in **Appendix B**.

3.1 Aggregate Resource Considerations

The construction of each route alternative will require local extraction of sand, gravel and bedrock to support its construction. Some of these materials are readily available along the route alternatives and in other cases temporary access roads will be constructed to support aggregate extraction. Therefore, each route alternative being evaluated also included the necessary sand, gravel and bedrock, and associated temporary infrastructure required to complete construction. The figures showing these areas are included in **Appendix C.**

MARTEN FALLS FIRST NATION

Dark River

Gourlie Creek

Albany River

Teabeau Lake

ALBANY RIVER PROVINCIAL PARK

Wabimeig Lake

Ruby Creek

Dusey Lake

Calbert Creek

Ogoki River

Patience Lake

Harrogate Lake

Ogoki Lake

OGOKI RIVER PROVINCIAL PARK (WATERWAY CLASS)

Kayedon Lake

Painter Lake

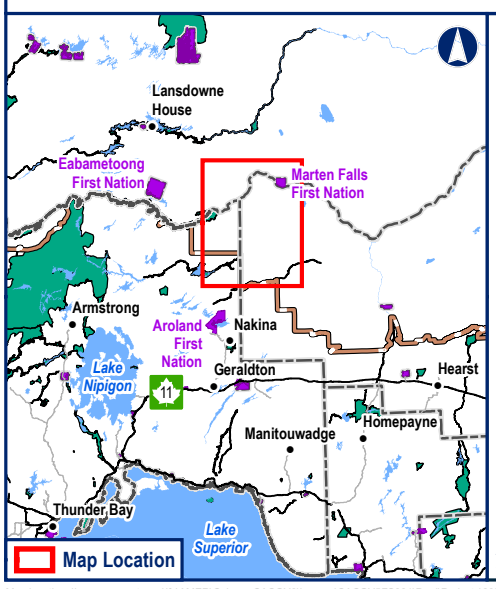
Colpitts Creek

PAINTER LAKE RD

La Rose Creek

Little Current River

LITTLE CURRENT RIVER PROVINCIAL PARK



Legend

- Segment Node (A)
- Study Area
- Route Alternatives
  - Alternative 1
  - Alternative 4
  - Segment 1
  - Segment 2
  - Segment 3
- Potential Camp Site
  - 50 Persons
  - 200 Persons
- Potential Aggregate Source
  - Bedrock
  - Sand and gravel
  - Approximate Access Road to Potential Aggregate Site
- General Features
  - Local Road
  - Resource / Recreation Road
  - MFFN Existing Winter Access Road
  - Watercourse
  - Waterbody
  - First Nation Reserve
  - Provincial Park
  - Far North Boundary
  - District Municipal Boundary

Data Source:

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MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Route Alternatives and Segments

0 5 10
Kilometres

Datum: NAD 1983 CSRS UTM Zone 16N

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Figure 3-1

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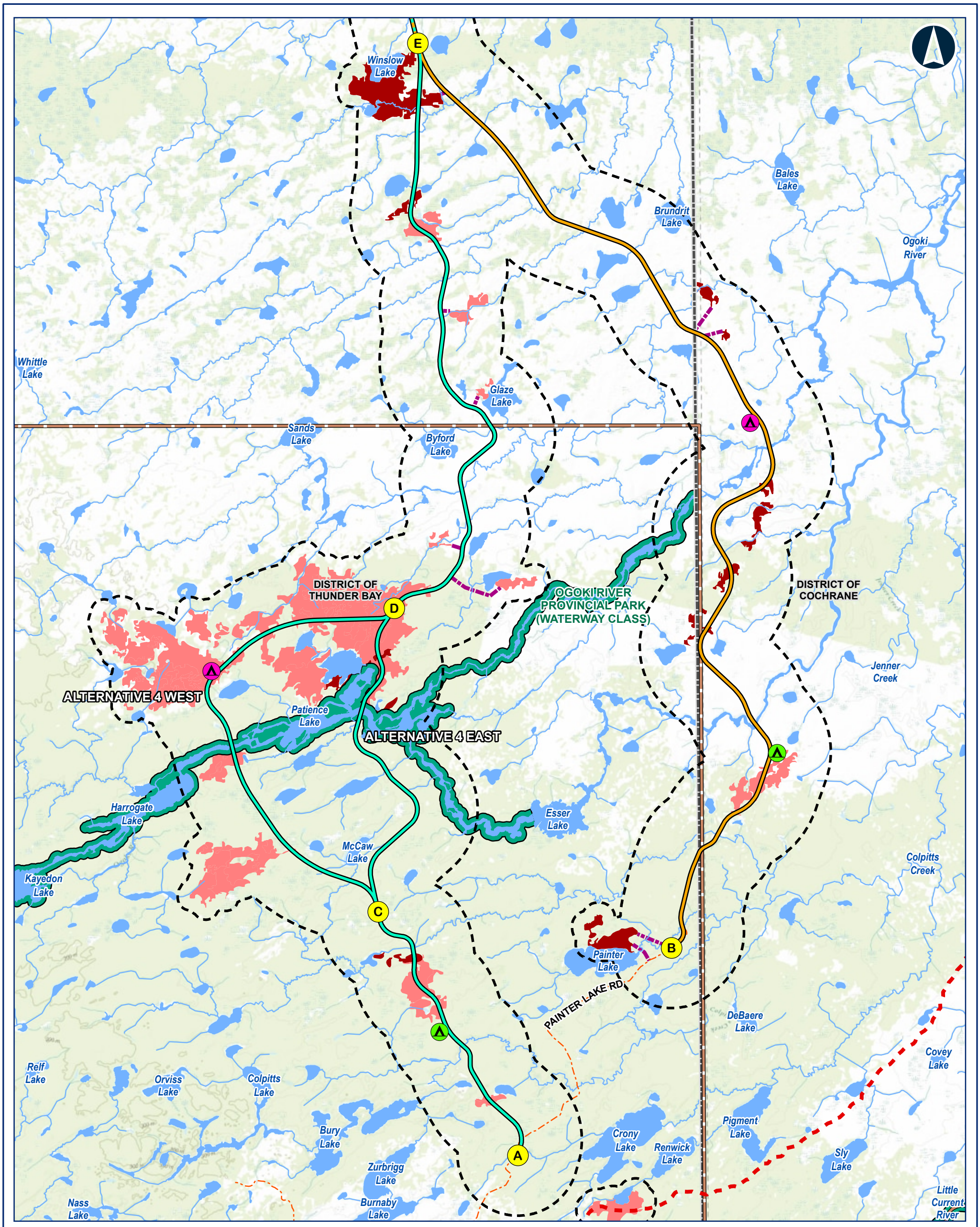

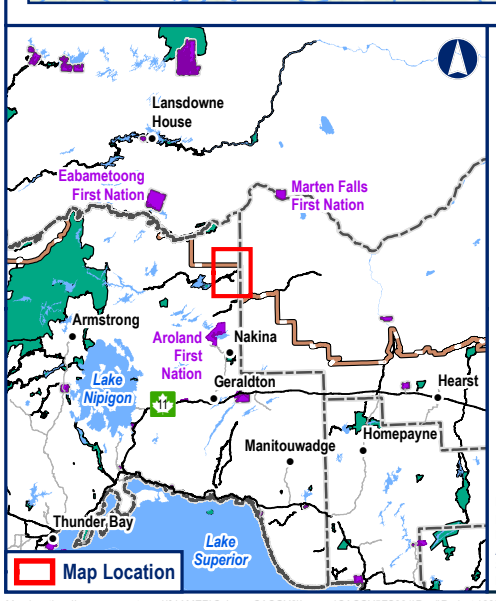

Legend

- Segment Node
- Study Area

Route Alternatives
- Alternative 1
- Alternative 4

Potential Camp Site
- 50 Persons
- 200 Persons

Potential Aggregate Source
- Bedrock
- Sand and gravel
- Approximate Access Road to Potential Aggregate Site

General Features
- Resource / Recreation
- MFFN Existing Winter Access Road
- Watercourse
- Waterbody
- Far North Boundary
- District Municipal Boundary
- Provincial Park

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MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Segment 1 – Ogoki Crossing

0 3 6
Kilometres
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Figure 3-2

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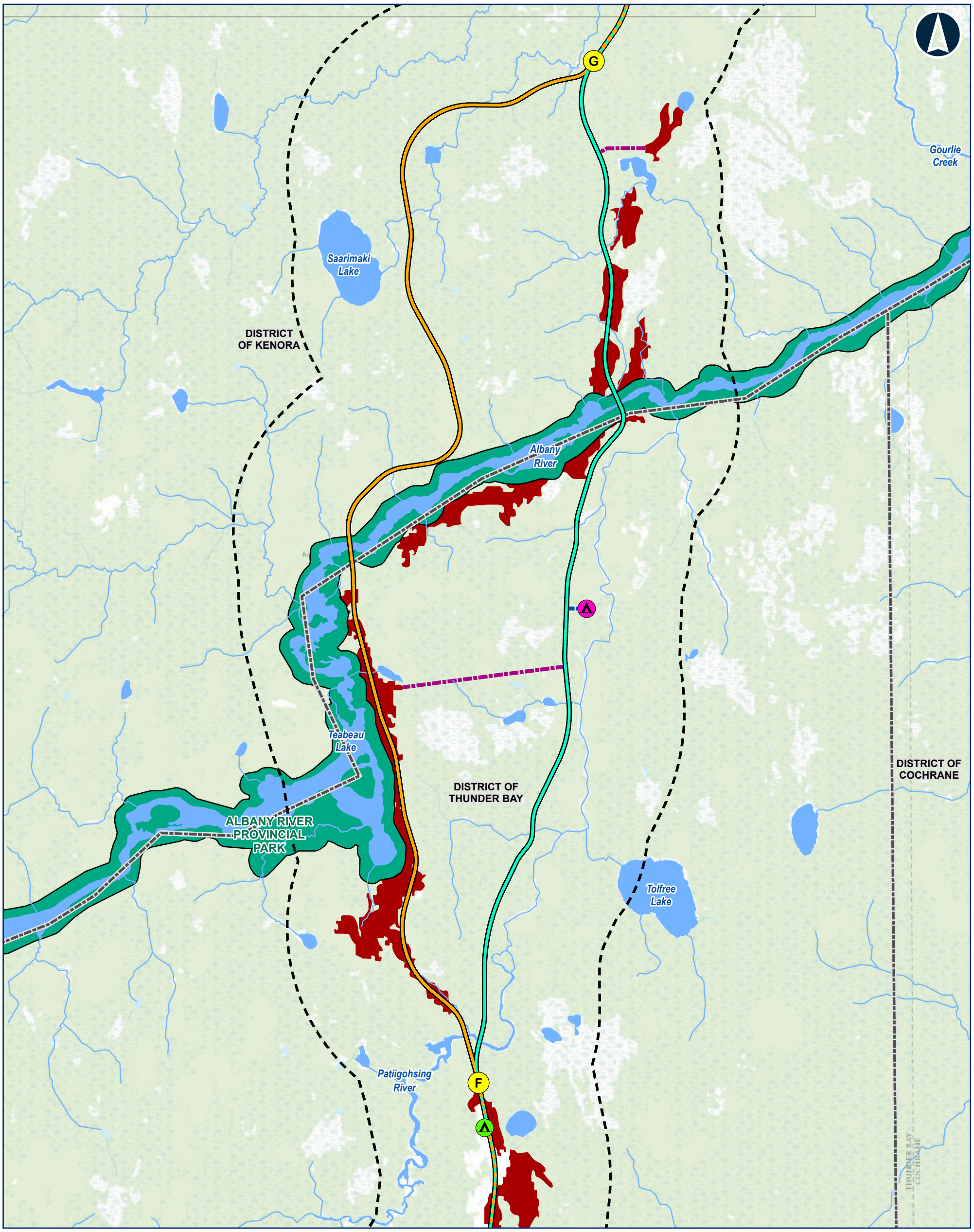

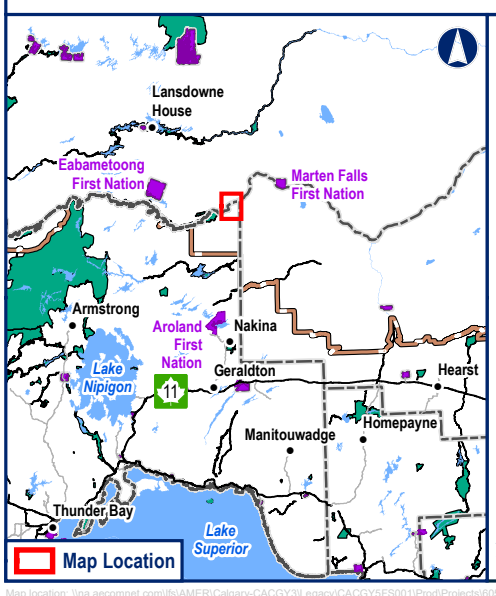

Legend

- Segment Node
- Study Area

Route Alternatives

- Alternative 1
- Alternative 4

Potential Camp Site

- 50 Persons
- 200 Persons
- Approximate Access Road to Potential Construction Camp

Potential Aggregate Source

- Bedrock
- Sand and gravel
- Approximate Access Road to Potential Aggregate Site

General Features

- Watercourse
- Waterbody
- Far North Boundary
- District Municipal Boundary
- Provincial Park

Data Source:

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MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Segment 2 – Albany Crossing

0 2 4
Kilometres
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Figure 3-3

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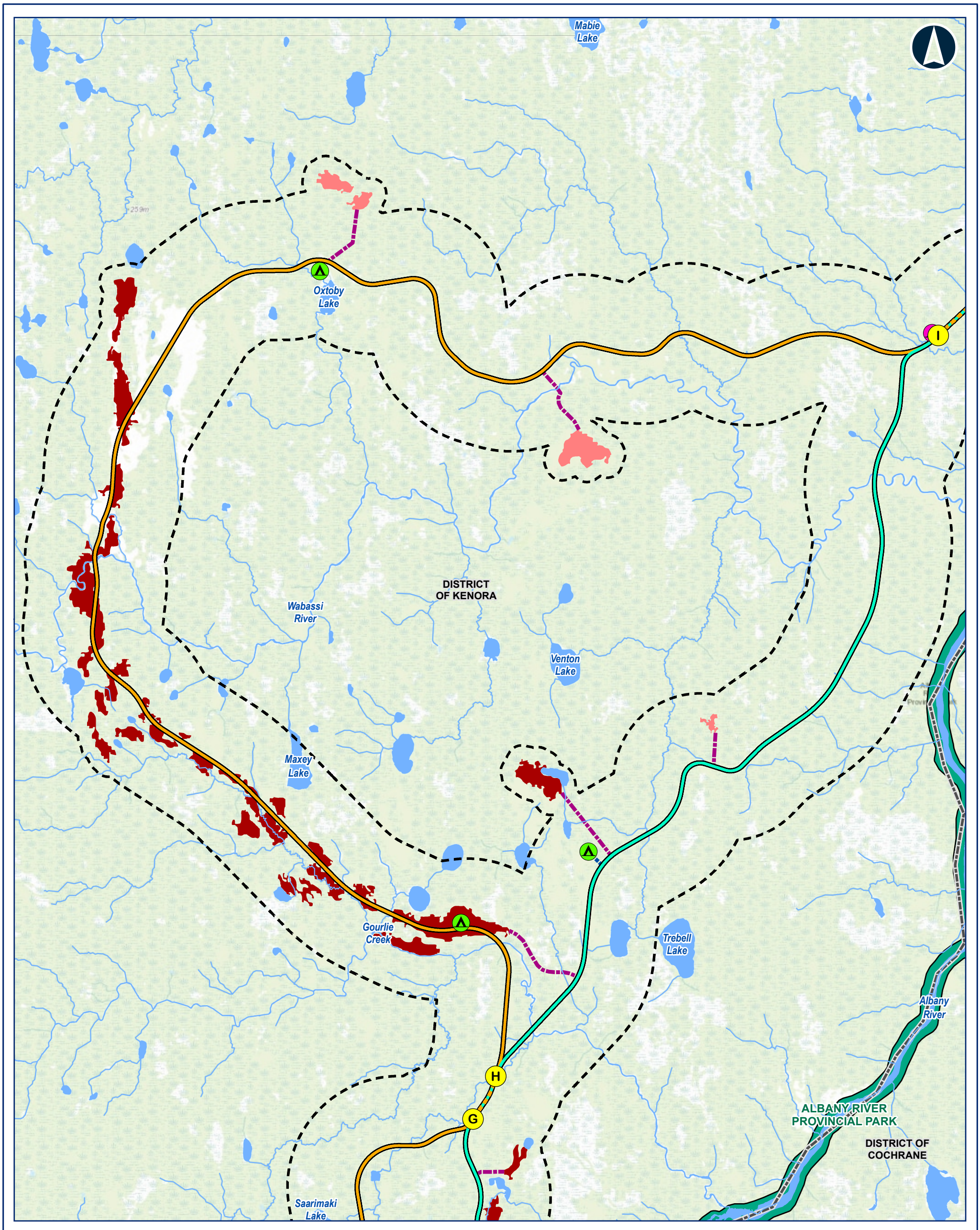

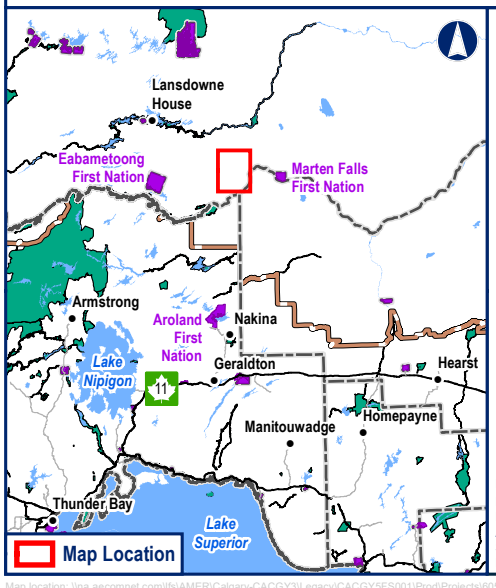

Legend

- Segment Node (A)
- Study Area

Route Alternatives

- Alternative 1
- Alternative 4

Potential Camp Site

- 50 Persons
- 200 Persons
- Approximate Access Road to Potential Construction Camp

Potential Aggregate Source

- Bedrock
- Sand and gravel
- Approximate Access Road to Potential Aggregate Site

General Features

- Watercourse
- Waterbody
- Far North Boundary
- District Municipal Boundary
- Provincial Park

Data Source:

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MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Segment 3 – North of the Albany

0 3 6
Kilometres
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Figure 3-4

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4. Consideration of Community Feedback

To facilitate the Community Access Road route selection process, the community of Marten Falls as well as interested and potentially affected groups have been given the opportunity via Public Information Centres (PICs) to provide input to be considered in the route selection (**Tables 4-1**).

At the time of preparing this memo no other Indigenous community has shared feedback on the route alternatives.

Table 4-1: Consultation to Date

Date	Event	Materials	Comments
November 2, 2022	■ In-Community PIC #4 at Marten Falls	■ PowerPoint slides and display boards on criteria for alternative evaluation and route selection ■ Presentation handouts ■ Overview and small-scale maps of route with IK and general feedback ■ Feedback form at the PIC as well as on the Community Access Road website seeking input from the public / communities on the criteria	■ The community shared feedback on preferred route alternatives ■ No comments on the criteria for alternative evaluation and route selection received at this PIC
December 6, 2022	■ MFFN members only PIC #4 held in Thunder Bay	■ PowerPoint slides and display boards on criteria for alternative evaluation and route selection ■ Presentation handouts ■ Overview and small-scale maps of route with IK and general feedback ■ Feedback form at the PIC as well as on the Community Access Road website seeking input from the public / communities on the criteria	■ No comments on the criteria for alternative evaluation and route selection received at this PIC
December 7, 2022	■ PIC #4 held in Thunder Bay	■ Presentation handouts with information on criteria for alternative evaluation and route selection ■ Display boards on criteria for route selection ■ Supporting documents at the PIC that included a Q&A on how the two route alternatives were selected and how they were going to be evaluated. ■ Overview and small-scale maps of route ■ Feedback form at the PIC as well as on the Community Access Road website seeking input from the public / communities on the criteria	■ No comments on the criteria for alternative evaluation and route selection received at this PIC
December 8, 2022	■ PIC #4 held in Geraldton	■ Presentation handouts with information on criteria for alternative evaluation and route selection ■ Overview and small-scale maps of route ■ Display boards on criteria for route selection ■ Supporting documents at the PIC that included a Q&A on how the two route alternatives were selected and how they were going to be evaluated ■ Feedback form at the PIC as well as on the Community Access Road website seeking input from the public / communities on the criteria	■ No comments on the criteria for alternative evaluation and route selection received at this PIC

5. Initial Results

Each technical discipline completed their high-level, comparative analysis of the potential net effects between all the route segments. This analysis was completed using the reasoned argument method to determine a technically preferred route recommendation. The assessment matrices for each Valued Component (VC) and engineering are included in **Appendix D,** The initial results are included in **Sections 5.1** to **5.3**.

5.1 Segment 1 – Ogoki Crossing

The overall technically preferred alternative for Segment 1 is Alternative 1 (**Table 5-1** and **Figure 5-1)**. The main reasons include:

- Smaller footprint and shorter road length than the other options.
- Least disturbance of accessible habitats for Traditional Use Plants.
- Least loss of peatland area and impacts to fewest peatland types.
- Least disturbance of significant landforms, soil, wildlife, wetlands, riparian ecosystems, upland ecosystems, birds, and caribou.
- Neither the most preferred nor the least preferred alternative for moose.
- Cross over the least amount of area of coarse-grained and bedrock surficial materials.
- Least disturbed area of carbon sinks.
- Least number of waterbody crossing locations.

The main reasons why Alternative 1 is the least preferred alternative from an engineering point of view include:

- Fewer bedrock quarry opportunities – requires longer hauls, increases cost.
- Complex constructability – majority of the route traverses poor substrates.
- High schedule implications. Road construction with poor substrates, terrain and high cost to haul aggregates. No means of access without significant upgrades to the Painter Lake Road section.
- High maintenance/operational costs given poor ground terrain compared with other alternatives and gravel haul costs.

For the purposes of route selection it was assumed that all upgrades to Painter Lake Road required to construct and operate the Segment 1 Route Alternatives will be completed in advance.

Table 5-1: Segment 1 – Ogoki Crossing Initial Results

Category	Alternative 1	Alternative 4 East	Alternative 4 West
MFFN community feedback			
Indigenous Knowledge	Community Input Required	Community Input Required	Community Input Required
Water			
Land			
People			
Engineering, Costs			

Legend: *Green = most preferred*
Yellow = moderately preferred
Red = least preferred

5.2 Segment 2 – Albany Crossing

The overall technically preferred alternative for Segment 2 is Alternative 1 (**Table 5-2** and **Figure 5-2**). The main reasons include:

- Smaller footprint and shorter road length than the other option.
- Smaller direct loss of highly accessible habitats for Traditional Use Plants.
- Smaller direct loss of peatland area.
- Disturbance of fewer significant landforms, surficial materials and soils.
- Crosses over the least area of coarse-grained and bedrock surficial materials.
- Least number of sensitive receptors.
- Lower net effects on wildlife, birds and caribou.
- No discernible difference between alternatives for moose.
- Least number of waterbody crossing locations.
- Smaller direct loss of wetland and riparian ecosystems, disturbance of fewer upland ecosite types and smaller direct loss of highly suitable.
- Constructability of roadway and water crossings.

Table 5-2: Segment 2 – Albany Crossing Initial Results

Category	Alternative 1	Alternative 4
MFFN community feedback		
Indigenous Knowledge	Community Input Required	Community Input Required
Water		
Land		
People		
Engineering, costs		

Legend: Green = most preferred / Red = least preferred

5.3 Segment 3 – North of the Albany

The overall technically preferred alternative for Segment 3 is Alternative 4 (**Table 5-3** and **Figure 5-3**). The main reasons include:

- Smaller footprint and shorter road length than the other option.
- Smaller direct loss of highly accessible habitats for Traditional Use Plants.
- Smaller direct loss of peatland area.
- Disturbance of fewer significant landforms, surficial materials and soils.
- Crosses over the least area of coarse-grained and bedrock surficial materials.
- Least number of sensitive receptors.
- Lower net effects on wildlife, birds, moose and caribou.
- Least number of waterbody crossing locations.
- Smaller direct loss of wetland and riparian ecosystems, disturbance of fewer upland ecosite types and smaller direct loss of highly suitable.

The main reason why Alternative 1 is the most preferred alternative from an engineering point of view is:

- Constructability of roadway and cost.
- Good access to aggregates

Table 5-3: Segment 3 North Albany Crossing Initial Results

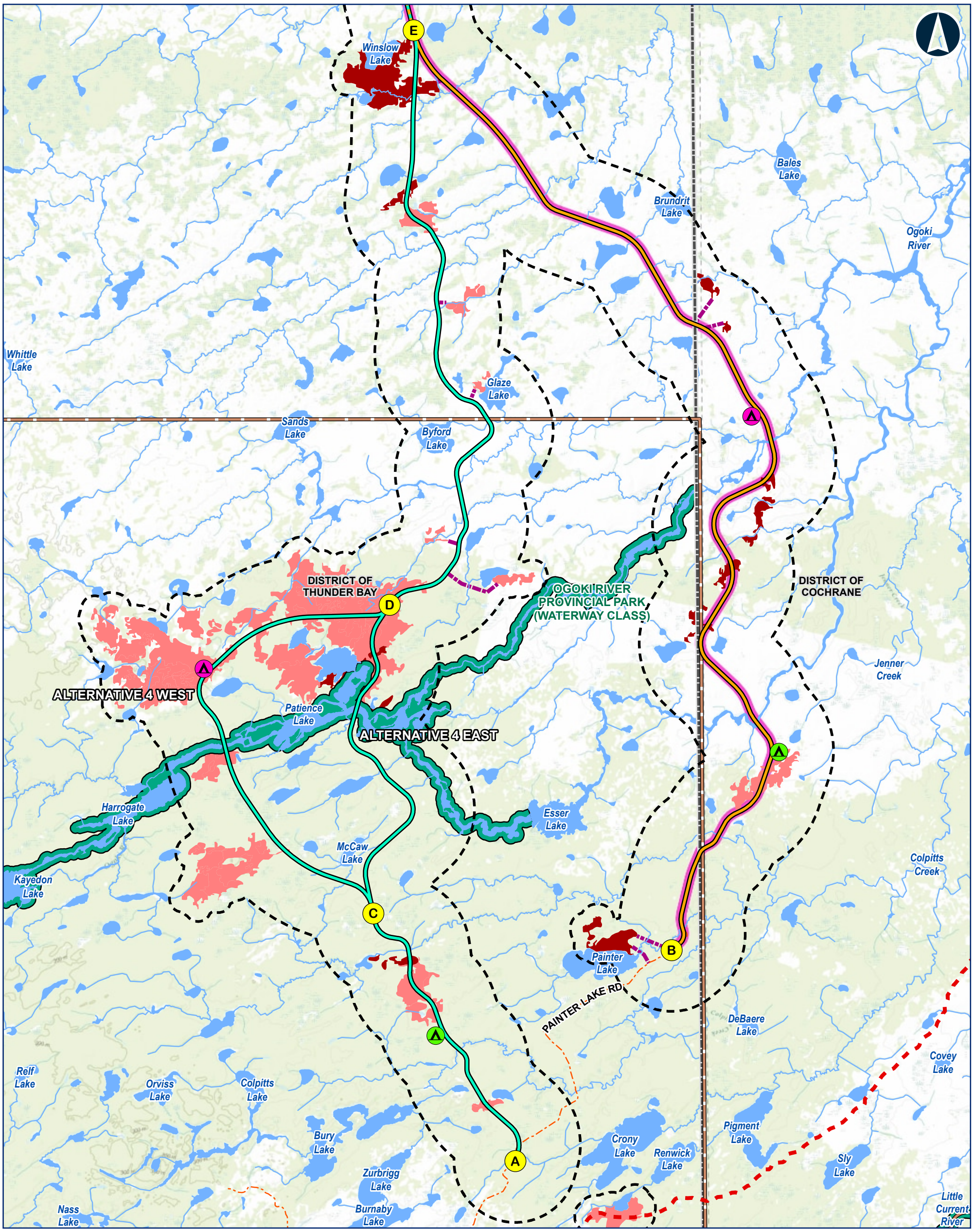
Category	Alternative 1	Alternative 4
MFFN community feedback	🔴	🟢
Indigenous Knowledge	Community Input Required	Community Input Required
Water	🔴	🟢
Land	🔴	🟢
People	🔴	🟢
Engineering, costs	🟢	🔴

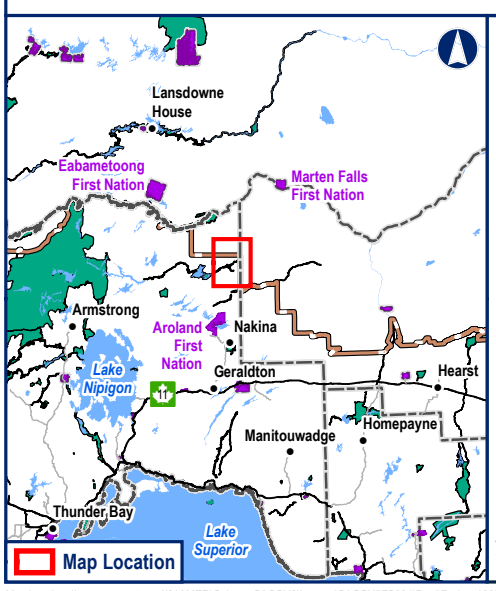
Legend: Green = most preferred / Red = least preferred

5.4 Indigenous Knowledge

It is assumed that the most relevant information on Indigenous Knowledge to be considered in the route selection will be provided by MFFN and Aroland First Nation given their proximity to the Community Access Road footprint. At the time of preparing this memo the Indigenous Knowledge reports from either community had not been received.

Any inputs received prior to the preparation of the Final Recommended Route Alternative will be shared with Chief and Council to inform their decision making on the final route.





Legend

- Segment Node
- Study Area

Route Alternatives

- Alternative 1
- Alternative 4
- Technical Preferred Route

Potential Camp Site

- 50 Persons
- 200 Persons

Potential Aggregate Source

- Bedrock
- Sand and gravel
- Approximate Access Road to Potential Aggregate Site

General Features

- Resource / Recreation
- MFFN Existing Winter Access Road
- Watercourse
- Waterbody
- Far North Boundary
- District Municipal Boundary
- Provincial Park

Data Source:

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MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Segment 1 – Ogoki Crossing Technically Preferred Alternative

0 3 6
Kilometres
Datum: NAD 1983 CSRS UTM Zone 16N

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Figure 5-1

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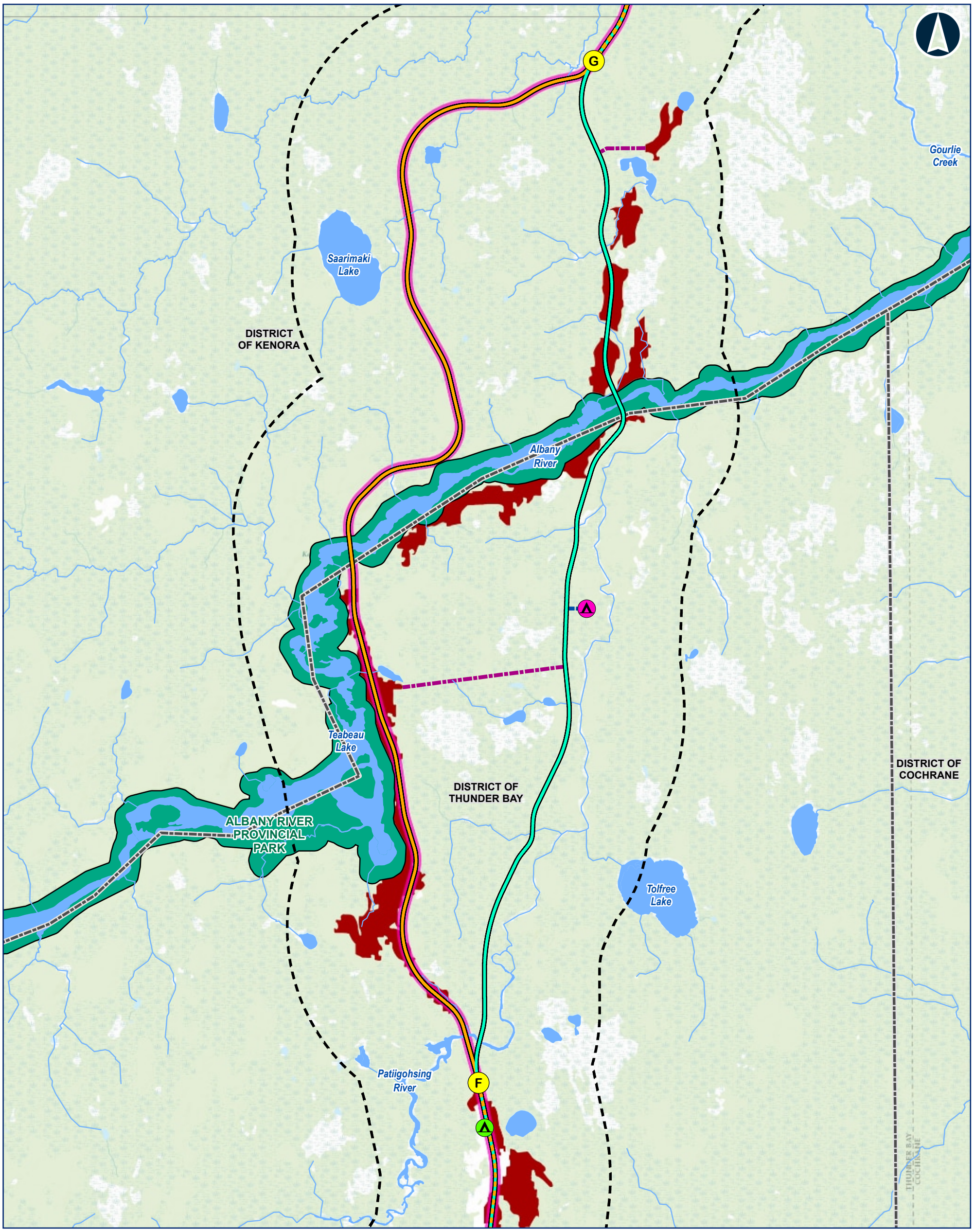

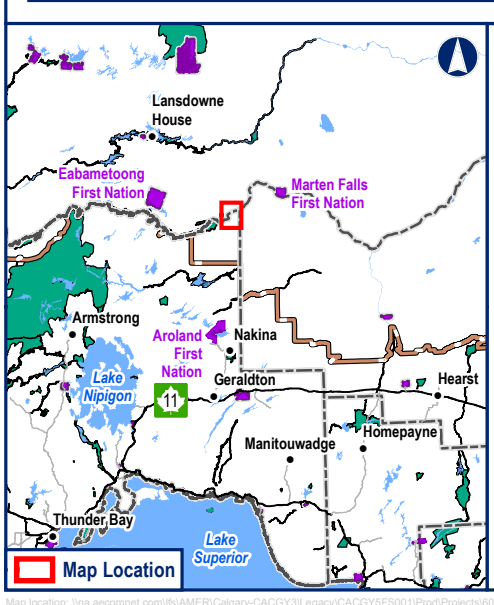

Legend

- Segment Node
- Study Area

Route Alternatives

- Alternative 1
- Alternative 4
- Technical Preferred Route

Potential Camp Site

- 50 Persons
- 200 Persons
- Approximate Access Road to Potential Construction Camp

Potential Aggregate Source

- Bedrock
- Sand and gravel
- Approximate Access Road to Potential Aggregate Site

General Features

- Watercourse
- Waterbody
- Far North Boundary
- District Municipal Boundary
- Provincial Park

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MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Segment 2 – Albany Crossing Technically Preferred Alternative

0 2 4
Kilometres
Datum: NAD 1983 CSRS UTM Zone 16N

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Figure 5-2

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Mabie Lake
259m
Oxtoby Lake
Wabassi River
DISTRICT OF KENORA
Venton Lake
DISTRICT OF COCHRANE
Maxey Lake
Trebell Lake
Gourlie Creek
Albany River
ALBANY RIVER PROVINCIAL PARK
DISTRICT OF COCHRANE
I
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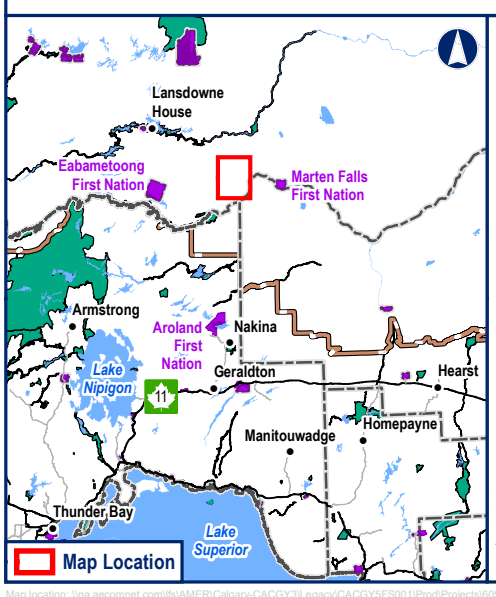

Legend

- A — Segment Node
- Study Area

Route Alternatives

- Alternative 1
- Alternative 4
- Technical Preferred Route

Potential Camp Site

- 50 Persons
- 200 Persons
- Approximate Access Road to Potential Construction Camp

Potential Aggregate Source

- Bedrock
- Sand and gravel
- Approximate Access Road to Potential Aggregate Site

General Features

- Watercourse
- Waterbody
- Far North Boundary
- District Municipal Boundary
- Provincial Park

Data Source:

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MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Segment 3 – North of the Albany Technically Preferred Alternative

0 3 6
Kilometres

Datum: NAD 1983 CSRS UTM Zone 16N

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Figure 5-3

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6. Next Steps

Our proposed next steps are included in **Table 6-1**.

Table 6-1: Next steps and timelines

Date	Event
October 2023	Virtual meeting with MFFN Chief and Council to present this memorandum and gather initial feedback.
October 23, 2023	Sharing and validating the technically preferred route recommendations with MFFN community members and gathering their feedback. Meeting to be held in Thunder Bay.
October 24, 2023	In-person meeting with MFFN Chief and Council in-community to present this memorandum and any applicable updates. Sharing and validating the technically preferred route recommendation with MFFN community members and gathering their feedback. Meeting to be held in Marten Falls.
October 25 and 26, 2023	PIC #5 sharing route recommendation with the public in Thunder Bay and Geraldton, as well as potentially with Aroland First Nation.
November 2023	Virtual meeting with MFFN Chief and Council to present feedback received from community in October and request for a Band Council Resolution to approve Final Preferred Alternative Route.
December 1, 2023	Band Council Resolution and Final Preferred Alternative Route confirmation.

7. Other Cost Considerations

Engineering costs prepared for the comparative analysis of each alternative (**Appendix D**) did not include the costs to construct overlapping segments (**Figure 1-1**). A summary of estimated costs to construct these segments is included below **(Table 7-1)** to ensure a full understanding of the Community Access Road.

As indicated in **Section 5.1**, for the purposes of route selection it was assumed that all upgrades to Painter Lake Road required to construct and operate the Segment 1 Route Alternatives will be completed in advance, and the costs are the responsibility of that separate project.

Cost estimates in **Table 7-1** are based on 2023 unit prices developed through discussions with northern Contractors and best practices. Value of construction includes a 20% contingency factor and climate change impacts that are assumed to be 35-40% of the structures base prices.

Table 7-1: Overlapping Segments Estimates

Segment	Estimate		
	Bridges	Road	Total
Segment E-F	$63.1 million	$100 million	$163.1 million
Segment G-H	$12.7 million	$7.7 million	$20.4 million
Segment I-J	$112.7 million	$198.9 million	$311.6 million

8. Closure

We hope this memo meets your current requirements. We look forward to further discussing the information with the MFFN Chief and Council and with the MFFN community to eventually decide on the Final Preferred Alternative Route.

As mentioned in Section 1, the Community Access Road has to comply with regulated timelines. In order meet these, a Band Council Resolution from the MFFN Chief and Council on the Final Preferred Alternative Route is needed by the first week of December 2023.

Appendix A. Supporting Document – Alternatives Development: Community Access Road

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Marten Falls First Nation

Supporting Document – Alternatives Development

Community Access Road

DRAFT

Prepared by:

AECOM Canada Ltd.

[redacted]

[redacted]

www.aecom.com

Date: September 2020

Project #: 60593122

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List of Attachments

Attachment 1: Consultation Activities Prior to Initiation of the Terms of Reference

List of Acronyms and Abbreviations

CAR ..... Community Access Road
CBLUP ..... Community Based Land Use Plan
EA ..... Environmental Assessment
EAA ..... *Environmental Assessment Act*
ENDM ..... Ministry of Energy, Northern Development and Mines
FMU ..... Forest Management Units
km ..... kilometre
m ..... metre
MECP ..... Ministry of the Environment, Conservation and Parks
MFFN ..... Marten Falls First Nation
MTO ..... Ministry of Transportation
OGS ..... Ontario Geological Society
MNRF ..... Ministry of Natural Resources and Forestry
SAR ..... Species at Risk
The Agency ..... Impact Assessment Agency of Canada
ToR ..... Terms of Reference

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1. Introduction

Marten Falls First Nation (MFFN) is proposing an all-season Community Access Road (CAR) that will connect the MFFN community to Ontario's provincial highway network (the Project). The Project consists of a new all-season road from Painter Lake Road located approximately 57 km north of Nakina, Ontario to the community of MFFN, a remote First Nation community in northern Ontario located at the junction of the Albany and Ogoki rivers. The CAR will serve community access and industrial supply needs for both the community (e.g., fuel, construction supplies, water treatment supplies) and industrial proponents (e.g., mining, forestry), thereby minimizing infrastructure corridors in the Far North. Therefore, the Project will be for a multi-purpose road built to meet industrial use specifications.

Winter roads and air transportation are vital to remote communities located in northern Ontario for obtaining fuel, food, basic amenities and access to education, health and emergency services (MOI and MNDMF 2011). *Ontario's Long-term Infrastructure Plan, 2017* (Infrastructure Plan; MOI 2018) acknowledges that the communities and urban centres in Northern Ontario are in need of a multimodal transportation system since the North is especially vulnerable to the effects of climate change, particularly in communities that rely on seasonal winter roads. The Project is listed in the Infrastructure Plan, which states that the Province is working with MFFN to plan and construct an all-season access road. Building the Project is part of the government's commitment to create jobs, provide long-term benefits and improve the quality of life for people in the region.

In April 2018, MFFN signed an agreement with the Ministry of the Environment, Conservation and Parks (MECP) to prepare an environmental assessment (EA) under the Ontario *Environmental Assessment Act, 1990* (EAA) for the design, construction and operation / maintenance of the Project. A study under the EAA was formally initiated by MFFN in March 2019 when the Notice of Commencement for a Terms of Reference (ToR) for the Project was published. This report outlines the development of the reasonable range of alternative methods identified for consideration in the EA process. The report includes an overview of the historical evolution of the alternative routes, which occurred over more than ten years, starting with the Winter Road Alignment study in 2007 and progressing through the early stages of the EA process in 2019.

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2. Historical Development of Alternatives

2.1 Community Access Road Development

For the Project, the alternative methods of carrying out the undertaking are different alignment options of a CAR, which are referred to herein as “alternative routes”. MFFN has identified two alternative routes to be considered in the EA process. The development of these alternative routes has evolved through previously completed studies and ongoing processes, including the following:

- Winter Road Realignment Study (Neegan Burnside Ltd. 2009);
- 2011 MFFN Winter Road Realignment / All Weather Road Project, Feasibility Analysis and Business Plan Report (W.L. Lees & Associates ltd. and Marten Falls Logistics-LP 2011), commonly referred to as the *2011 Bill Lees Report*;
- 2011 – 2012 MFFN Winter Road Realignment Project (KBM Resources Group n.d.);
- 2011 – 2013 Industrial North-South Proposed Road Corridor, Cliffs Chromite Project EA, Technical Supporting Document, Project Alternatives Assessment (Cliffs Natural Resources 2013);
- MFFN Community Based Land Use Plan (CBLUP) Terms of Reference (MFFN and MNR 2013) and ongoing planning;
- 2017 MFFN All-Season Community Access Road – Project Proposal (MFFN 2017);
- August 2017 funding announcement (Government of Ontario 2017);
- 2019 Band Council Resolution to support proceeding with the alternative routes of the western corridors in the EA process; and
- Ongoing consultation and studies in support of the Project.

2.1.1 Winter Road Realignment Study

Since the mid-1990s, MFFN has received annual funding from the Ministry of Energy, Northern Development and Mines (ENDM) and Indigenous and Northern Affairs Canada (now Indigenous Services Canada and Crown-Indigenous Relations and Northern Affairs Canada) to maintain 140 km of winter road to the community (MFFN 2017). From 2007 to 2009, the Matawa First Nations Tribal Council, on behalf of MFFN, investigated opportunities to realign and improve the winter road used at that time. The study focused on the safety, environmental and operational deficiencies of the winter road identified by members of the community. The major deficiencies and constraints identified were:

- Majority of the winter road is through wetland / bog / swamp;
- Only suitable for sled-trains due to terrain;
- There have been many years when the road has not opened;
- Approximately 800 m crossing of the Albany River and
- Narrow, with areas of deficient horizontal and vertical alignment.

The results of the study concluded that the winter road should be realigned to higher ground for future potential upgrade for all-season use. Focusing on areas east of the Ogoki River, it was suggested that the southern portion be realigned to correspond with a proposed forestry road in the Ogoki Forest Management Plan north of Painter

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Lake Road and for the northern portion to be realigned to follow higher ground along the east side of the Ogoki River from north of Colpitts Creek (**Figure 1**). A bridge crossing of the Albany River was noted to be too costly to construct (Neegan Burnside Ltd. 2009); therefore, the winter road would stop at the Albany River and crossing would occur by barge. The proposed realignment was based on the need to go around major lake crossings and wetland areas, required improvements to the operating conditions (e.g., slopes, rocks, road widths), consultation with agencies (i.e., Ministry of Natural Resources and Forestry [MNRF], Indigenous Services Canada [formerly Indigenous and Northern Affairs Canada], ENDM, Fisheries and Oceans Canada, Ontario Parks), discussions with representatives of MFFN, feedback on materials distributed to the community and the need for an eventual upgrade to an all-season road. Other considerations were for travel time, ability to accommodate non-MFFN community users, cost and environmental features. Upgrading the winter road to all-season was identified in the report as a long-term (>10 years) priority project for the community.

2.1.2 The 2011 Bill Lees Report

In 2009 MFFN secured funding from various sources, including the Northern Ontario Heritage Fund Corporation to complete the Bill Lees Report (MFFN 2017). The Northern Ontario Heritage Fund Corporation is part of Ontario's Northern Prosperity Plan for targeted initiatives to stimulate economic growth, job creation and a better quality of life for northerners. The Northern Ontario Heritage Fund Corporation supports critical infrastructure and community development projects, which includes the building and upgrading of winter roads (Neegan Burnside Ltd. 2009). The other funding partners for the study were the Municipality of Greenstone, MFFN, Noront Resources Ltd. and Marten Falls Logistics-LP (W.L. Lees & Associates ltd. and Marten Falls Logistics-LP 2011).

The purpose of the study was to assess the feasibility of a winter road realignment and / or construction of a new all-weather access road to MFFN and to maximize economic development and job creation opportunities for the community in road construction and maintenance, as well as for future development tied to all-weather access including mineral exploration and Ring of Fire development. The study built upon the findings of the Winter Road Realignment Study to help identify a location for an all-weather road that could provide multi-function use for community access (e.g., industry and recreation). The result of this study was a more detailed routing of the 2009 Neegan Burnside proposed winter road realignment. The refined realignment would be for a winter road with eventual upgrade to an all-season road. Helicopter reconnaissance, aerial photogrammetry and satellite imaging was used to examine route alternatives along the proposed realignment. The study also considered the feasibility and preliminary estimate of the capital cost to construct the road based on a two phased project implementation strategy.

2.1.3 2011 – 2012 Winter Road Realignment Project

In 2010, the Chief and Council of MFFN approved improvements to the winter road. The approval was based on a letter from KBM Resources Group to the Chief of MFFN, referred to as the 2011 – 2012 Winter Road Realignment document. The letter suggested that an improved winter road would be considered a high-quality winter road with the likely benefit of providing improved access to the community and ability to present the community as a cost-effective staging area during mineral exploration and Ring of Fire development. An improved winter road was also noted as being integral to development of winter road access from the community north to the Ring of Fire (KBM Resources Group n.d.). KBM Resources Group's recommendation considered the proposed winter road realignment of the Bill Lees Report (2011) but concluded that the construction would be difficult due to the location immediately adjacent to the Ogoki River (KBM Resources Group n.d.).

The improvements occurred in 2011 and 2012 and were minor upgrades to the winter road consisting of straightening of corners and realignments to reduce the effect from snow drifting and thawing in the spring (KBM Resources Group n.d.). The improvements are shown on **Figure 2**.

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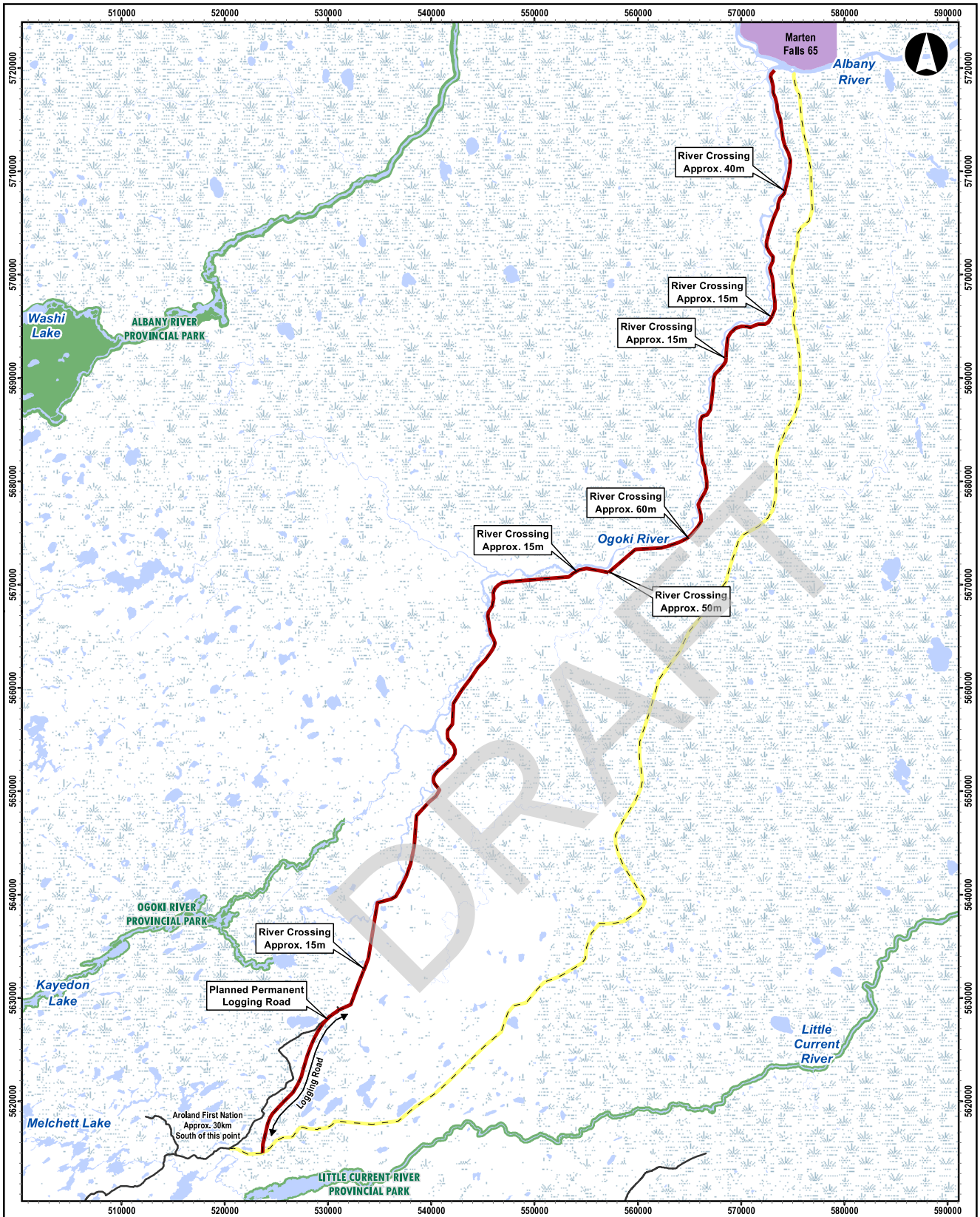

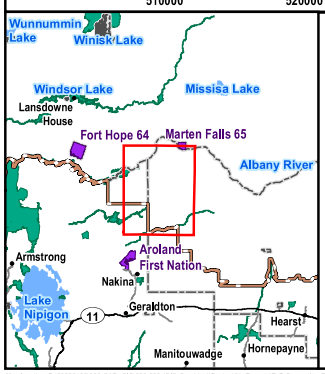

Legend

- Winter Road: Preferred Realignment
- Existing Winter Access Road
- Permanent Road
- Waterbody
- Wetlands
- First Nation Reserve
- Provincial Park

Marten Falls First Nation
All Season Community Access Road

2009 Winter Road Realignment

0 5 10 20
Kilometres
Datum: NAD 1983 UTM Zone 16N

Jul, 2020	1:350,000 * when printed 11"x17"	Data Sources: Derived from Nbegan Burnside 2009 MNRF, MMAH, NRCAN
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Figure 1

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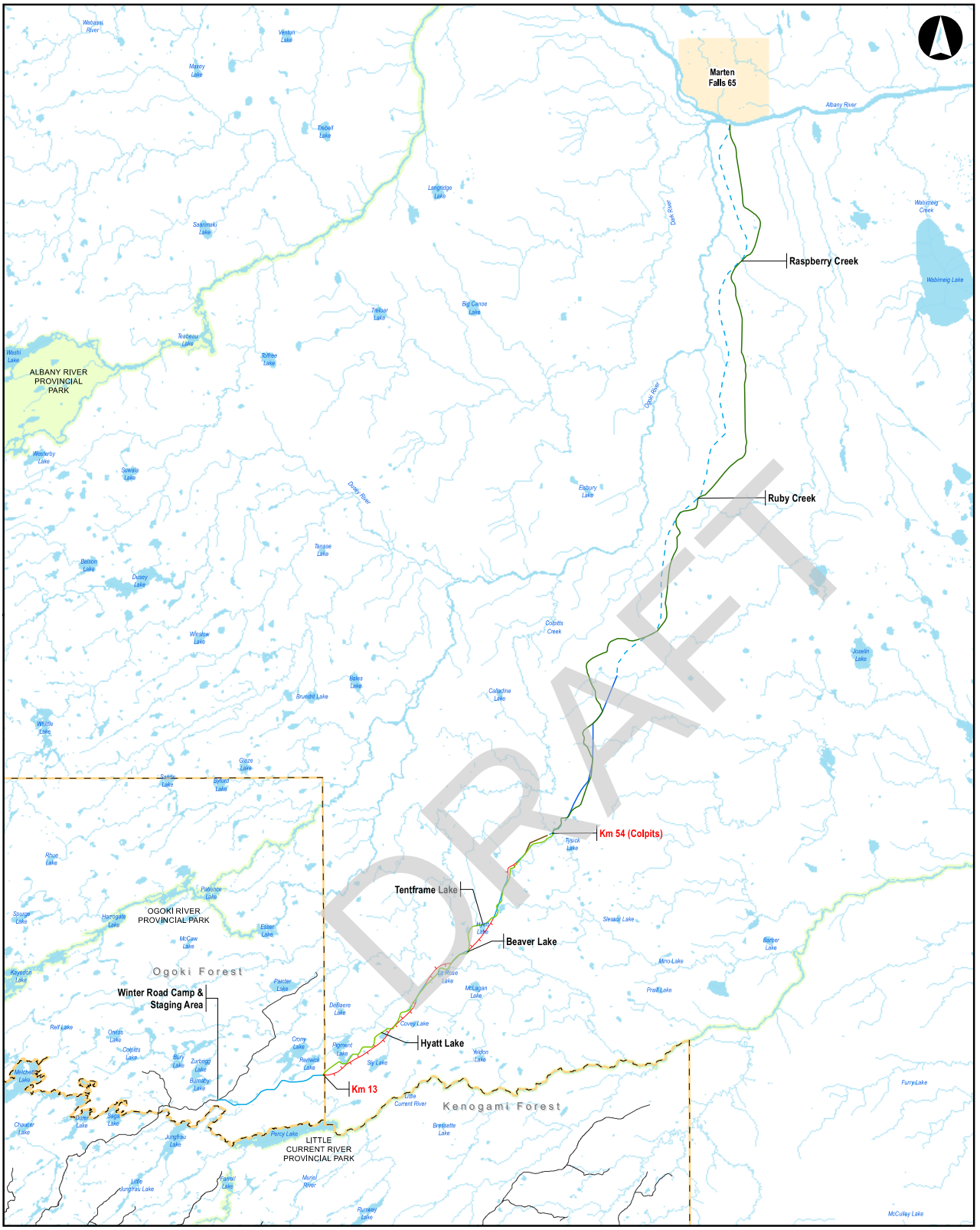

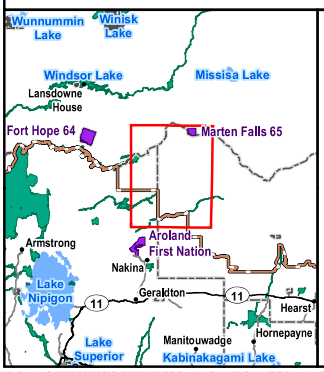

Legend

Winter Road Progress

- Existing Winter Road - Driveable
- Existing Winter Road - Snowmobile
- Realignment (Cleared/Stumped)
- Realignment (Cleared/not stumped)
- Realignment (Dozer Initial Opening)
- Realignment (To be Done)
- Complete
- Provincial Park
- First Nation Reserve
- Existing Roads
- Forest Management Unit
- Watercourse
- Waterbody

Marten Falls First Nation
All Season Community Access Road

2011-2012 Winter Road Realignment

0 5 10 20
Kilometres
Datum: NAD 1983 UTM Zone 16N

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2.1.4 Cliffs Chromite Project

Cliffs Natural Resources was studying the development of a chromite deposit in the Ring of Fire between 2009 and 2013, which included the construction and operation of a mine, ore processing facility and Integrated Transportation System. A key component of the Integrated Transportation System was an all-season access road within a north-south transportation corridor to the west of MFFN from Painter Lake Road to the Ring of Fire for the purpose of moving people, supplies and extracted resources between the proposed mine and provincial road network. It was intended that Indigenous communities and other natural resource companies would be permitted users of the all-season access road. Cliffs Natural Resources also investigated the availability of aggregate within proximity to the north-south transportation corridor for use in road construction in 2009 and 2010 and had submitted applications to the MNRF for aggregate permits under the *Aggregate Resources Act*.

The identification of the north-south corridor by Cliffs Natural Resources considered a range of alternative methods for an all-season access road. Input received during consultation activities for the project was also used to identify the location of the corridor and alignments within the corridor documented in a Terms of Reference provided to MFFN for review and comment. Cliffs Natural Resources met with MFFN in September 2011 and fall 2012 to discuss their proposed project. Additional discussions with MFFN on winter roads and all-season road options in the region occurred through regular email and phone contact.

Cliffs Natural Resources suspended capital spending on the chromite project in 2014 and terminated its federal EA in January 2015 (Northern Ontario Business 2015). Noront Resources acquired the Cliffs Natural Resources chromite properties in 2015 and has worked collaboratively with MFFN, sharing the results of previous studies undertaken for the north-south transportation corridor by Cliffs Natural Resources.

2.1.5 Community Based Land Use Planning

Much of the Project area is expected to occur on lands regulated under the *Far North Act (2011).* The *Far North Act* is the legislative foundation of land use planning in the Far North of Ontario (Government of Ontario 2014). The purpose of the Act is to provide for community-based land use planning in the Far North of Ontario. MFFN started CBLUP process in 2010, including collection of Anishinabek Knowledge within their planning area of interest. In December 2013, MFFN and the MNRF approved a Terms of Reference for a CBLUP to identify and plan socio-economic development strategies in response to the growing economic and resource development activities on MFFN's historical traditional lands and waterways.

Previous studies for the winter and all-season road to MFFN and the Ring of Fire fall within the area covered by the MFFN CBLUP, which has not yet been finalized. The expected outcome of the CBLUP is documentation of Anishinabek Knowledge and other environmental information to support planning, designation of land use areas (e.g., dedicated protected areas, general use areas and enhanced management areas) and corresponding permitted activities.

2.1.6 2017 MFFN All-Season Community Access Road – Project Proposal

In the spring of 2016, MFFN secured provincial funding to research and explore options for connecting the community to the existing provincial transportation network, including permitting and approval support (MFFN 2017). The community proceeded with an initiative for an all-season road with an intended use for community access only. The initiative was documented in the 2017 MFFN All-Season Community Access Road Project Proposal (MFFN 2017). Per direction of MFFN Chief and Council, a project team retained by MFFN would identify potential routes for the CAR based on the findings of previous studies for winter road realignment and proposals by others for road corridors in the Far North.

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The Project Proposal report is a precursor to initiation of the Project as a study under the EAA. MFFN recognized the need for an EA and other permits and approvals to construct and operate an all-season CAR. Therefore, a range of potential routes were selected and an initial evaluation to identify a preliminary preferred route for the CAR was undertaken. The identification of a preliminary preferred route was based on the understanding that the CAR would be for community access only (i.e., a separate and distinct road from any road to the Ring of Fire). The three routes shown on **Figure 3** were presented in January and March 2017 to the community and were based on road alignments identified in previous studies:

Western Route: This route starts at Painter Lake Road and runs north before turning eastward toward MFFN roughly following the west side of the Albany River. The Western Route includes: 1) the western alternative route from Painter Lake Road to avoid the Ogoki Provincial Park; and 2) the western alternative route at the crossing of the Albany River to avoid Anishinabek Knowledge values. The route was based generally on the proposed north-south corridor by Cliffs Natural Resources for an all-season access road from Painter Lake Road to the Ring of Fire.

Central Route: This route begins at Painter Lake Road and runs along the east side of the Ogoki River to MFFN. The route reflects the winter road realignment that was investigated in the Bill Lees Report with the addition of a crossing of the Albany River to connect the CAR directly to MFFN.

Eastern Route: This route starts at Anaconda Road and uses the existing upgraded section of winter road until approximately 5 km north of Tysick Lake. The road connects northwest to the Central Route near the entry of Colpitts Creek to the Ogoki River. This route was based generally on the 2011 – 2012 improved winter road alignment with the addition of a crossing of the Albany River to connect the CAR directly to MFFN.

The Western, Central and Eastern routes are modified routes of previously identified alignments. The bridge crossing of the Albany River was added to the Central and Eastern routes because water levels may not be sufficiently high year-round to allow barge crossing of the river. The routes were influenced by information received through the CBLUP process related to areas to avoid (e.g., of community interest and / or being considered for protection) as well as modifications based on the following siting criteria developed by MFFN:

- Avoid areas of muskeg and bog deposits;
- >200 m from the Ogoki River and >1 km from the Albany River, except for watercourse crossing location;
- Minimize the number and size of watercourse crossings;
- Maximize high ground location; and
- Shortest length to the community.

Each route is sited within a 5 km-wide corridor based on desktop information. The Project Proposal report noted the need for detailed investigation of the corridors to determine the best location of a CAR that could be constructed once a preferred route is selected. A review of surficial geology, land cover, watercourse crossings, values mapping and available Anishinabek Knowledge and results of consultation with the community resulted in selection of the Central Route as the preliminary preferred route for a dedicated all-season CAR. The Central Route was the shortest and most direct route with the least organic material to cross (MFFN 2017). It was also found that this route would have the least potential for effects to the natural environment due in part through locating the road along previously disturbed areas. It was identified as having the least effect to Indigenous value sites out of the three routes based on the information that was available at the time.

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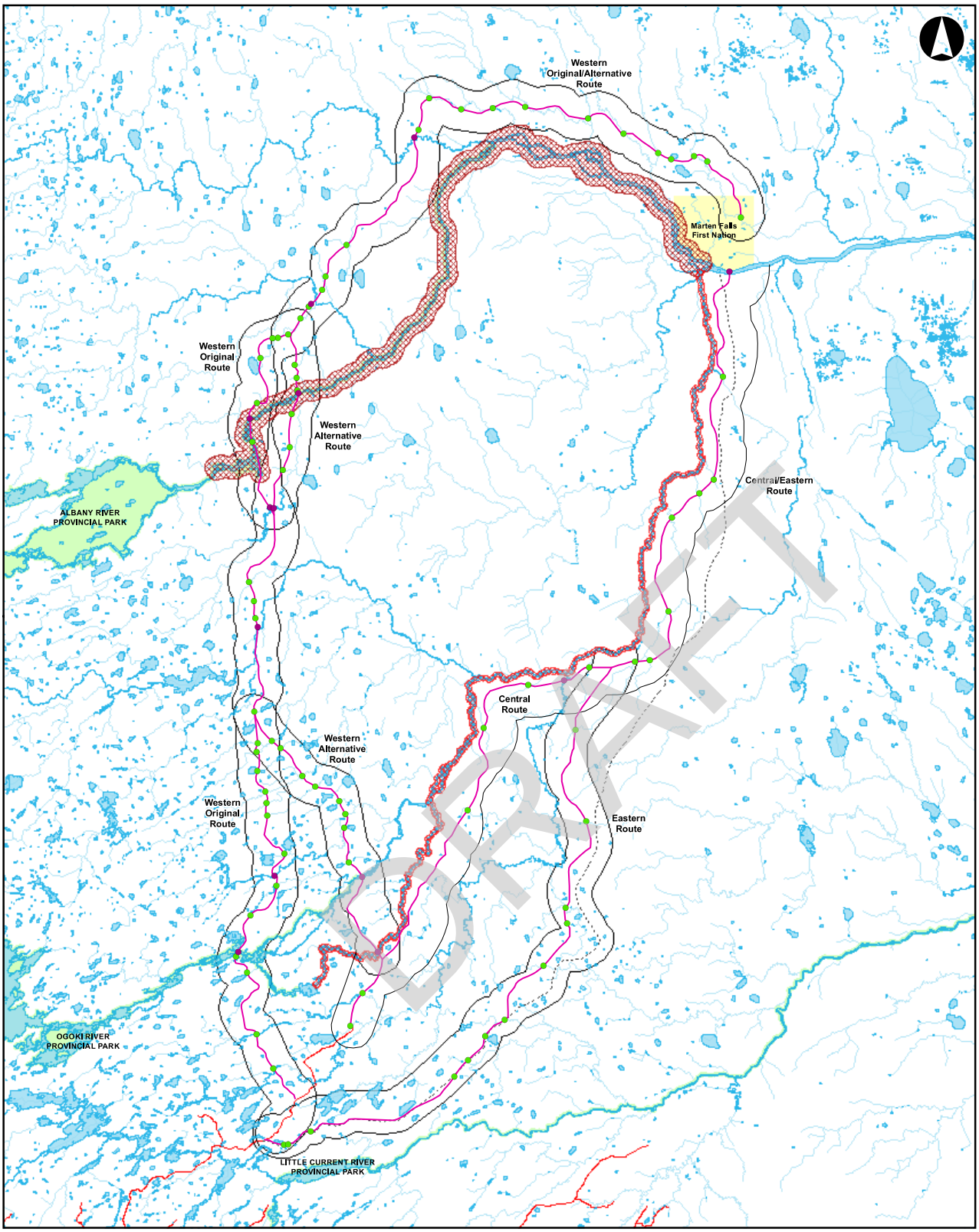

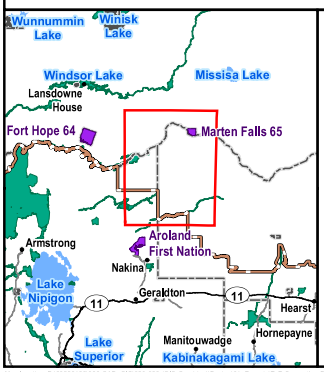

Legend

- Minor Stream Crossing
- Significant River Crossing
- Marten Falls Proposed Roadline
- Existing Winter Access Road
- Existing Roads
- Ogoki River 200m Reserve
- Albany River 1km Reserve
- Road Options Corridor
- Waterbody
- Watercourse
- First Nation Reserve
- Provincial Park

Marten Falls First Nation
All Season Community Access Road

MFFN 2017 Project Proposal Routes

0 5 10 20
Kilometres
Datum: NAD 1983 UTM Zone 16N

Jul, 2020	1:450,000 * when printed 11"x17"	Data Sources: MFFN 2017, MNRF, MMAH, NRCAN
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Figure 3

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The Project Proposal report was submitted to MECP, ENDM, MNRF and the Ministry of Transportation (MTO) in spring 2017. The intent of the submission was to determine next steps and the EA process to be undertaken. Following review of the report, the Province entered discussions with MFFN about funding an EA process, during which the Province disclosed that funding would only be available for a single multi-purpose all-weather access road.

2.1.7 Multi-purpose Use Road

In August 2017, Ontario announced that the province would provide funding to plan all-season road access to the Ring of Fire and that as part of this plan they would work with Indigenous communities, including MFFN, to build all-season access roads to communities. Following the announcement, a meeting was held with the community of MFFN to introduce the idea that the road would need to be a multi-purpose road to obtain provincial funding. Also, in August 2017, a two-day community meeting was held in Thunder Bay as an opportunity for MFFN community members to meet the companies conducting exploration in the undeveloped and remote chromite and nickel belt. This allowed community members to obtain information about what development may happen in the future and therefore what multi-use of the road may be. MFFN also held meetings with Aroland First Nation, Eabametoong First Nation and Webequie First Nation between August and November 2017 to inform them of the change to a multi-purpose road and discuss next steps for the Project (**Table 1**).

Table 1: Summary of Consultation with Indigenous Communities and Groups in 2017

Community / Date	Description
Aroland First Nation	
August 1, 2017	▪ Meeting in Geraldton to discuss update on north-south corridor, relationship and agreement with mining companies.
August 8, 2017	▪ Meeting in Thunder Bay to provide an update on the all-season road development planning and current status of negotiations with the Province.
Eabametoong First Nation	
November 13, 2017	▪ Meeting to inform Eabametoong that MFFN is gathering data to decide what the next steps would be for the road plan and will meet with Eabametoong again early in the new year.
Webequie First Nation	
November 14, 2017	▪ Discussion on moving forward with all development, roads and mining and possible ways of collaboration.
December 12, 2017	▪ Discussed principals of cooperation, update on road development and discussion on next steps.

The community of MFFN was not initially receptive to changing the intended use of the Project to a multi-purpose road; however, over time the community accepted the change in direction as a necessity to access provincial funding and recognized the potential economic benefits a multi-purpose road could provide. Thus, the community shares this provincial interest. The announcement by the province and events occurring in the community since 2017, brought forward new considerations with respect to identifying potential alternative routes to be considered in the EA, including:

- MFFN raised health and safety concerns regarding industrial use and associated mining-related traffic (e.g., heavy equipment, trucks), passing through the community;
- The community voiced concerns around controlling community access and the possible implications on health and safety and overall community well-being, including potential for the introduction of illicit substances and other contentious items entering the community, undesirables freely entering the community and human trafficking;
- There was great concern about children playing on and potentially jumping off a high span bridge located close to the community;

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- The CBLUP team noted the presence of Indigenous value sites located close to the Ogoki River along the Central and Eastern routes and in many cases linked to potential direct or indirect effects on fish, fish habitat (spawning areas) and tributaries that feed the Ogoki River;
- Locating a road adjacent to the Ogoki River takes advantage of the high ground associated with the riverbank but is within areas of Indigenous value sites;
- A CAR routed east of the Ogoki River would avoid the Indigenous valued sites but would have little rock available to support construction and maintenance activities;
- Change of road use to multi-purpose would potentially provide greater economic benefit to MFFN through, for example, job opportunities in road maintenance, mining, forestry and recreation and types of materials and supplies that can be transported to the community; and
- MFFN's position is that no chromite should travel east to west, but instead should travel north to south to support MFFN's economic interest in Ring of Fire development.

The considerations above led to a greater focus on the 2017 Project Proposal Western Route and Western Route alternatives as detailed in **Section 2.1.8**.

2.1.8 Identifying Potential Alternative Routes (2018 – 2019)

In April 2018, MFFN signed an agreement with the MECP, thereby confirming the environmental planning process to be undertaken for the Project. The agreement with the Province was to prepare an Individual EA under the EAA and preliminary design of a CAR built to meet industrial use specification to accommodate multi-purpose use by MFFN community and industrial proponents.

Ongoing investigations were undertaken during the 2018 field season to characterize the existing environment in the areas of the Western, Central and Eastern routes, as well as a review of the routes via fly over with ENDM and the MTO. Consultation also occurred to obtain input on values and features of importance to the community and feedback related to the change of the road use to multi-purpose. Interagency meetings, with representatives from ENDM, MECP, MNRF and the Canadian Environmental Assessment Agency (now the Impact Assessment Agency of Canada [the Agency]), were also initiated for the Project and are ongoing.

Based on the additional community consultation and outreach efforts following the 2017 Project Proposal (as detailed in **Section 2.1.9** and **Attachment 1**), modifications to the Western, Central and Eastern routes resulted in the development of the following four potential alternatives (**Figure 4**):

Alternative 1: .....This alternative is comprised of a modified Western Route. It is based on the alignment of the western alternative route from Painter Lake Road and western original route at the crossing of the Albany River and a newly proposed alignment west to higher ground and sources of aggregate around an area with a large amount of mineral claims before connecting east-west to MFFN. This new portion of the route was added based on recommendations developed from borehole data collected by KWG Resources. Portions of Alternative 1 overlap with Alternative 4. A corridor approximately 10 m to 20 m wide along a majority of the north-south portion of the alternative has limited vegetative growth from historical clearing that had been undertaken to facilitate geotechnical work in the region (Canada Chrome Corporation 2010).

Alternative 2: .....This alternative consists of an updated Central Route from Painter Lake Road to approximately Colpitts Creek where the route generally follows the winter road realignment of the Bill Lees Report along the eastern ridge (riverbank) of the Ogoki River.

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Alternative 3: .....This alternative is primarily the existing upgraded winter road alignment with a small section of the Eastern Route along the middle portion of the proposed route.

Alternative 4: .....This alternative is comprised of a modified Western Route. It is based on the alignment of the western original route from Painter Lake Road and the western alternative route at the crossing of the Albany River. Portions of Alternative 4 overlap with Alternative 1.

The routes described above and shown in **Figure 4** were included in the August 2018 Request for Proposal for Environmental Assessment and Preliminary Design Services for Marten Falls Community Access Road. Following release of the Request for Proposal, the routes were further refined to the alignments shown on **Figure 5**. Portions were realigned to avoid valued / sensitive features and in some cases, sections were removed from consideration. The updates were primarily due to the availability of Anishinabek Knowledge arising from the CBLUP process and to align with the draft CBLUP underway (e.g., adjustments to Alternative 1 and Alternative 4 at the crossing of the Albany River). Revisions were also made based on input received during November 2018 consultation events in Marten Falls and Thunder Bay to provide an update on ongoing studies and review the route mapping with existing Anishinabek Knowledge. A detailed review of the alignment of each route against aerial imagery also resulted in minor modifications to avoid large lake and wetland crossings. Two larger changes that were made to improve construction feasibility (realignments to avoid organic areas) were:

- Realignment of the northern portion of Alternative 3 towards the Ogoki River north of Colpitts Creek along the alignment of Alternative 2; and
- Realignment of the west – east portion of Alternative 4 to follow the same alignment as Alternative 1 along the north side of the Albany River.

MFFN initiated the EA process for the Project in March 2019 when the Notice of Commencement of ToR was published. This notice included two broad corridor alternatives, the West Corridor Alternative and the East Corridor Alternative, for the CAR. Alternative 1 and Alternative 4 are referred to as the western routes located within the West Corridor Alternative, while Alternative 2 and Alternative 3 are referred to as the eastern routes located within the East Corridor Alternative. During early stages of the EA process, these four routes were shared through consultation as potential alternatives that would be reviewed to confirm the reasonable range of alternative methods for assessment and evaluation in the EA. Feedback received during winter and spring 2019 consultations determined Alternative 2 and Alternative 3 are not considered to be reasonable alternatives for the Project based on the following concerns raised by MFFN community members and Chief and Council:

- Health, safety and well-being of the MFFN community;
- Anishinabek Knowledge and valued sites;
- Environmental considerations;
- Economic development opportunities; and
- Constructability, including feasibility, cost and sequencing.

Further information on each of the above listed concerns is detailed in the following sections. The concerns were reviewed by the Project Team and MFFN Chief and Council to verify whether each route is a reasonable alternative for the Project.

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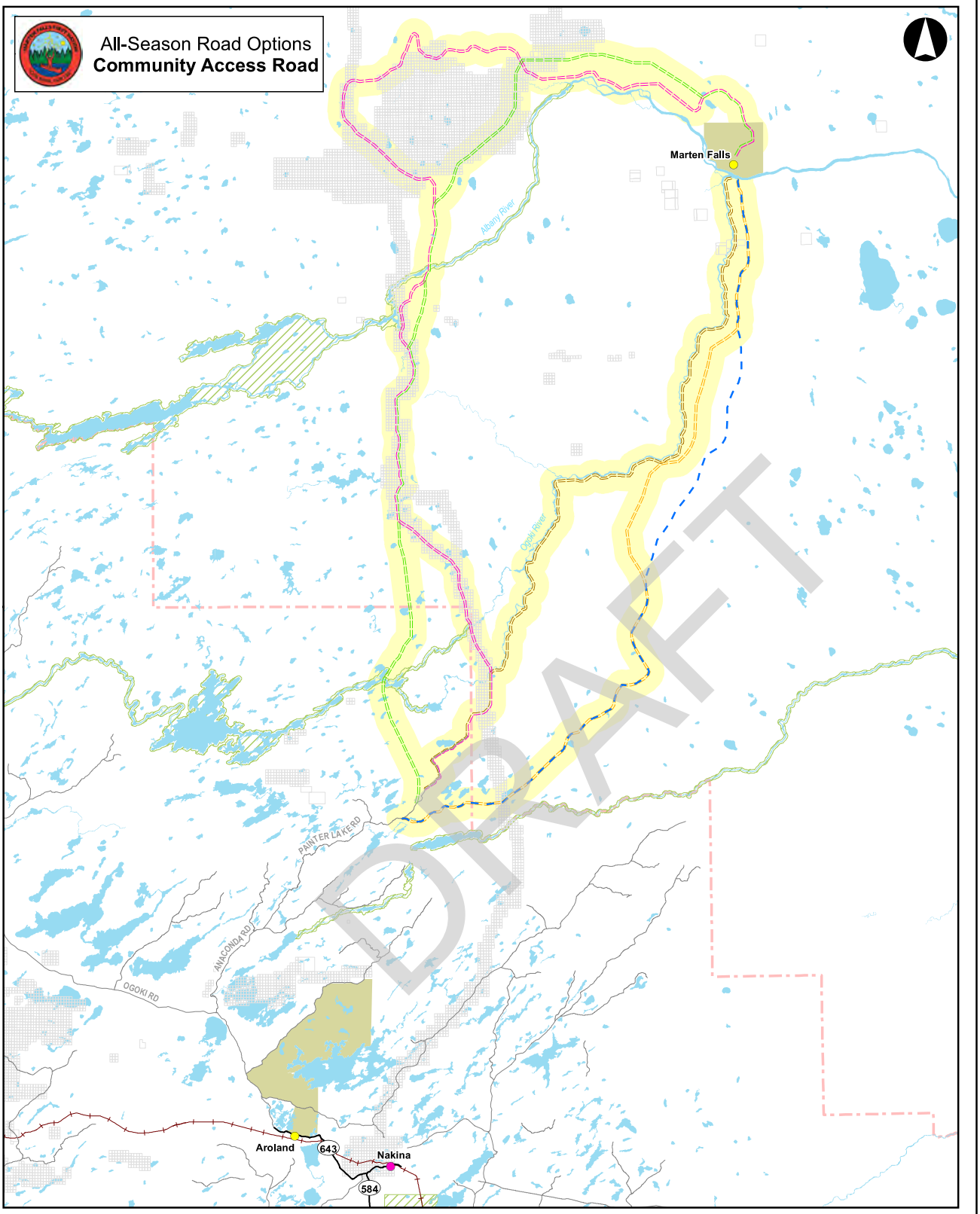

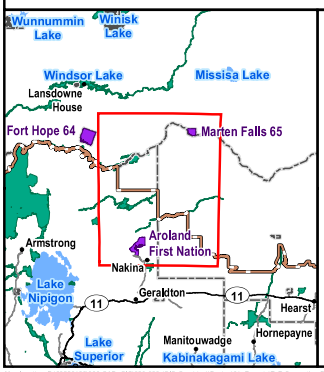

Legend

- Alternative 1 (231 km)
- Alternative 2 (138 km)
- Alternative 3 (174 km)
- Alternative 4 (217 km)
- Primary Highways
- Secondary Highways
- Roads
- Existing Winter Access Road
- Railway
- Mining Claims (May 24, 2019)
- Far North Boundary
- Waterbody
- First Nation Reserve
- Provincial Park
- Study Area Corridor (5km)

Marten Falls First Nation
All Season Community Access Road

2018 Request for Proposal Routes

0 5 10 20 30
Kilometres
Datum: NAD 1983 UTM Zone 16N

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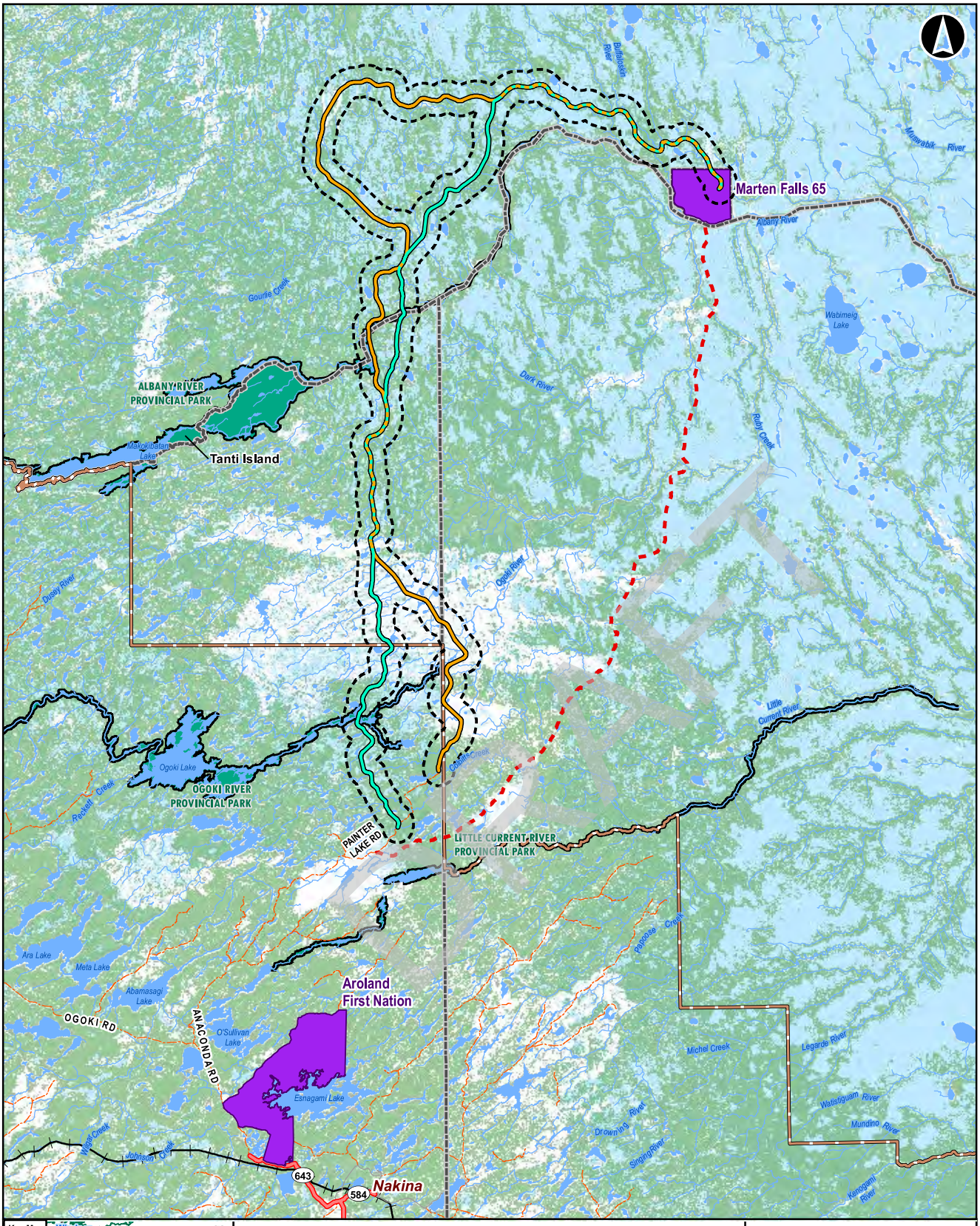

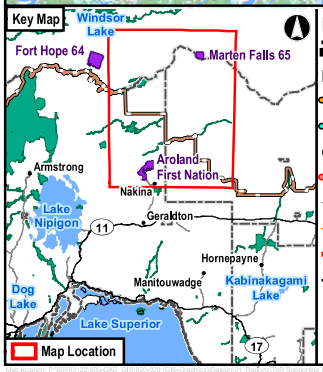

Legend

- Study Area

Route Alternatives

- Alternative 1
- Alternative 4

General Features

- Highway
- Local Road
- Resource / Recreation Road
- MFFN Existing Winter Access Road
- Railway
- Provincial Park
- Woodlands
- Waterbody
- Wetlands
- Far North Boundary
- First Nation Reserve
- District Municipal Boundary

Marten Falls First Nation
All Season Community Access Road

Potential Alternative Routes for the EA

0 5 10 20 30
Kilometres
Datum: NAD 1983 CSRS UTM Zone 16N

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Map Number: P:\60593122\800_GIS\810_Maps\812_Figures\Report\Figure 5 - Potential Alternative Routes for the EA.mxd
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2.1.8.1 Health, Safety and Community Well-Being

The community raised concerns for health and safety related to multi-purpose use of the CAR. Although the Project is for a road providing community access, there is the potential for access to be constructed from the CAR to surrounding mineral claims, including the Ring of Fire. Residents of MFFN raised concerns regarding traffic safety (e.g., vehicle-pedestrian collisions) and pollution associated with industrial traffic through the community. Community members also identified a desire to control access to the community to prevent illicit substances, other contentious items and undesirables coming into the community and human trafficking.

Alternative 2 and Alternative 3 connect to MFFN on the southern side of the community. A possible connection point of access to mineral claims north of the community would be on the north side of MFFN, therefore resulting in mining-related traffic through the community. The ability to put access controls in place would be limited should mining-related traffic pass through the community.

Alternative 2 and Alternative 3 would require a high and long bridge crossing of the Albany River close to the community. MFFN identified health and safety concerns of a large span river crossing so close to the community and how it may affect community well-being.

2.1.8.2 Indigenous Knowledge

The potential alternative routes are located in a vast region characterized by forest, treed bogs and fens, other wetlands, rivers and lakes. The land and associated habitat have supported Indigenous' people's hunter-gather way of life and current subsistence uses. Throughout the region, there are documented and undocumented Indigenous Knowledge values including travel routes (e.g., canoe, portages), cabins, village sites, spiritual and cultural locations, grave sites, birthing places and harvesting areas (e.g., big game, fish, birds, fur bearers, berries and plants).

The MFFN CBLUP Team has articulated that the entire area of the Project includes important Anishinabek[1] Knowledge values to MFFN. The CBLUP Team further expressed that there are areas of shared territory where Indigenous Knowledge values of importance to other potentially affected Indigenous communities may be present. Conversations are ongoing to solicit and collect existing and new Indigenous Knowledge data from other potentially affected communities.

The MFFN CBLUP Team has indicated that the Ogoki River holds significant cultural and traditional land use values and a route that parallels this feature may significantly affect these values. Alternative 2 and Alternative 3 parallel the Ogoki River and each route has been aligned to follow the higher ground of the riverbank to avoid areas of muskeg and bog deposits. However, if the route separation distance from the bank of the Ogoki River increases to avoid cultural and traditional land use values associated with the river, muskeg is encountered with little aggregate or rocky outcrop areas available to take advantage of. The community is aware that this could add to construction challenges and increased cost.

2.1.8.3 Environmental Considerations

In the EAA, environment is broadly defined to include the natural, social, economic, cultural and built environments. The Project has the potential to result in effects to the social, cultural, economic, built and natural environments during construction and operation of a CAR. The social and cultural environments are addressed in **Section 2.1.8.1** and **Section 2.1.8.2**, respectively and the economic environment is discussed in **Section 2.1.8.4** and **Section 2.1.8.5**. This section focusses on the natural environment within a 5 km corridor of the routes (herein "corridor").

1. In this document, the term Anishinabek Knowledge is used to describe Indigenous Knowledge associated specifically with Anishinabek communities including MFFN, while the term Indigenous Knowledge is used when referring to knowledge from Indigenous communities that may include non-Anishinabek communities.

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Although the preliminary evaluation undertaken by MFFN in 2017 concluded that a previous iteration of Alternative 2 would best avoid environmental effects, this was largely based upon Alternative 2 having the shortest route length. The following sections discuss the atmospheric, acoustic, aquatic and terrestrial environments based on information obtained through continued data collection.

Atmospheric and Acoustic Environment

Air emissions during construction and operation of the CAR are a function of anticipated traffic volumes and distance of travel. Total air emissions will increase with increase in CAR route length because equipment and vehicles would have to travel greater distances to construct the CAR and travel between the community and provincial highway network. A longer routed CAR is also expected to take longer to construct and / or have more construction personnel working at one time, which is also expected to result in higher total air emissions, including fugitive dust.

Project activities during construction and operation have the potential to result in noise and vibrations at sensitive receptors in proximity to the CAR. Noise and vibrations generated during construction are not anticipated to be long-term due to the temporary nature of construction activities; however, transportation of people and supplies during operation of the CAR may cause a perceptible change in the acoustic environment. Given the remote location of the Project, few human receptors are anticipated to be located along the routes, except for the community of MFFN. The end point of Alternative 2 and Alternative 3 is located close to the community's village centre; therefore, the community may experience noise and vibration effects and / or perceive noise and vibrations as a nuisance. Further, should access to mineral claims be built in the future, the connection to a CAR routed along Alternative 2 or Alternative 3 may result in mining-related traffic through the community, which would likely result in changes to air, noise and vibrations directly within the community.

Aquatic Environment

Numerous streams, rivers, lakes, ponds and wetlands that provide habitat for a variety of fish are prevalent along the routes including but not limited to the Albany River, Ogoki River, Calbert Creek, Colpitts Creek, Dusey River, Gourlie Creek, Wabassi River, Buffaloskin River and their tributaries (NRCAN 2019). Fish use of these waterbodies will vary as a result of factors such as availability of suitable habitat (spawning, overwintering, rearing and feeding) and connectivity to other fish-bearing waterbodies.

A review of available wetland data and aerial mapping shows that wetland areas are concentrated within the northern portion of Alternative 2 and Alternative 3. Concentrated areas of wetlands require larger crossings of wetland areas because there are fewer areas of other vegetation community types or rocks dispersed throughout (**Figure 5**). Water management in the design of the CAR and during construction is expected to be challenging where the road is more densely surrounded by waterbodies as is the case for the northern portions of Alternative 2 and Alternative 3.

In addition, the CAR will provide year-round access to the Far North, which is likely to increase access to waterbodies for recreational use. Improved access to watercourses may result in increased angling pressure, introduction of invasive aquatic species, parasites and disease, habitat alteration, disruption or destruction and the accidental release of contaminants during operations of a CAR.

Protected Areas and Terrestrial Environment

The Project spans Ecoregion 2W (Big Trout Lake Ecoregion) within the Ontario Shield Ecozone and Ecoregion 2E (James Bay Ecoregion) within the Hudson Bay Lowlands Ecozone. The land cover crossed by the potential alternative routes largely consists of forest (coniferous, deciduous and mixed wood) and wetlands (bogs, fens, swamps and marshes), with lesser amounts of rock and sparsely vegetated upland vegetation communities.

In terms of constructability, rock barren and other sparsely vegetated upland communities are generally preferred; however, these areas are limited throughout the landscape and considering the abundance of wetlands, these

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areas will be valued by wildlife and likely used as animal movement corridors (OMNR 2000). Rock barren and other sparsely vegetated upland communities are also important for wildlife as they provide mammals with forage opportunities for berries and where flat rocks are present, these habitats also provide important cover and foraging habitat for snakes (OMNR 2000). Similarly limited in comparison to the abundance of wetlands in the area of the routes, are forest vegetation communities. These communities are more likely to provide suitable trees for bat maternity roosting and Species at Risk (SAR) bat roosts. Aspen trees, primarily an upland species, are considered important bat roosting habitat in the boreal forest (MNRF 2017).

All land covered by the routes provides suitable habitat for a variety of small and large mammals, as well as various reptiles, birds and insects that are found in the boreal forest. The various vegetation communities found within the area are likely to provide habitat to mammal species such as bats, black bear (*Ursus americanus*), moose (*Alces alces*), woodland caribou (*Rangifer tarandus caribou*), wolf (*Canis lupus*), wolverine (*Gulo gulo*), lynx *(Lynx canadensis*), marten (*Martes americana*), fisher (*Pekania pennant*), muskrat (*Ondatra zibethicus*), skunk (*Mephitis),* groundhog (*Marmota monax*), snowshoe hare (*Lepus americanus*), otter (*Lontra canadensis*) and fox (*Vulpes vulpes*) among others. Herptile species known to occur in the area of the Project include eastern American toad (*Anaxyrus americanus*), eastern garter snake (*Thamnophis sirtalis sirtalis)*, wood frog (*Lithobates sylvaticus*), red-sided garter snake (*Thamnophis sirtalis parietalis*) and leopard frog (*Lithobates pipiens*). Ecoregions 2W and 2E are also home to hundreds of migratory bird species, several of which are considered SAR in Ontario.

The corridor of each route has the potential to provide habitat for SAR. Species listed as threatened or endangered under the *Endangered Species Act* likely to occur across all routes include: woodland caribou (*Rangifer tarandus caribou*), little brown myotis (*Myotis lucifugus*), northern myotis (*Myotis septentrionalis*), wolverine (*Gulo gulo*), bank swallow (*Riparia riparia*) and barn swallow (*Hirundo rustica*). Special concern SAR with the potential to occur include: bald eagle (*Haliaeetus leucocephalus*), yellow rail (*Coturnicops noveboracensis)*, black tern (*Chlidonias niger*), common nighthawk (*Chordeiles minor*), eastern wood pewee (*Contopus virens*), olive-sided flycatcher (*Contopus cooperi*) and Canada warbler (*Cardellina canadensis*).

The habitat of the Missisa and Nipigon ranges fall within the corridor of the routes. The Nipigon Range has a minimum of 172 caribou based on the minimum animal count with a range size of 38,600 km^2 (MNRF 2014a). The Missisa Range has a minimum of 745 caribou based on the minimum animal count with a range size of almost 70,000 km^2 (MNRF 2014b). Even though the Missisa Range is larger, it has a considerably higher density of caribou compared to the Nipigon Range. The short-term population trend for the Missisa Range suggests a declining population with the amount of disturbance on the range sitting at 14.4% (MNRF 2014b). The short-term population trend for the Nipigon range is close to being stable with the range being 38.4% disturbed (MNRF 2014a). The risk to caribou is based on the population of caribou, population trend, the likelihood of a stable or increasing population growth and the level of landscape disturbance (MNRF 2014a, 2014b). The risk to caribou in both the Nipigon Range and Missisa Range is considered intermediate; meaning it is uncertain whether the range condition is sufficient to sustain caribou (MNRF 2014a, 2014b). Reviewing the range and area of critical habitat as defined under the *Species at Risk Act* within the corridor of each route does not consider the individual habitat features within the range such as nursery, winter use areas and travel corridors. Potential effects to these features would have a greater effect on caribou than overall range level effects.

2.1.8.4 Economic Development Opportunities

Economic development in the area of the Project is undertaken predominantly by MFFN in partnerships with adjacent First Nations and industry. The primary economic activities in the region include mining, forestry and resource-based tourism. A prohibitive factor to large development projects in the Far North is transportation costs and infrastructure access. Therefore, a multi-purpose CAR may affect economic opportunities, including in the three sectors listed above as well as other commercial and industrial sectors.

The CAR is anticipated to provide opportunities for employment during road construction and maintenance during operations, as well as improved access to jobs as a result of reliable all-season access. Road access may also

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alter transportation costs, which may affect economic development opportunities for other commercial activities. It is anticipated opportunities would be driven by access to the community, as opposed to the specific route location.

Improved access is also expected to open existing and new areas, which may influence resource-based opportunities including tourism. Proximity to anthropogenic disturbances such as roads, vehicles or people may negatively affect existing tourism operations that rely on remote wilderness character for their business. Additionally, access may make the area surrounding the road less attractive for destination-based tourism operators as recreationalists will be able to access the area without procuring transport through a tourism provider. However, road access may reduce costs and provide new opportunities for new tourism providers to establish businesses. It is noted that access control restrictions[2], put in place under the *Public Lands Act*, currently exist on some forestry roads in the region to protect remote tourism operators. It is unknown at this time if any type of access control would exist on the CAR.

Mining

MFFN has considerable interest in economic opportunities related to the mining industry including the Ring of Fire development, such as employment, procurement and maintenance of any future road to mineral claims. To support future economic opportunities for the community, MFFN's position is for chromite to travel north to south rather than east to west.

Existing and potential mineral developments, including the Ring of Fire, are located north and west of MFFN. Currently, no all-season ground access exists; therefore, an access road may be constructed from a point along the CAR to the Ring of Fire in the future. Opportunities of the CAR to support the mining industry south of the Ring of Fire exist and should also be considered. A review of the ENDM CLAIMaps was completed to identify the location of mineral claims in the Far North. Mapping shows a number of mineral claims within and in the vicinity of Alternative 1 and Alternative 4, including a large cluster of claims in the northwest portion between these alternative routes (MFFN 2017).

Forestry

Forest Management Units (FMU) are the geographic planning areas of Ontario's Crown forests. Forest management within each FMU is under Sustainable Forest Licenses provided to industrial companies that undertake forestry operations following approved forest management plans. There are no FMU identified north of the Far North boundary and, therefore, there are no commercial forestry or large industrial activities within much of the area surrounding the alternative routes. The exception are active commercial forestry operations within the Ogoki and Kenogami FMUs located west and south of the alternative routes.

The portion of each route within the Ogoki FMU is shown on **Figure 6**. A CAR routed along Alternative 1 or Alternative 4 is expected to provide economic development opportunity to the Ogoki FMU because the FMU is located primarily to the west of the routes. Alternative 3 is also expected to provide economic development opportunity within the Ogoki FMU and Kenogami FMU as the southern portion of the route is located approximately 2.5 km to 5 km from the Ogoki FMU-Kenogami FMU boundary to the south.

Potential forestry opportunities within the Far North are unknown. Data from Forest Resources Inventory provides information about tree species composition, range, age and distribution, as well as forest, ecological and land use conditions for part of central and northern Ontario and the southern portion of the Far North. The Forest Resources Inventory within the Far North focuses on a relatively small area immediately north of the Ogoki and Kenogami FMUs near Painter Lake Road (MOEE 2019). Therefore, forestry information for much of the alternative routes is unknown. In addition, business process factors including economic environment and process costs may influence the viability of forestry in these FMUs. However, improved access may improve the viability of a forestry operation assuming the disturbance does not negatively affect habitat thresholds for caribou.

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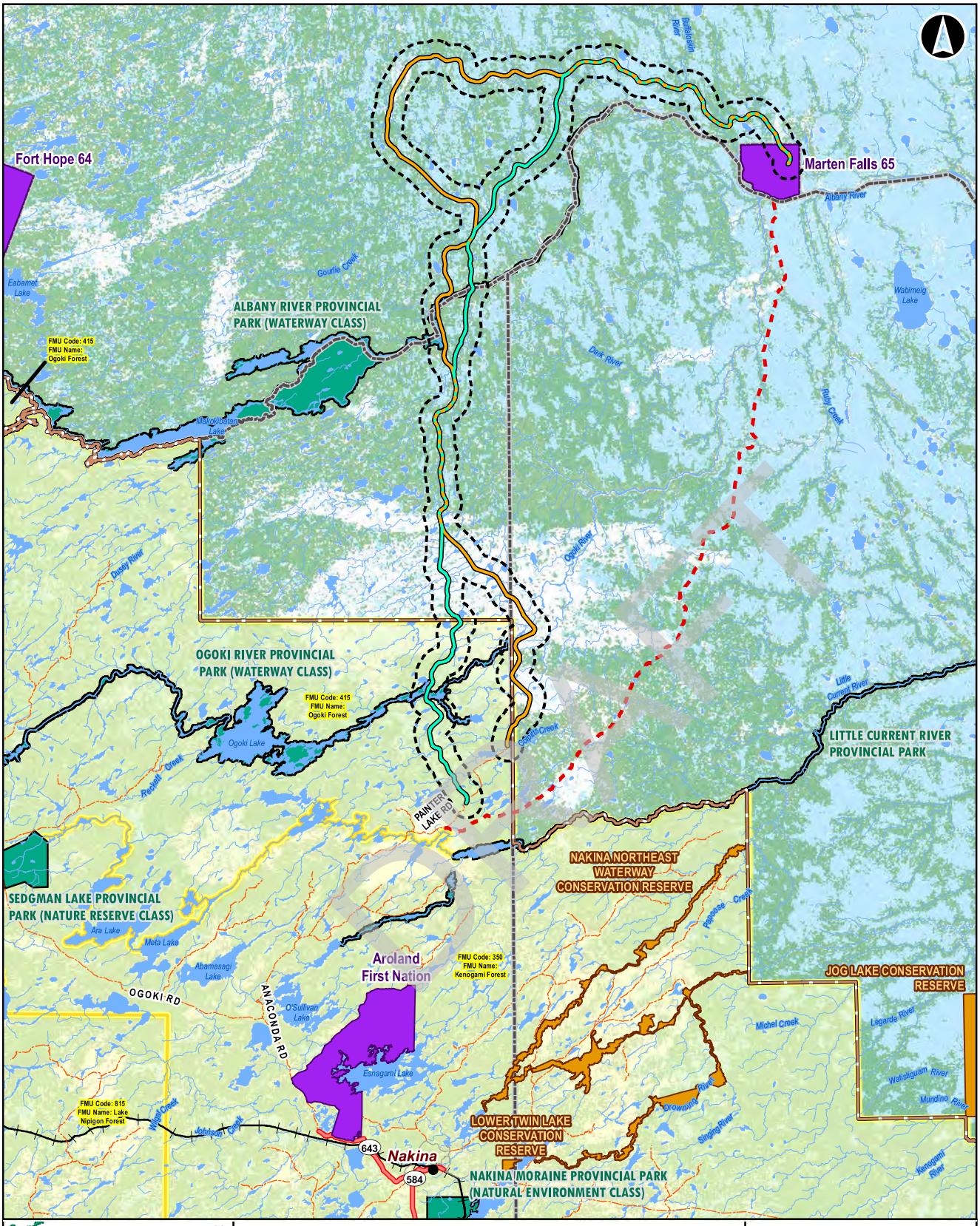
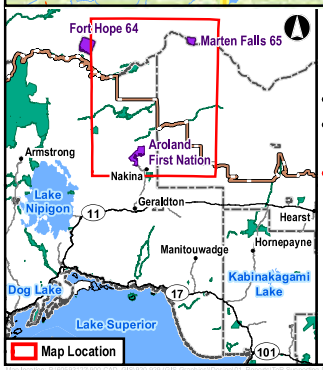
2. Access control restrictions referenced here apply to the non-Indigenous public only.





Legend

- Study Area

Route Alternatives

- Alternative 1
- Alternative 4

General Features

- Highway
- Local Road
- Resource / Recreation Road
- MFFN Existing Winter Access Road
- Railway
- Conservation Reserve
- Forest Management Unit
- Provincial Park
- Woodlands
- Waterbody
- Wetlands
- Far North Boundary
- First Nation Reserve
- District Municipal Boundary

Marten Falls First Nation
All Season Community Access Road Project

Forest Management Units

0 5 10 20 30
Kilometres
Datum: NAD 1983 UTM Zone 16N

Aug, 2020	1:600,000 * when printed 11"x17"	Data Sources: MFFN, MNRF, NRCAN
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Figure 6

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2.1.8.5 Constructability

An initial analysis of constructability is provided in the following sections and is based on a review of available information including, but not limited to, previous investigations completed in the Project area in 2009 and 2010 in support of the Cliffs Chromite Project, previous work in support of the MFFN 2017 Project Proposal and limited helicopter reconnaissance undertaken in 2019.

Watercourse Crossings

Road crossings of watercourses and waterbodies requires construction and installation of culverts and / or bridges. Therefore, the greater the number of potential watercourse crossings, the greater the cost of structures needed to construct the CAR. The cost to construct a watercourse crossing is also dependent on the width of the water crossing with bridges and long-span bridges being more expensive and complex to design and build compared to culverts and small span bridges.

Potential watercourse crossings have been identified through background review, helicopter reconnaissance and review of aerial imagery and are shown in **Figure 7**. Approximately 15 to 20 watercourse crossings have been identified on Alternative 2 and Alternatives 3, which includes one major crossing (e.g., long-span bridge). This major crossing is of the Albany River and is approximately 350 m wide at the proposed crossing point and located in close proximity to the community of MFFN. Further, wetland areas in the vicinity of Alternative 2 and Alternative 3 are concentrated within the northern portion of the alternatives and water management during construction would be challenging as a result of being densely surrounded by these waterbodies. Along Alternative 1 and Alternative 4 approximately 45 watercourse crossing locations have been identified, three of which are considered major crossings that are <300 m wide at the proposed crossing points.

Preliminary Geotechnical Investigations

A helicopter reconnaissance of all alternative routes was undertaken between June 17 and 19, 2019 (KGS 2019). The reconnaissance activities included capturing aerial video recordings of the route options and completing limited ground truthing at pre-selected locations along each alignment. The majority of reconnaissance work was completed from the helicopter, as accessibility to ground landing sites was often limited due to vegetation cover. Areas of potential aggregate sources, or other points of interest, were observed and marked using a hand-held Global Positioning System unit. Where landing was possible (e.g., in areas of extensive organics and on the existing winter road right-of-way), some limited soil investigation (peat probing or hand augers) was conducted.

Desktop studies indicate that the eastern portion of Alternative 2 and Alternative 3 shift off of the Canadian Shield and into the James Bay lowlands, which is poor ground to construct a road on. This suggests that approximately 125 km of poor ground conditions would be built upon for both Alternative 2 and Alternative 3, which would require additional raft thickness. Throughout poor terrain, a ‘raft’ layer commonly constructed of quarried rock is needed to bear the weight of the road. Therefore, the need for raft increases not only the amount of materials needed to construct the CAR but also influences haulage requirements for the Project. Desktop studies did not identify these issues within Alternative 1 and Alternative 4.

Table 2 provides a high-level summary of the terrain and aggregate source potential of the alternative routes based on observations made. Potential aggregate sources are shown on **Figure 7**.

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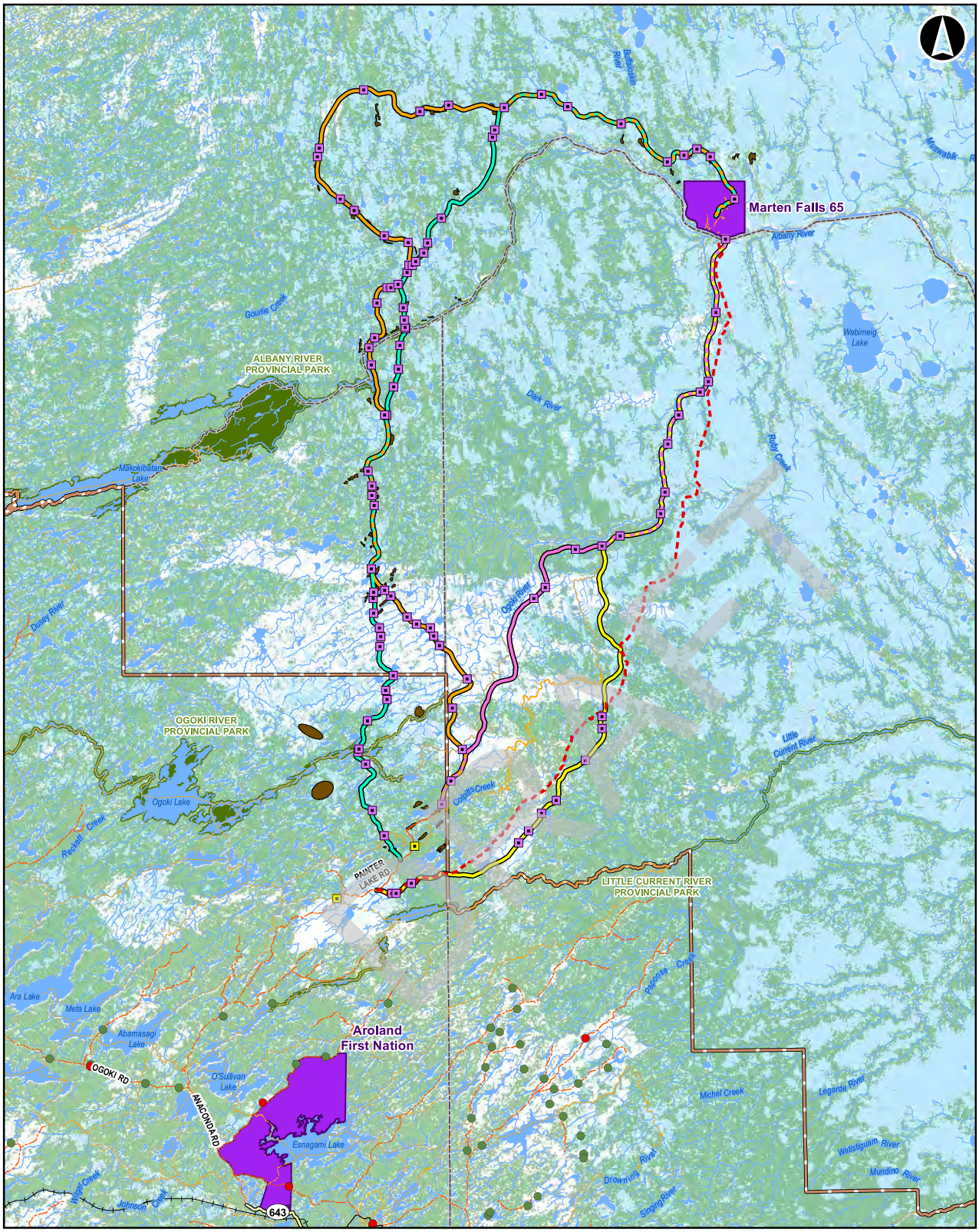

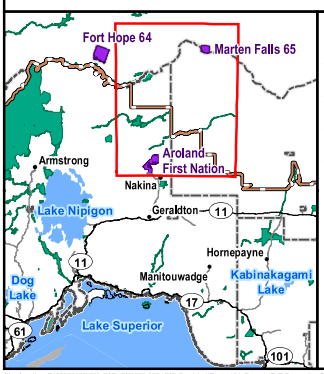

Legend

- Alternative 1
- Alternative 2
- Alternative 3
- Alternative 4

General Features

- Highway
- Collector Road
- Residential Road
- Resource Road
- Railway
- Trail
- MFFN Existing Winter Access Road
- Watercourse
- First Nation Reserve
- Far North Boundary
- District Municipality
- Provincial Park
- Woodlands
- Waterbody
- Wetlands
- Potential Aggregate Sources *
- Proposed Water Crossing
- Existing Water Crossing
- Existing Aggregate Pit (Active)
- Existing Aggregate Pit (Inactive)

Note:
*Aggregate sources used for the CAR will be a minimum of 100 metres from waterbodies.

Marten Falls First Nation
All Season Community Access Road

Potential Aggregate Sources and Water Crossings

0 5 10 20 30
Kilometres
Datum: NAD 1983 UTM Zone 16N

Aug, 2020	1:600,000 *when printed 11"x17"	Data Sources: Derived by KBM Resources Group n,d, MNRF, MMAH, NRCAN, MLAS, KGS
P#:60593122	Rev:00	

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Figure 7

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Table 2: Preliminary Terrain and Aggregate Source Potential

Route(s)	Terrain and Aggregate Source Potential
Alternative 2 and Alternative 3	▪ Fifteen (15) potential aggregate sources (granular and bedrock) were identified using the Ontario Geological Survey (OGS) maps of the area and observations made during the June 2019 reconnaissance flight. ▪ The aggregate sources are primarily located in the southern most third of the routes, with the northern two thirds of the routes traversing predominantly low-lying wet organic terrain with no apparent aggregate sources. ▪ Development of CAR would require aggregate to be hauled significant distances to construct the northern portions of the routes.
Alternative 1 and Alternative 4	▪ Twenty-seven (27) potential aggregate sources (granular and bedrock) were identified using the OGS maps of the area and observations made during the June 2019 reconnaissance flight. ▪ Aggregate sources are in relative proximity to the routes up to the crossing of the Albany River. ▪ The terrain along the east-west portion of the route's traverses predominantly organic terrain, with some till. Bedrock is also sparse in this region, with only three potential bedrock sources identified using the OGS maps and observations during the June 2019 reconnaissance.

In addition, the terrain and geology along portions of the routes have been investigated extensively by others. Investigations completed in 2009 in support of the Cliffs Chromite Project included preparation of logs and classification of soils for a series of 188 hand auger boreholes. In 2010, a geotechnical investigation was conducted that included the drilling of approximately 800 boreholes, many of which were completed on or near the north-south portions of Alternative 1 and Alternative 4. There were nearly 6,000 soil samples collected and select samples were submitted for laboratory analysis, which included Atterberg limit tests, sieve analysis, hydrometer tests and soil classification. The results of these investigation are available and can be used to inform Project design, construction methods and to identify the need for and availability of aggregate. There is limited and less extensive site-specific information available on the existing geotechnical conditions of Alternative 2 and Alternative 3.

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2.1.9 Consultation

MFFN has been actively engaging with MFFN community members and interested persons on the CAR since 2017, with much of it focused on the possible routes for the CAR. Consultation efforts that took place prior to commencement of the ToR in March 2019 are documented in **Attachment 1**. A summary of these consultations, as well as consultation activities during the early stages of the EA process are provided below where applicable to the identification of the reasonable range of alternative routes for the EA.

2.1.9.1 MFFN Community Members

In support of the Project, MFFN has led engagement activities with MFFN community members in a variety of settings. Consultation events have been held in MFFN and in Geraldton and Thunder Bay for those community members who do not live in Marten Falls. Specific sessions have also been held with Elders and Youth to obtain their perspective on the proposed access road. The focus of engagement during these events was to provide details on the proposed Project and to gather initial feedback from MFFN community members.

Table 3 provides a brief summary of consultation events held in 2018 with MFFN community members:

Table 3: Summary of Marten Falls First Nation Community Consultation in 2018

Date*	Description
February 28, 2018	▪ Discuss environmental baseline studies, seek feedback on valued ecosystem components and potential route options
March 1, 2018 **March 22, 2018**	▪ Discuss and plan provincial EA and baseline areas of interest
June 18, 2018 **June 19, 2018 (Thunder Bay)**	▪ Review history of the CAR, present team structure, Project scope, outline deliverables and timelines and discuss community interests
September 11, 2018 **September 20, 2018**	▪ Update on Project activities and status of environmental baseline studies, selection of community members to fulfill certain Project roles, consultant introduction, community involvement and training
November 12, 2018 **November 13, 2018 (Thunder Bay)**	▪ Update on ongoing studies, review of mapping alternatives with existing Anishinabek Knowledge

Note: Unless otherwise noted, all meetings occurred in Marten Falls First Nation.

The following is a high-level overview of the key comments expressed by attendees of MFFN community engagement activities in 2018. These comments have been generalized to provide an overall synopsis for the type and nature of comments provided.

- Queries on ownership, access to and final location of the CAR;
- Queries on future access to the region by non-community members;
- Queries on how the Project will and could connect with other access roads;
- Interest in seeing the Project built as the current winter access road is not sufficient;
- Queries on how the Project will affect future generations;
- Queries on how mining development would be affected by the CAR;
- Potential effects to fish and fish habitat, water quality and wildlife corridors;
- Queries on how MFFN is working with other communities;
- Queries on how the community will benefit from the development of the CAR while preserving the environment and Indigenous rights; and
- Queries on how MFFN community members living outside of MFFN may have opportunities for business.

On March 20 and 21, 2019 MFFN community member meetings were held in Thunder Bay and MFFN to introduce the Project and discuss the EA process. Between May 6 and 8, 2019 MFFN community member meetings were held in Thunder Bay, MFFN and Geraldton that focused on the four possible routes.

The MFFN community, being the community that is most involved in and potentially affected by the Project, given that the CAR is being developed to provide access specifically to their community, has specific feedback related to the Project that is unique to their community. The following is a summary of the key issues and concerns regarding the Project received from MFFN community at the first two community meetings held in March and May 2019.

- Changes to water quality and flows;
- Waterway navigability;
- Potential effects on wildlife habitat;
- Potential effects on MFFN community and environmental health, particularly related to the possibility of industrial traffic passing through the community (noise and effects on sleeping);
- Socio-economic changes to MFFN community (positive and negative);
- Potential effects on culturally significant sites;
- Potential effects of new public access into MFFN territory (e.g., increased hunting pressure);
- Potential for increased drugs in the community; and
- Visual / landscape changes.

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The focus of the May 2019 meetings was to receive feedback on a proposed focusing of routes for the EA. At this meeting, the key attributes, both positive and negative, of the four routes were presented. While community members did indicate a preference for a CAR with shorter road lengths, community members were generally supportive of the proposal to focus the EA on Alternative 1 and Alternative 4 considering the key benefits of these routes.

Community meetings were also held on June 24 and June 25, 2019 in Thunder Bay and MFFN, respectively. The purpose of this meeting was to share an initial draft of the ToR with MFFN community members prior to releasing the document for comment by neighbouring Indigenous communities, government agencies and other interested persons. The initial draft ToR included all four routes but had recommended that the EA only consider and assess Alternative 1 and Alternative 4 based on MFFN health, safety and well-being, environmental considerations, economic development opportunities and constructability community members were generally supportive of the proposal to remove Alternative 2 and Alternative 3 from consideration and did not raise concerns regarding release of the ToR more broadly.

The key comments brought forward in MFFN community consultation in 2018 and 2019 align with the information described in the subsections of **Section 2.1.8**.

2.1.9.2 Neighbouring Indigenous Communities

Consultation undertaken with neighbouring Indigenous communities in 2017 related to the alternative route development and the change of the intended use of the Project to a multi-purpose road, is summarized in **Section 2.1.7**. Further historic consultation with neighbouring Indigenous communities that was not specific to alternative route development that occurred prior to the Notice of Commencement of a ToR is summarized in **Attachment 1**. Consultation with neighbouring Indigenous communities following the Notice of Commencement of ToR up until mid-August 2019 is summarized in **Table 4**. These consultation activities represent meetings where four possible routes were shared prior to the formal decision and communication that the two reasonable alternative routes for the EA had been determined through the MFFN Band Council Resolution in July 2019 (Section 2.1.9).

A presentation was made to the nine Matawa First Nations members, including the Matawa First Nations Management Inc. representatives on three occasions between June 2019 and July 2019. Attendees at these meetings were provided with a copy of the presentation, contact postcard, business card and newsletters. A full record of consultation with Indigenous communities and other interested persons since the Notice of Commencement of ToR is provided under separate cover as an appendix to the ToR.

None of the below communities posed preference for any one alternative route.

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Table 4: Consultation with Neighbouring Indigenous Communities (2019)

Community / Date*	Description	Key Comments and / or Issues Raised	Response
Aroland First Nation **May 23, 2019**	▪ A meeting was held with the Aroland First Nation Chief and Council and the community to introduce the Project and ToR process. The community meeting provided an update on the Project, including a look at potential routes and outlining items to be presented in the ToR. Preceding the community meeting was a meeting with Aroland Chief and Council.	▪ Indigenous communities need to be included and benefit from any development that happens as a result of the road (e.g., mining forestry, tourism). ▪ The environment needs to be protected / managed responsibly (for seven generations). ▪ There is interest in future community meetings regarding the MFFN impact assessment and regulatory review process.	▪ Future Project planning will consider and examine opportunities for Project benefits to Indigenous communities. MFFN is committed to local benefits as a result of the Project, including Indigenous community members and businesses ▪ Future Project planning and design will endeavour to consider and minimize effects on the environment. ▪ MFFN intends to hold future engagement sessions / community meetings with Aroland First Nation to provide Project information and receive feedback from community members.
Fort Albany First Nation **August 2, 2019**	▪ A meeting was held in Thunder Bay with Chief Metatawabin and a community advisor. The purpose of the meeting was to provide an update on the MFFN Community Access Road, including the provincial Project review process and content, alternative routes and to understand the potential interest that Fort Albany First Nation may have in the Project.	▪ Interest was expressed on how MFFN might control access and the flow of people and goods into the Community. ▪ MFFN was encouraged to prepare an economic development plan in association with the Project. ▪ Fort Albany First Nation is hoping that a relationship with Marten Falls First Nation continues considering that the two communities are on the same river system. The alignment of the two communities is important.	▪ MFFN will consider the need and viability to control public access on the roadway as part of future planning and design activities ▪ MFFN will examine changes to their economy including future development opportunities as a result of the Project. ▪ MFFN is interested in maintaining a relationship with Fort Albany First Nation and looks forward to future discussions.
Webequie First Nation **August 9, 2019**	▪ A meeting was held with members of Council to provide an update on the Project, including discuss specifics regarding the provincial Project review process and content including alternative routes and to understand the potential interest that Webequie First Nation may have in the Project.	▪ Interest was expressed on having regular calls to update each community on the MFFN and Webequie road impact assessment and regulatory review process. ▪ The two communities are to explore a future meeting regarding the sharing of Indigenous Knowledge.	▪ MFFN will continue to explore opportunities with Webequie First Nation on sharing of baseline information and Indigenous Knowledge to support each other road projects. ▪ The potential to hold regular update calls during the EA will be explored with Webequie First Nation.
Attawapiskat First Nation **August 13, 2019**	▪ A meeting was held with a representative of the Attawapiskat First Nation to provide an update on the MFFN Community Access Road Environmental Assessment.	▪ The possibility of a Memorandum of Understanding was discussed to guide Attawapiskat First Nation involvement during the MFFN impact assessment process. ▪ It was also asked if participant funding would be available. ▪ There is interest in receiving future Project documents and the potential for future meetings will be determined as the assessment progresses.	▪ The potential for a Memorandum of Understanding on the Project will be discussed as the interests of Attawapiskat First Nation are better understood by MFFN. ▪ MFFN will continue to provide notices regarding the availability of Project documents for review and commenting.

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2.1.9.3 Government Agencies

The ENDM has been involved with Project planning for many years given their role with Project funding. Since 2018, MFFN has met on a regular basis with provincial and federal agencies to review the status of the Project and discuss topics associated with major milestones, planning initiatives and Project updates. Representatives from ENDM, MECP, MNRF and the Agency (formerly the Canadian Environmental Assessment Agency) are all participants in these regular interagency meetings.

Route options were frequently discussed at meetings with agencies, as detailed in **Attachment 1**, including a fly over of the proposed corridors by ENDM, MTO and MFFN in 2018. In 2017, MFFN received feedback from various provincial agencies who had reviewed the 2017 Project Proposal report. Comments received through the EA process will be considered.

2.1.10 Band Council Resolution

Prior to the August 2017 announcement that the Province would provide funding for a multi-purpose road, MFFN had been investigating an all-season road for dedicated community access. The idea that the Project would be for a multi-purpose road brought forward the new considerations (**Section 2.1.7**) and concerns (**Section 2.1.8**) with respect to identifying alternative routes for the EA. Feedback received suggested Alternative 2 and Alternative 3 may not be reasonable alternatives for the Project. Therefore, the Project Team and MFFN Chief and Council reviewed the concerns raised to verify whether each route is a reasonable alternative for the Project.

Based on the concerns raised, MFFN Chief and Council decided to support the community's preference to avoid routes that have the potential of industrial traffic passing through MFFN. Therefore, on July 31, 2019, MFFN signed a Band Council Resolution to only consider Alternative 1 and Alternative 4 moving forward in the EA process per the following statements of the Band Council Resolution:

- *The Eastern corridors to the community are only considered viable if built as dedicated community access corridors, which is not the scope of the current Project.*
- *Marten Falls has agreed to lead the development of an EA for a multi-purpose road built to industrial use specifications, as the community access road could possibly link to a supply road in the future.*

Therefore, through the July 31, 2019 Band Council Resolution, Alternative 2 and Alternative 3 were not found to be reasonable alternative routes for the Project.

2.1.11 Identifying Potential Alternative Routes (2020)

While investigating construction feasibility of the alternative routes in June 2020, a newly identified potential crossing location of the Ogoki River for Alternative 4 was identified to the west as shown on **Figure 8**. This western crossing option of the Ogoki River presents numerous benefits including, but not limited to, the following.

- **Shorter Span Crossing of the Ogoki River**: Alternative 4 requires a large-span crossing of the Ogoki River. The constructability of large-span crossings is more challenging than shorter span crossings; therefore, the location selected to cross a large waterbody has technical and cost implications. The constructability of the western crossing option of the Ogoki River is improved because the span length is approximately 200 m shorter. This would allow for the installation of a single span bridge of the Ogoki River rather than a multi-span bridge. It is also anticipated that a reduced span length may result in fewer effects to the environment.

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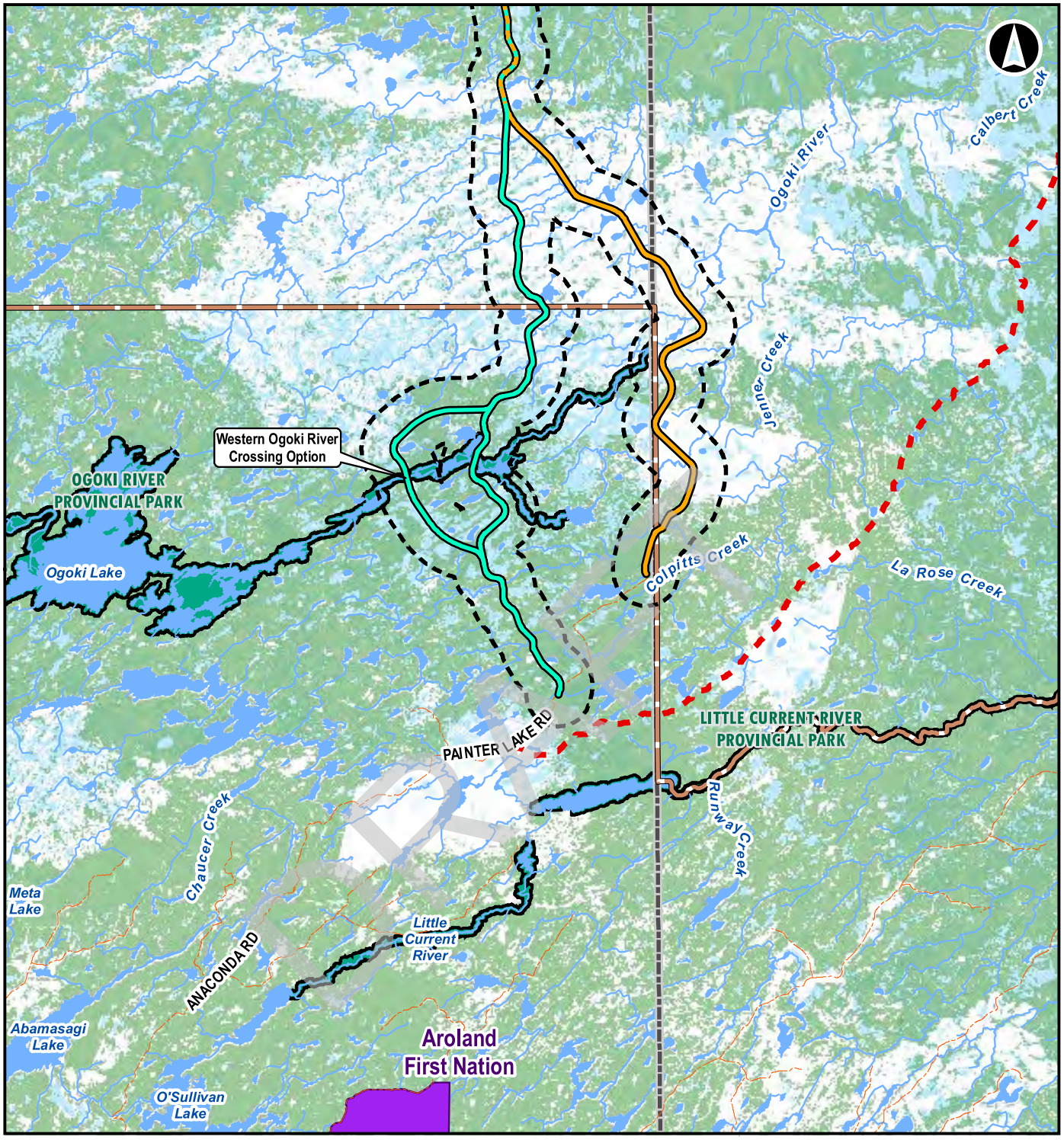

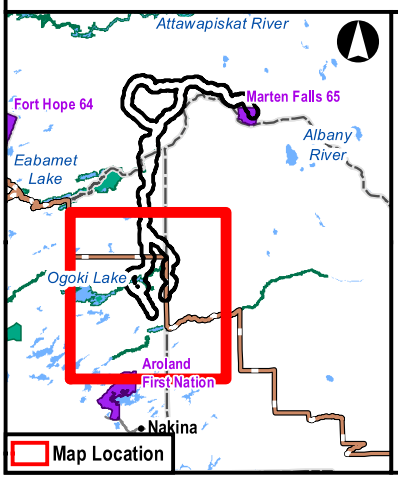

Legend

- Study Area
- **Route Alternatives**
  - Alternative 1
  - Alternative 4
- **General Features**
  - Resource / Recreation Road
  - MFFN Existing Winter Access Road
  - Provincial Park
  - Woodlands
  - Wetlands
  - Far North Boundary
- First Nation Reserve
- District Municipal Boundary

Marten Falls First Nation
All Season Community Access Road

Ogoki River Crossing Alternatives

0 5 10 20
Kilometres
Datum: NAD 1983 UTM Zone 16N

Aug, 2020	1:450,000 * when printed 8.5"x11"	Data Sources: MNRF, MMAH, NRCAN
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Figure 8

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- **Availability of Road Material**: Quarries, borrow areas and aggregate source areas are needed to construct the Project. Most of the rock required for construction is expected to come from sources adjacent to the CAR; however, depending on resource availability, some sources may need to be developed further away. There is a potentially substantial aggregate source located west of Alternative 4 near the western Ogoki River crossing option that could be a potential source of construction materials for the Project. A CAR routed along this western alignment would reduce the length and / or remove the need for a haul route to access the aggregate should it be developed for the Project. A CAR routed further east would require the construction of a temporary haul road to obtain access to this potential source, which would have additional environmental effects and cost.
- **Schedule and Cost Implications**: The above listed factors would lead to considerable reductions in terms of Project construction timeline and Project cost. A shorter-span crossing of the Ogoki River and easier access to construction material would reduce both the length of time required to construct the Project and the cost of construction.

The western Ogoki River crossing option of Alternative 4 offers benefits that warrant further investigation. Therefore, MFFN determined that this option should be considered further in the EA as an Ogoki River crossing option of Alternative 4.

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3. Alternative Routes for the EA

MFFN must identify and describe a reasonable range of alternative methods for the Project. The alternative methods of carrying out the undertaking for this Project are different alignment options of a CAR. **Section 2.1.1** to **Section 2.1.7** of this report provides an overview of the historical evolution of possible route options for the Project that resulted in the identification of four potential routes in the August 2018 Request for Proposal for Environmental Assessment and Preliminary Design Services for Marten Falls Community Access Road. A detailed review of these routes, documented in **Section 2.1.8**, was undertaken by the Project Team and MFFN Chief and Council based on issues and concerns raised by the community that influenced what is considered a reasonable alternative for the Project. Based on the review a Band Council Resolution was signed July 31, 2019 which confirmed Alternative 2 and Alternative 3 are not reasonable alternative routes for the Project. Therefore, Alternative 1 and Alternative 4, including the Ogoki River crossing options detailed in **Section 2.1.11**, are considered a reasonable range of alternative routes for the EA.

To confirm the decision-making process followed by MFFN resulting in identification of Alternative 1 and Alternative 4 as alternative routes for the Project, a review of each alternative against the suggested questions to consider when determining the range of alternatives for the EA listed in the Code of Practice (MECP 2019) was undertaken. The Code of Practice (2019) states that when determining the reasonable range of alternatives to be considered in the EA, the Proponent should, at a minimum, consider the following:

- Do they provide a viable solution to the problem or opportunity to be addressed?
- Are they proven technologies?
- Are they technically feasible?
- Are they consistent with other relevant planning objectives, policies and decisions?
- Are they consistent with provincial government priority initiatives?
- Could they affect any sensitive environmental features?
- Are they practical, financially realistic and economically viable?
- Are they within the ability of the Proponent to implement?
- Can they be implemented within the defined study area?
- Are they appropriate to the Proponent doing the study?
- Are they able to meet the purpose of the *Environmental Assessment Act*?

Based on the Code of Practice questions, Alternative 2 and Alternative 3 are not appropriate to the Proponent doing the study because they do not address MFFN concerns posed by a large bridge crossing located close to the community, or the health and safety concerns related to mining-related traffic through the community. Additionally, Alternative 2 and Alternative 3 are not consistent with other relevant planning decisions and therefore not within the ability of the Proponent to implement. Specifically, MFFN signed a Band Council Resolution confirming that Alternative 2 and Alternative 3 are only considered viable if built as a dedicated CAR. Since the Project is being built to meet industrial use specifications to accommodate multi-purpose use, Alternative 2 and Alternative 3 do not meet the intent of the Band Council Resolution or this Code of Practice question.

Although Alternative 2 and Alternative 3 are considered technically feasible using proven technology, a majority of the land in proximity to Alternative 2 and Alternative 3 consists of wetlands and fens with limited higher ground and aggregate sources available for construction. The availability of borrow sources is an important factor to consider when determining if the alternative is financially realistic and economically viable. Further, wetland areas in the vicinity of Alternative 2 and Alternative 3 are concentrated within the northern portion of the alternatives and water management during construction would be challenging as a result of being densely surrounded by these waterbodies.

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All four routes have the potential to affect sensitive environmental features, as further elaborated on in **Section 2.1.8.3**. While current information suggests each alternative route is likely to cause environmental effects, each route offers the same ability to avoid and mitigate potential effects through route refinements (within the 5 km corridor being assessed) during detailed design and through the implementation of impact management measures. However, Alternative 2 and Alternative 3 are routed along the high ground of the Ogoki River. The MFFN CBLUP Team indicated that the Ogoki River holds significant cultural and traditional land use values, and a route that parallels this feature may significantly affect these values associated with this environmental feature.

3.1 Conclusion

The results of the above analysis, MFFN community discussions and MFFN direction indicate that Alternative 1 and Alternative 4 are feasible for assessment and evaluation in the EA. These alternative routes provide a viable solution to the problem when considering the social, cultural, economic, built and natural environment as they:

- Address MFFN concerns posed by a large bridge crossing located close to the community and health and safety concerns related to potential for mining-related traffic through the community;
- Although Alternative 4 crosses the Ogoki River, neither Alternative 1 or Alternative 4 parallel the Ogoki River and therefore both largely avoid potential effects on the Indigenous value sites associated with this major waterway;
- Enable economic development opportunities in the region as they provide direct access to areas used by mining and forestry industry, including potential areas of interest for future development;
- Are located on higher ground and located closer to aggregate sources required for construction; and
- Do not represent a difference in concerns from other communities or the public (e.g., comments received from neighbouring Indigenous communities are not specific to a preferred alternative).

Therefore, Alternative 1 and Alternative 4 are identified as the reasonable alternative methods for the Project that should be considered for assessment and evaluation in the EA (**Figure 9**).

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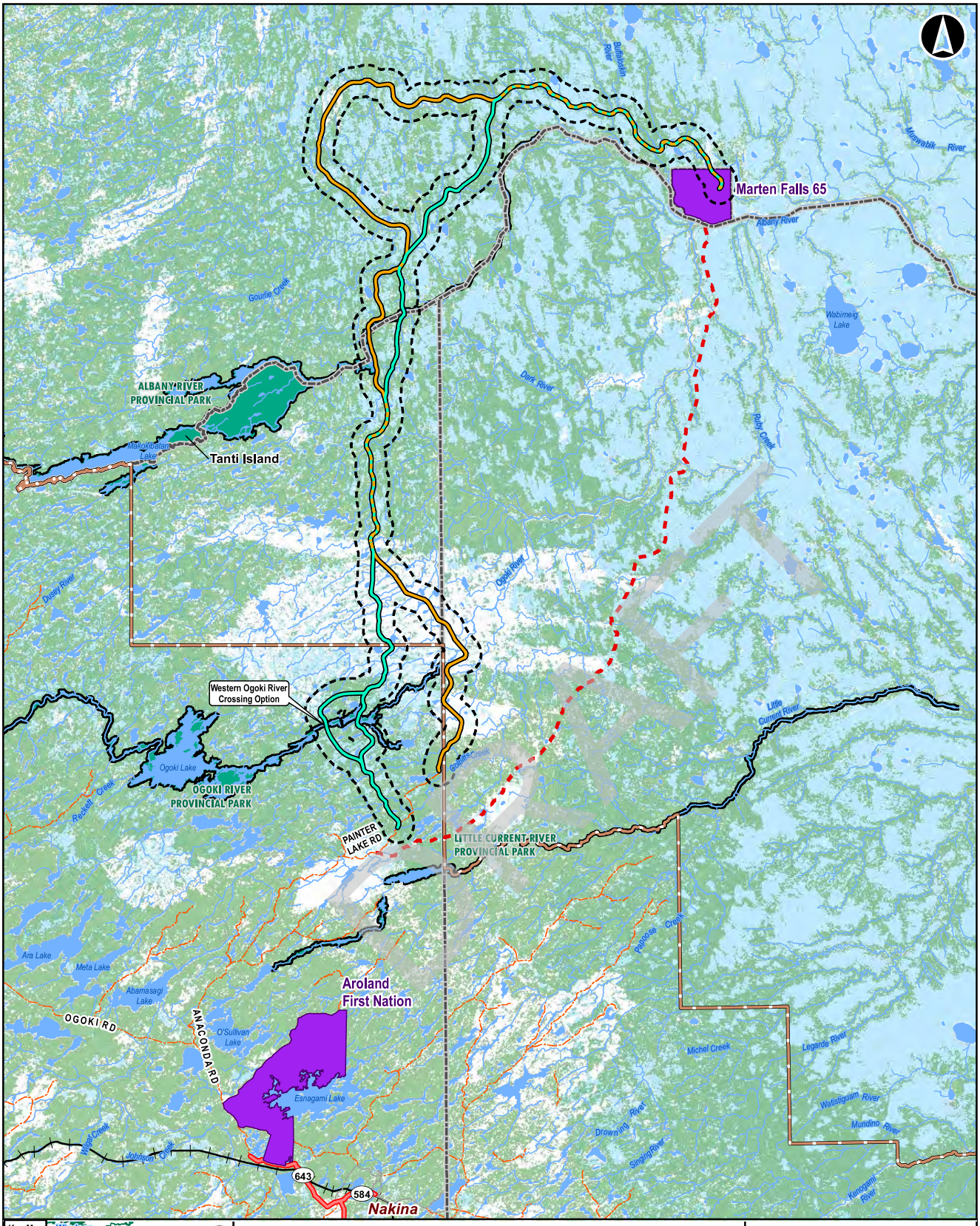

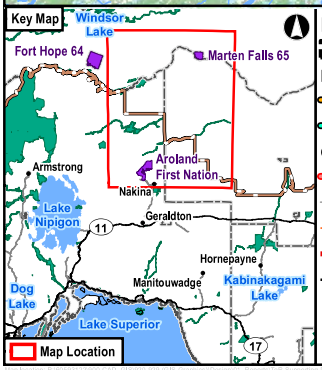

Legend

- Study Area

Route Alternatives

- Alternative 1
- Alternative 4

General Features

- Highway
- Local Road
- Resource / Recreation Road
- Existing Winter Access Road
- Railway
- Provincial Park
- Woodlands
- Waterbody
- Wetlands
- Far North Boundary
- First Nation Reserve
- District Municipal Boundary

Marten Falls First Nation
All Season Community Access Road

Alternative Routes for the EA

0 5 10 20 30
Kilometres
Datum: NAD 1983 CSRS UTM Zone 16N

Aug, 2020	1:600,000 * when printed 11"x17"	Data Sources: MNRF, MNAH, NRCAN, Contains Information licensed under the Open Government Licence Ontario.
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Figure 9

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Attachment 1

Consultation Activities Prior to Initiation of the Terms of Reference

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- may be based on information provided to AECOM which has not been independently verified;
- has not been updated since the date of issuance of the Report and its accuracy is limited to the time period and circumstances in which it was collected, processed, made or issued;
- must be read as a whole and sections thereof should not be read out of such context;
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1. Introduction

Marten Falls First Nation (MFFN) is a remote First Nation community in northern Ontario, approximately 430 kilometres (km) from Thunder Bay, Ontario, located at the junction of the Albany and Ogoki rivers. The community is proposing an all-season Community Access Road (CAR; the Project) that will connect the community to the Ontario provincial highway network. The proposed Project includes construction, operation and maintenance of an all-season CAR.

MFFN has been actively engaging with MFFN community members and interested persons on the CAR since 2017. These consultation efforts took place prior to commencement of the ToR in March 2019, and are documented herein. The summary of consultation activities is organized by group: Indigenous communities, public and other interested stakeholders and government agencies.

2. Consultation Activities Prior to the Terms of Reference

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2.1 Indigenous Communities

2.1.1 MFFN Community Members

In support of the Project, MFFN has led engagement activities with MFFN community members in a variety of settings. Consultation events have been held in MFFN, and in Geraldton and Thunder Bay for those community members who do not live in Marten Falls. Specific sessions have also been held with Elders and Youth to obtain their perspective on the proposed access road. The focus of engagement during these events was to provide details on the proposed Project and to gather initial feedback from MFFN community members.

Below is a brief recap of consultation events held between January 2017 and March 2019 with MFFN community members:

2017

- **January:** Project information and initial feedback from the community.
- **March:** Description of potential routes and initial feedback from the community.
- **August:**
  - Two-day community meeting held in Thunder Bay as an opportunity for MFFN community members to meet the companies conducting exploration in the undeveloped and remote chromite and nickel belt.
  - Community meeting in Marten Falls to discuss the agreement with the province to conduct an environmental assessment (EA) related to the CAR and to introduce the idea that the road will be a multi-purpose road and not just for community use.
- **November - December:** Introduce the Environmental Assessment Technical Lead, discuss the EA process and provide an update on Project activities (MFFN and Thunder Bay).

- Members of the Community Based Land Use Plan were in attendance at several meetings in 2017 following the initial information and gathering sessions:
  - MFFN – Henry Coaster Elementary School, January 17, 2017;
  - MFFN – Henry Coaster Elementary School, March 13, 2017;
  - MFFN – Henry Coaster Elementary School, March 28, 2017;
  - Geraldton, Ontario – Hockey Arena, March 29, 2017; and
  - Thunder Bay, Ontario – Prince Arthur, March 30, 2017.

2018

- **February:** Discuss environmental baseline studies, seek feedback on valued ecosystem components and potential route options.
  - Marten Falls – February 28, 2018
- **March:** Discuss and plan provincial EA and baseline areas of interest.
  - Marten Falls – March 1, 2018
  - Marten Falls – March 22, 2018
- **June:** Review history of the CAR, present team structure, Project scope, outline deliverables and timelines, and discuss community interests.
  - Marten Falls – June 18, 2018
  - Thunder Bay – June 19, 2018
- **September:** Update on Project activities and status of environmental baseline studies, selection of community members to fulfill certain Project roles, consultant introduction, community involvement and training.
  - Marten Falls – September 11 and 20, 2018
- **November:** Update on ongoing studies, review of mapping alternatives with existing Indigenous Traditional Knowledge.
  - Marten Falls – November 12, 2018
  - Thunder Bay – November 13, 2018

2019 (Prior to March)

- **January:** Discuss environmental baseline.
  - Marten Falls – January 14, 2019
  - Thunder Bay – January 16, 2019
- **February:** Update on Project activities.
  - Thunder Bay – February 14, 2019

2.1.2 Neighbouring Indigenous Communities

MFFN has engaged with neighbouring Indigenous communities about the Project through a variety of means including in-person meetings, emails, letters and phone calls. These exchanges were preliminary in nature but provided an opportunity for MFFN to discuss the Project at a high-level and to determine the potential interest of neighbouring communities in the Project. Details have been provided in **Table 2-1**.

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Table 2-1: Summary of Consultation with Indigenous Communities and Groups Prior to the ToR

Community / Date	Description
Aroland First Nation	
August 1, 2017	■ Meeting in Geraldton to discuss update on north-south corridor, relationship and agreement with mining companies.
August 8, 2017	■ Meeting in Thunder Bay to provide an update on the all season road development planning and current status of negotiations with the Province.
January 24, 2018	■ Letter regarding baseline studies ■ Updated notice for bird surveys on May 14 2018
March 7, 2018	■ Meeting to provide a Project update and discussion of how the two First Nations can work together.
March 10, 2018	■ Letter from community to MECP regarding concerns on the CAR
April 19, 2018	■ Letter to community regarding MFFN discussions with ENDM and support for community to lead Painter Lake to Highway 643 EA and planning process
November 7, 2018	■ Meeting to exchange information. MFFN providing information on the CAR Project EA and Aroland First Nation discussed its work planning for a project to realign forestry access roads between Painter Land and provincial highway system.
November 30, 2018	■ Letter to community leadership confirming that a draft agreement to collaborate on the EA is being created. ■ MFFN will lead the EA.
December 5, 2018	■ Letter from community to MFFN detailing concerns and requesting government to government meetings
Attawapiskat First Nation	
May 2018	■ Notice for avian surveys ■ Notification for re-scheduled avian surveys ■ Letter to community regarding the EA process for CAR
Constance Lake First Nation	
May 2018	■ Notice for avian surveys ■ Notification for re-scheduled avian surveys ■ Letter to community regarding the EA process for CAR
Eabametoong First Nation	
November 13, 2017	■ Meeting to inform Eabametoong that MFFN is gathering data to decide what the next steps would be for the road plan and will meet with Eeabametoong again early in the new year.
January 24, 2018	■ Letter regarding baseline studies
February 26, 2018	■ Correspondence letter outlining concerns
February 27, 2018	■ Correspondence letter outlining concerns
Fort Albany First Nation	
May 2018	■ Notice for avian surveys ■ Notification for re-scheduled avian surveys ■ Letter to community regarding the EA process for CAR
Ginnogaming First Nation	
May 2018	■ Notification letter for avian surveys ■ Notification for re-scheduled avian surveys ■ Letter to community regarding the EA process for CAR
Kashechewan First Nation	
May 2018	■ Notice for avian surveys ■ Notification for re-scheduled avian surveys ■ Letter to community regarding the EA process for CAR
Long Lake 58 First Nation	
May 2018	■ Notice for avian surveys ■ Notification for re-scheduled avian surveys ■ Letter to community regarding the EA process for CAR
Matawa First Nations Management	
March 13, 2018	■ Letter to community requesting EA conference internal report

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Table 2-1: Summary of Consultation with Indigenous Communities and Groups Prior to the ToR

Community / Date	Description
Neskatanga First Nation	
January 24, 2018	■ Letter to the community regarding baseline studies
May 3, 2018	■ Follow-up letter to community regarding baseline studies ■ Response letter received May 5, 2018 outlining concerns with EA and open dialogue with community
May 14, 2018	■ Updated notice for avian surveys ■ May 15, 2018 response letter received to suspend studies and open dialogue with community
June 7, 2018	■ Request for a meeting to discuss CAR ■ June 19, 2018 acceptance for June 28, 2018 meeting
September 25, 2018	■ Response letter to community's request to review archaeological information
November 9, 2018	■ MFFN response to community accepting their request to delay meeting and attempt to secure funding for community involvement in the EA
Nibinamik First Nation	
May 2018	■ Notice for avian surveys ■ Notification for re-scheduled avian surveys ■ Letter to community regarding the EA process for CAR
Webequie First Nation	
November 14, 2017	■ Discussion on moving forward with all development, roads and mining, and possible ways of collaboration
December 12, 2017	■ Discussed principals of cooperation, update on road development and discussion on next steps
January 2018	■ Letter to community regarding baseline studies
March 5, 2018	■ Meeting between Road Study Teams for Webequie First Nation and MFFN. Commitment was made to look for approval from Chief and Councils to share information and collaborate between roads study teams.
May 3, 2018	■ Notification letter for avian surveys ■ Notification for re-scheduled avian surveys

2.1.3 Key Comments

The following is a high-level overview of the key comments expressed by attendees of past MFFN community engagement activities. These comments have been generalized to provide an overall synopsis for the type and nature of comments provided.

- Queries on ownership, access to and final location of the CAR;
- Queries on future access to the region by non-community members;
- Queries on how the Project will and could connect with other access roads;
- Interested in seeing the Project built as the current winter access road is not sufficient;
- Queries on how the Project will impact future generations;
- Queries on how mining development would be affected by the CAR;
- Potential effects to fish and fish habitat, water quality and wildlife corridors;
- Queries on how MFFN is working with other communities;
- Queries on how the community will benefit from the development of the CAR while preserving the environment and Indigenous rights; and
- Queries on how MFFN community members living outside of MFFN may have opportunities for business.

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2.2 Public and Other Interested Stakeholders

MFFN has been collecting feedback on the proposed Project for several years. MFFN has led engagement activities with members of the public and interested persons through a variety of events. The focus of engagement to date has been to provide details on the proposed Project and EA process, and to gather initial feedback from members of the public and other interested persons. **Table 2-2** provides an overview of consultation activities that occurred prior to initiation of the ToR.

Table 2-2: Summary of Consultation with the Public and Other Interested Stakeholders Prior to the ToR

Date	Activity Description
August 2018	Presentation at the Northern Ontario Expo by MFFN Chief
December 2018	Presentations given at the Mining Symposium

In August 2018 at the Northern Ontario Expo there was limited time for participant questions, however one comment that was noted is included below.

- Question on why the road was planned to be gravel rather than paved, which would reduce dust.

MFFN utilized the Ring of Fire Symposium in December 2018 to introduce its hired prime consultant AECOM and provide a status update on the project to membership and industry representatives. AECOM provided a presentation on behalf of MFFN which outlined what an environmental assessment is, what it takes into account and the road construction process from the start of the environmental assessment through to construction. AECOM clarified that the scope of the current project included the environmental assessment and preliminary design only. Maps showing the alternative corridors for the road were made available for community member review.

There was limited feedback provided at the symposium, however, a couple of comments made by MFFN membership are included below.

- Significant comments were made regarding access to the area known as the Ring of Fire and a potential railway connection.
- In general, the MFFN community did not like the idea of a railway connection noting that the resulting spill from a train crash could potentially be much larger and more difficult to clean up than one from a truck crash.

2.3 Government Agencies

The Ministry of Energy, Northern Development and Mines (ENDM) has been involved with Project planning for many years given their role with Project funding. Since 2018, MFFN has met on a regular basis with provincial and federal agencies to review the status of the Project and discuss topics associated with major milestones, planning initiatives and Project updates. Representatives from ENDM, the Ministry of the Environment, Conservation and Parks (MECP), the Ministry of Natural Resources and Forestry (MNRF) and Canadian Environmental Agency are all participants in these regular meetings. **Table 2-3** highlights early engagement with these regulatory agencies.

Table 2-3: Summary of Consultation with Regulatory Authorities Prior to the ToR

Date	Activity Description
2017	▪ Alternative routes ▪ ToR process ▪ Aboriginal Engagement Plan

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Table 2-3: Summary of Consultation with Regulatory Authorities Prior to the ToR

Date	Activity Description
January – March 2018	▪ Voluntary agreement for a provincial EA and Application Order Under the *Far North Act* ▪ Federal / provincial EA Coordination and requirements – Bill C-69 Overview – Permits – Project Description ▪ Feedback from agencies on May 2017 MFFN Project Proposal ▪ Data Sharing Agreement with MNRF ▪ Winter Baseline Data Collection and Alternatives ▪ Availability of historical data relevant to the Project ▪ Designating a planning area ▪ Alternative routes ▪ Duty to Consult
April - June 2018	▪ Voluntary provincial EA Agreement update ▪ Data Sharing Agreement update ▪ Comments on Project Summary ▪ Federal-provincial EA Alignment / Coordination – Project Description clarification – EA process and potential new legislation ▪ Update on Baseline Studies – Update on winter field surveys ▪ Training / monitor programs for communities' members ▪ Consultation – EA Participation Funding
August - October 2018	▪ Request for Proposal for consultant to undertake EA for Project ▪ Preparations for fall Baseline Studies ▪ Consultation update ▪ Coordinated federal-provincial timelines ▪ Data sharing agreement with MNRF ▪ ENDM, MTO and MFFN flight over the various proposed corridors
November 2018	▪ Consultation: Early list of Indigenous Communities for Consultation / Engagement Planning and Next Steps ▪ EA Alignment Chart and EA Process Consultation ▪ Upcoming Project Milestones: Initial Notification by Proponent and Crown, Notice of Commencement for ToR, and Project Description

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In 2017, MFFN received feedback from various provincial agencies who had reviewed the initial route constraint assessments and baseline environmental review. Comments received will be considered through the EA process.

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Appendix B. Route Selection Methodology

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B.1 Approach and Rationale for Route Selection

As stated in the Proposed Terms of reference (TOR) (September 2020), Alternative 1 and Alternative 4 parallel, overlap and cross each other at multiple locations. In order to simplify the evaluation of the alternatives, the alternatives were divided into three separate segments based on their geographical locations (as described in **Section B.2**). The segments were also determined so that any alternative route in one segment could connect with any alternative route in the next segment, allowing for decisions to be made based on the environment in each segment, and not based on the whole. A separate evaluation was conducted for each of the three segments to determine a preferred route in each segment, and then the preferred routes in each segment was combined to create the overall preferred route. With this segmented approach, the selection of the preferred route in each segment is independent from the other segments.

This makes the evaluation more manageable to allow MFFN Chief and Council to focus on the local conditions and decision-relevant factors/indicators in each segment. Further, if all route alternatives in the different segments were combined with one another into all possible combinations, this would result in an excessively long list of route alternatives which would result in a more complex evaluation process with no benefit to decision making. This approach also considers the variable environmental conditions within the project area, allowing for flexibility to avoid sensitive natural features encountered within the Community Access Road disturbance area for each segment instead of requiring MFFN Chief and Council to balance trade offs of one long route versus the other (i.e., all of Alternative 1 vs all of Alternative 4, when segment 1 within Alternative 4 may be more desirable, but segment 2 within Alternative 4 is the least desirable).

The route selection process met the TOR requirements by:

- Undertaking consultation on route selection criteria;
- Determining/documenting applicable mitigation measures;
- Providing a description of net effects considering the quantity and sensitivity of features and the proposed mitigation. Effects were quantified where possible (e.g., length, number, area, etc.);
- Documenting preference for alternatives based on each Valued Component (VC)*, considering the relative importance of the factors within each VC and considering external input;
- Determining the preferred alternative for each segment;
- Documenting the consultation undertaken on the selection of the final route;
- Complete net effects assessment on the preferred route considering all VCs and more detailed mitigation; and
- Comparing advantages / disadvantages to the “do nothing” option.

*Note: * Valued components are important components of the natural and human environment that could be impacted by a proposed project or activity.*

B.2 Alternative Segments and Routes Within Each Segment

As noted above, the route alternatives have been grouped into three different segments. These are described in more detail below and are shown in **Figure 3-1**. Segments EF, GH and IJ correspond to the segments of Alternative 1 and Alternative 4 that overlap. The net effects of these segments were assessed in the environmental assessment and are anticipated to become part of the preferred alternative.

Segment 1 – Ogoki Crossing

This segment is located at the south end of the proposed road. There are two major route options: A-E and B-E, both of which start at the existing Painter Lake Road. Option A-E includes two sub routing options: A-C-D (west) and A-C-D (east). Each of these sub-routes cross the Ogoki River at a different location. As a result, there are three different route options to be assessed and evaluated in this group (see **Figure 3-2**): B-E, A-C-D (west) and A-C-D (east).

Segment 2 – Albany Crossing

Segment 2 includes two different route options crossing the Albany River at different locations (see **Figure 3-3**). These include route options FG1 and FG4.

Segment 3 – North of the Albany

Segment 3 is located north of the Albany River and includes two route options HI1 (west) and HI4 (east) (see **Figure 3-4**).

B.2.1 Footprint Considerations

The construction of each route option will require sand, gravel and bedrock to support its construction. Some of these materials are readily available along the route options and in other cases temporary access roads would have to be constructed. Therefore, each route option being evaluated also included the necessary sand, gravel and bedrock sites, and associated temporary infrastructure. For ease of review, **Figures C-1** to **C-6** show each route option and infrastructure required to support its construction, which were the basis for the evaluation of each technical discipline of net positive or negative effects.

B.3 Methodology for the Evaluation of Route Alternatives

The selection of the preferred route within each segment involved a thorough analysis of technical, economic, natural, social and cultural factors which were first presented in the Terms of Reference. The route alternative evaluation took into account the potential impacts and mitigation to determine the net positive or negative effects of each alternative, and was done using the reasoned argument (trade-off) method. The reasoned argument method qualitatively (with words) compares the advantages and disadvantages of each alternative including the relative significance of the potential net effects. The reasoned argument method presents a clear and thorough evaluation of the trade-offs between various factor groups, factors, and indicators, and the reasons why one alternative is preferred over another. The ranking of alternatives within each factor group was determined by each discipline. How the preferences of the various disciplines are considered / combined was considered with input from Marten Falls First Nation.

The general steps of the route evaluation and selection include:

- **Step 1:** Identify the potential transportation benefits, costs and environmental/social/cultural effects of each alternative segment;
- **Step 2:** Develop and apply general avoidance, mitigation, compensation and enhancement measures to address the effects;
- **Step 3:** Determine the net effects (i.e., no, lower, moderate or higher net effects);
- **Step 4:** Complete a high level comparative analysis of the potential net effects between the options within each of the 3 segments; and
- **Step 5:** Review the evaluation tables, comparative analysis and net effects to determine and rationalize the preferred route in each segment.

B.4 Categories, Factors, Indicators, and Measures for Route Evaluation

The evaluation of the alternative routes was structured on the basis of categories, factors, indicators and measures as outlined in the assessment matrices, and as defined below. The factors and indicators for the route selection are rooted in the draft factors presented in the TOR and in the VC as identified in the IAAC Study Plans. Route selection indicators were selected by subject matter experts considering their value/ability to discern meaningful differences between the route alternatives for each segment and enable comparison and route selection decisions.

It is important to note that the factors and indicators for the route selection are distinct from the VC's and indicators to be used in the effects assessment of the Community Access Road once defined. Although they are rooted in one another, they are tailored for two different processes / outcomes.

- Factors and indicators are used to comparatively evaluate the route alternatives. They consider their value/ability to discern meaningful differences between the route options for each segment and enable comparison and route selection decisions.
- VCs and their associated indicators were used for the effects assessment of the preferred route and other key project components. They determined the overall project level effects, which can be compared to a "no project" scenario or "do nothing" as well as to aid in the development of mitigation/impact management recommendations.

B.4.1 Categories

Categories are the broad categories of environmental (i.e., natural/physical, socio-economic and cultural) and technical/cost aspects that were considered in the route selection. Categories are formed by grouping together similar VC and applicable technical, engineering, and cost (feasibility) related factors.

B.4.2 Factors

Within each Category there are several Factors which are derived from the VCs and represent specific aspects of the environment deemed significant or important, and technical and cost considerations.

B.4.3 Indicators

Indicators detail what is being measured for each Factor. Similar indicators are to be used in the assessment of effects and also include Indicators related to technical and economic feasibility (e.g., construction complexity and cost), operational performance (e.g., long term maintenance), and safety.

B.4.4 Measures

A measure is used to define the magnitude of change in the Indicator and is generally expressed in terms of impact (low to high impact). In some cases, measures are expressed using areas (ha), number (e.g., number of water crossings), and time (e.g., months or minutes). For the technical, engineering and cost category, measures are expressed in terms of complexity (e.g., low to high complexity).

B.5 Consideration of Community Feedback

To facilitate the Community Access Road route selection process, interested and potentially affected groups have been given the opportunity via Public Information Centres (PICs) to provide input to be considered in the route selection. Engagement and consultation with Indigenous communities will be documented in the EA / IS.

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Presentation materials and display boards shared during the fourth PIC that was held in Thunder Bay on December 7, 2022 and in Geraldton on December 8, 2022 included information on criteria for alternative evaluation and route selection. The four figures included in this memorandum as well as zoomed-in small-scale maps of the alternative routes were also shared at the PIC. Small scale maps allowed participants to better understand and visualize the location of the alternatives and segments; as well as provide valuable feedback to be considered in the route selection. This included opinions on preferred routes. Feedback forms seeking input from the public / communities on the criteria were made available at the PIC and on the Community Access Road website. Additional supporting documents including a Q&A on how Alternative 1 and Alternative 4 were selected and how they will be evaluated were made available at the PIC.

B.6 Route Selection

The completion of Steps 1 – 3 described in **Section B.3** above will provide the information required to complete the high level comparative analysis of the potential net effects between all the options. This analysis will be completed using the reasoned argument method to determine a preferred route recommendation, which will be presented to the Project Team and the proponent Marten Falls First Nation for review and comment. Following confirmation of the preferred route by Marten Falls First Nation and the Project Team, the preferred route will be presented to Indigenous Communities as described in **Section B.5** above. It is possible that based on the comments received that some adjustments to the route alignment may be made, which will occur on a case by case basis.

B.7 Preferred Route Effects Assessment

Once the preferred route has been selected and the other associated key project components determined, the route selection has concluded. A detailed effects assessment will be completed on the preferred route. In addition to the avoidance, mitigation and compensation measures applied during the route alternatives evaluation, more site-specific, technically and economically feasible mitigation measures will be developed and applied to the project to determine residual/net effects and cumulative effects. Localized revisions may be considered to the preferred route to accommodate the avoidance, mitigation and compensation measures, where applicable.

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Appendix C. Aggregate Resource Figures

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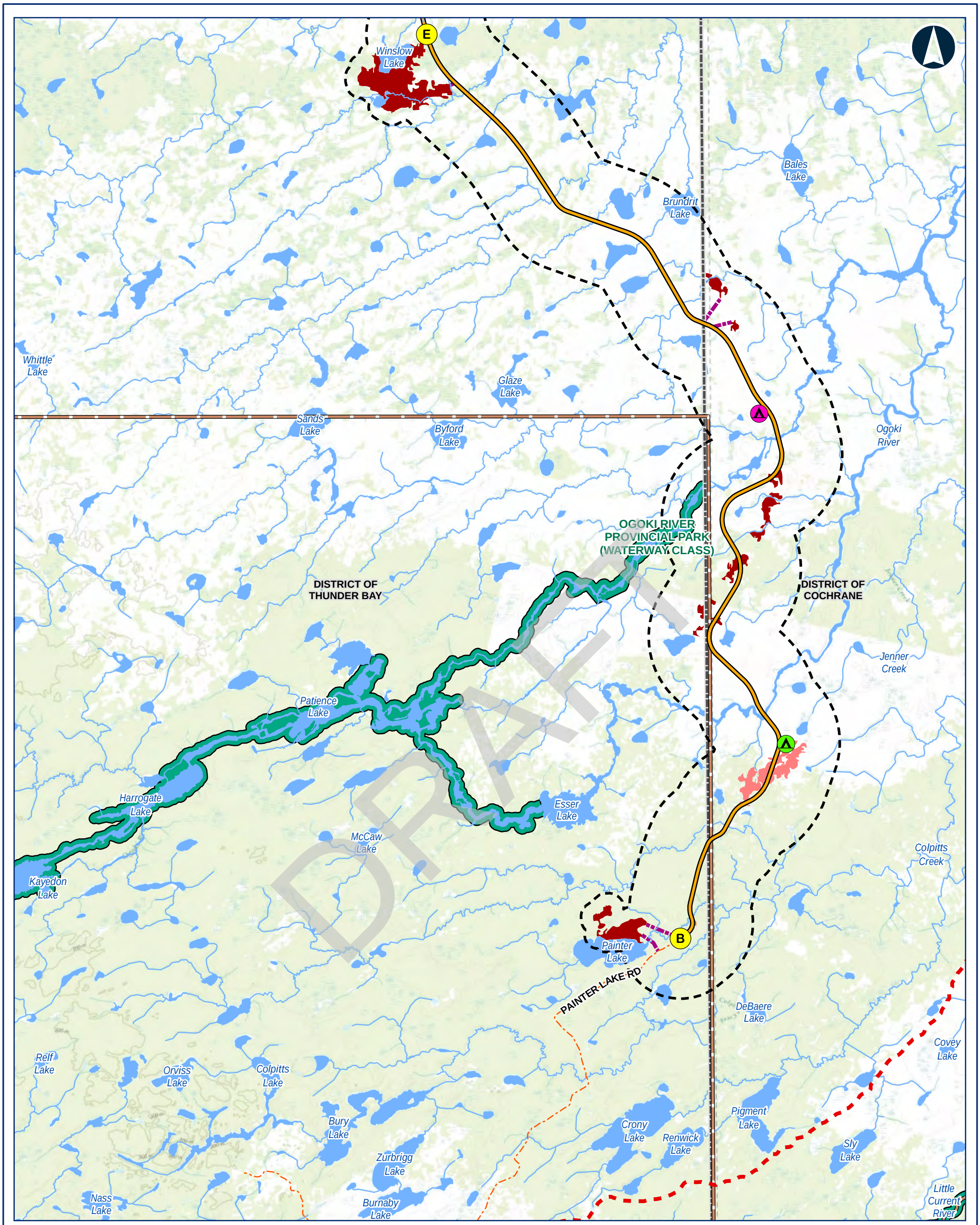

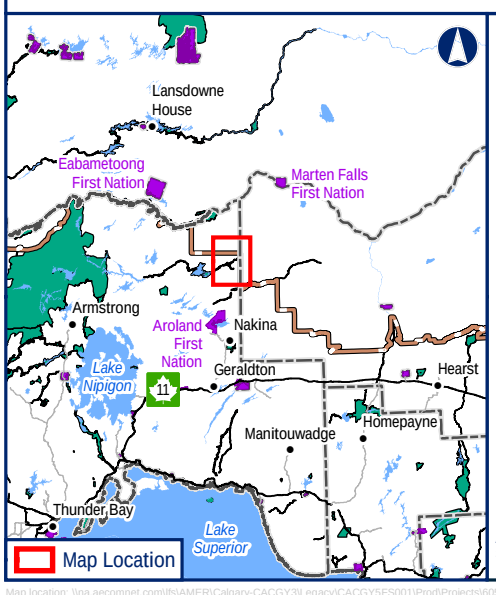

Legend

- Segment Node
- Study Area

Route Alternatives

- Alternative 1

Potential Camp Site

- 50 Persons
- 200 Persons

Potential Aggregate Source

- Bedrock
- Sand and gravel
- Approximate Access Road to Potential Aggregate Site

General Features

- Resource / Recreation
- MFFN Existing Winter Access Road
- Watercourse
- Waterbody
- Far North Boundary
- District Municipal Boundary
- Provincial Park

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MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Segment 1 – Alternative 1 with Supporting Infrastructure

0 3 6
Kilometres

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Figure C-1

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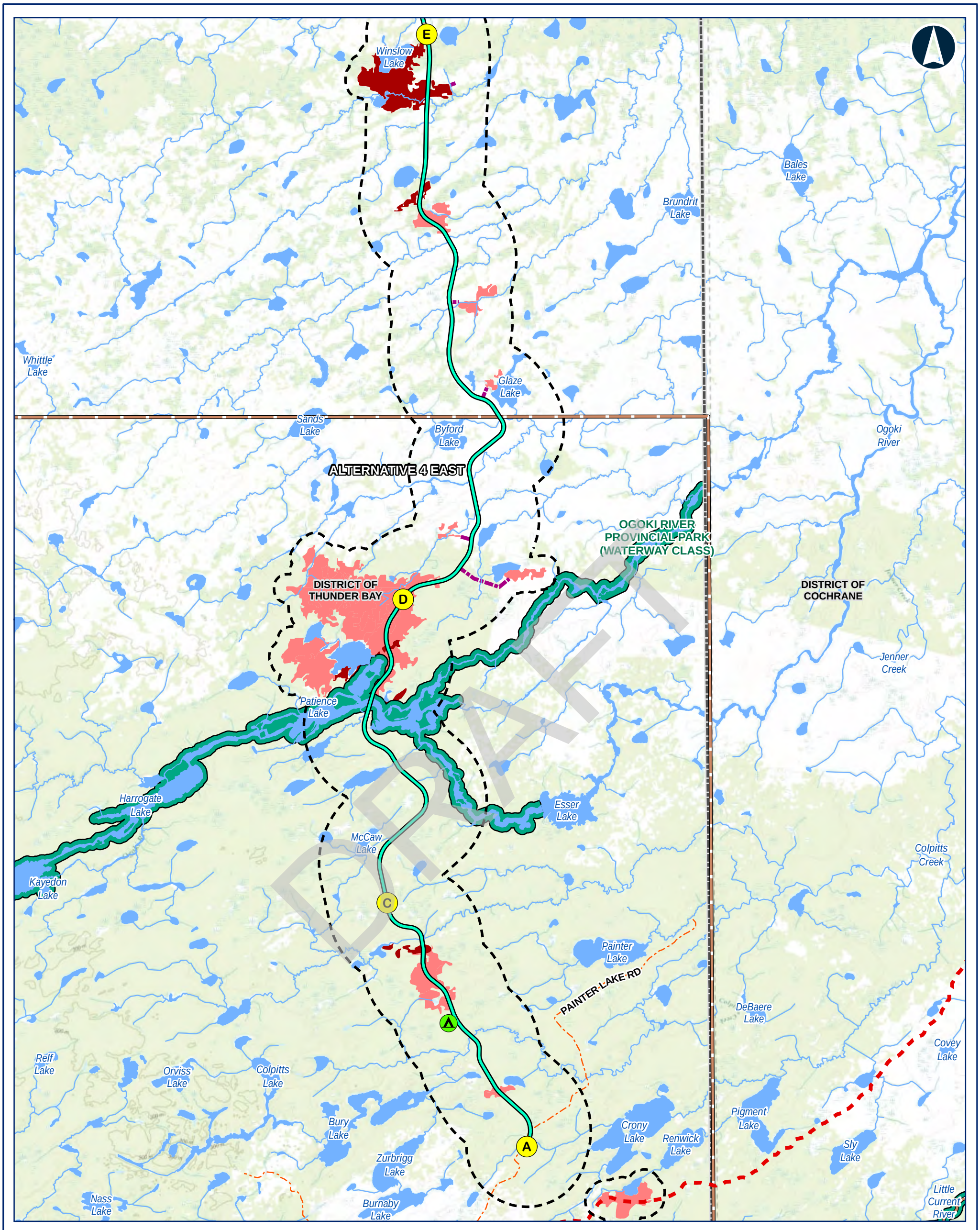

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MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Segment 1 – Alternative 4 East with Supporting Infrastructure

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Kilometres
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Figure C-2

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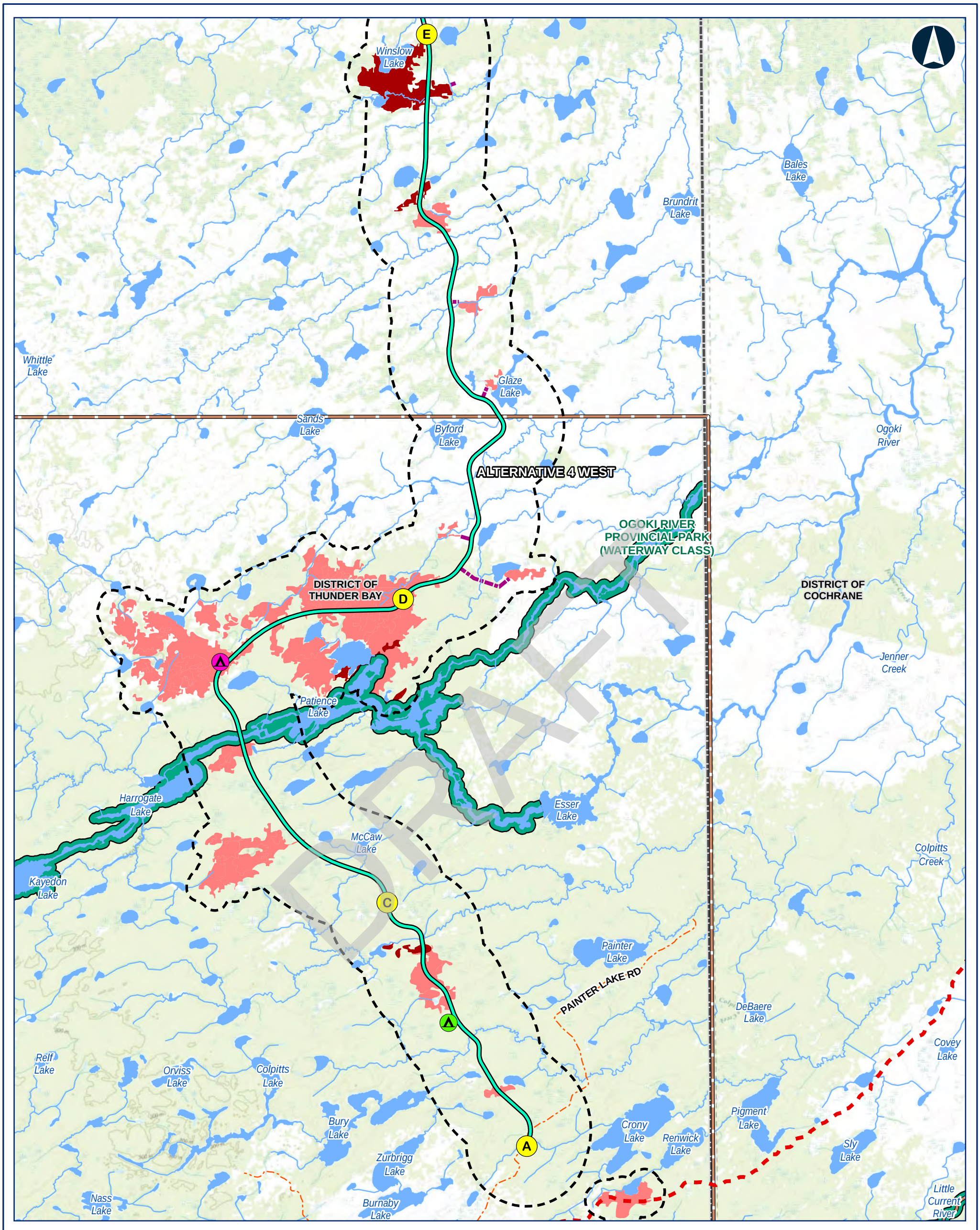

Legend

- Segment Node
- Study Area

Route Alternatives
- Alternative 4

Potential Camp Site
- 50 Persons
- 200 Persons

Potential Aggregate Source
- Bedrock
- Sand and gravel

- Approximate Access Road to Potential Aggregate Site

General Features
- Resource / Recreation
- MFFN Existing Winter Access Road
- Watercourse
- Waterbody
- Far North Boundary
- District Municipal Boundary
- Provincial Park

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MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Segment 1 – Alternative 4 West with Supporting Infrastructure

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Kilometres
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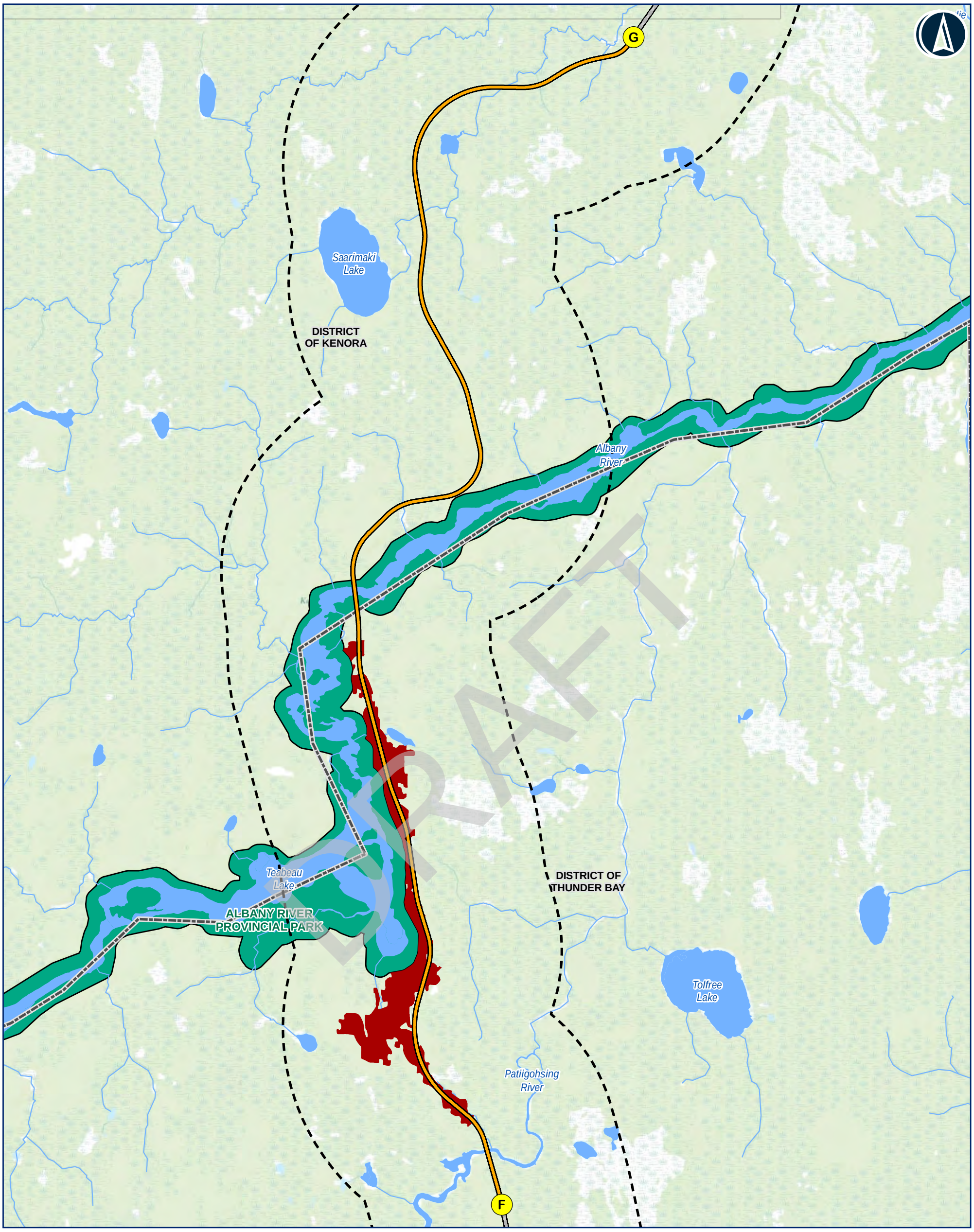

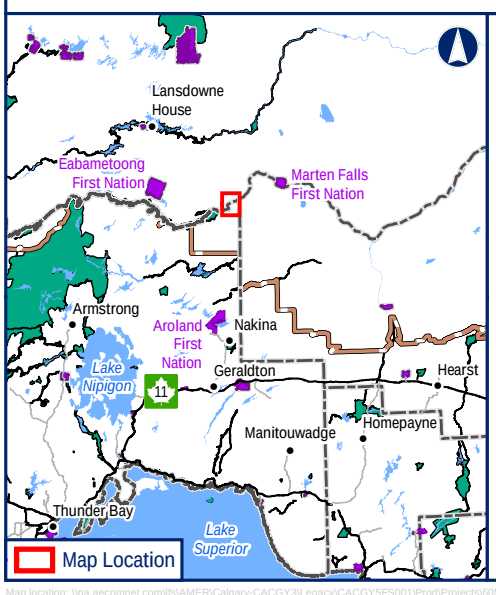

Legend

- Segment Node (A)
- Study Area
- Route Alternatives
  - Alternative 1
- Potential Camp Site
  - 50 Persons
  - 200 Persons
- Approximate Access Road to Potential Construction Camp
- Potential Aggregate Source
  - Bedrock
  - Sand and gravel
- Approximate Access Road to Potential Aggregate Site
- General Features
  - Watercourse
  - Waterbody
  - District Municipal Boundary
  - Provincial Park

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MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Segment 2 – Alternative 1 with Supporting Infrastructure

0 1.25 2.5

Kilometres

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Figure C-4

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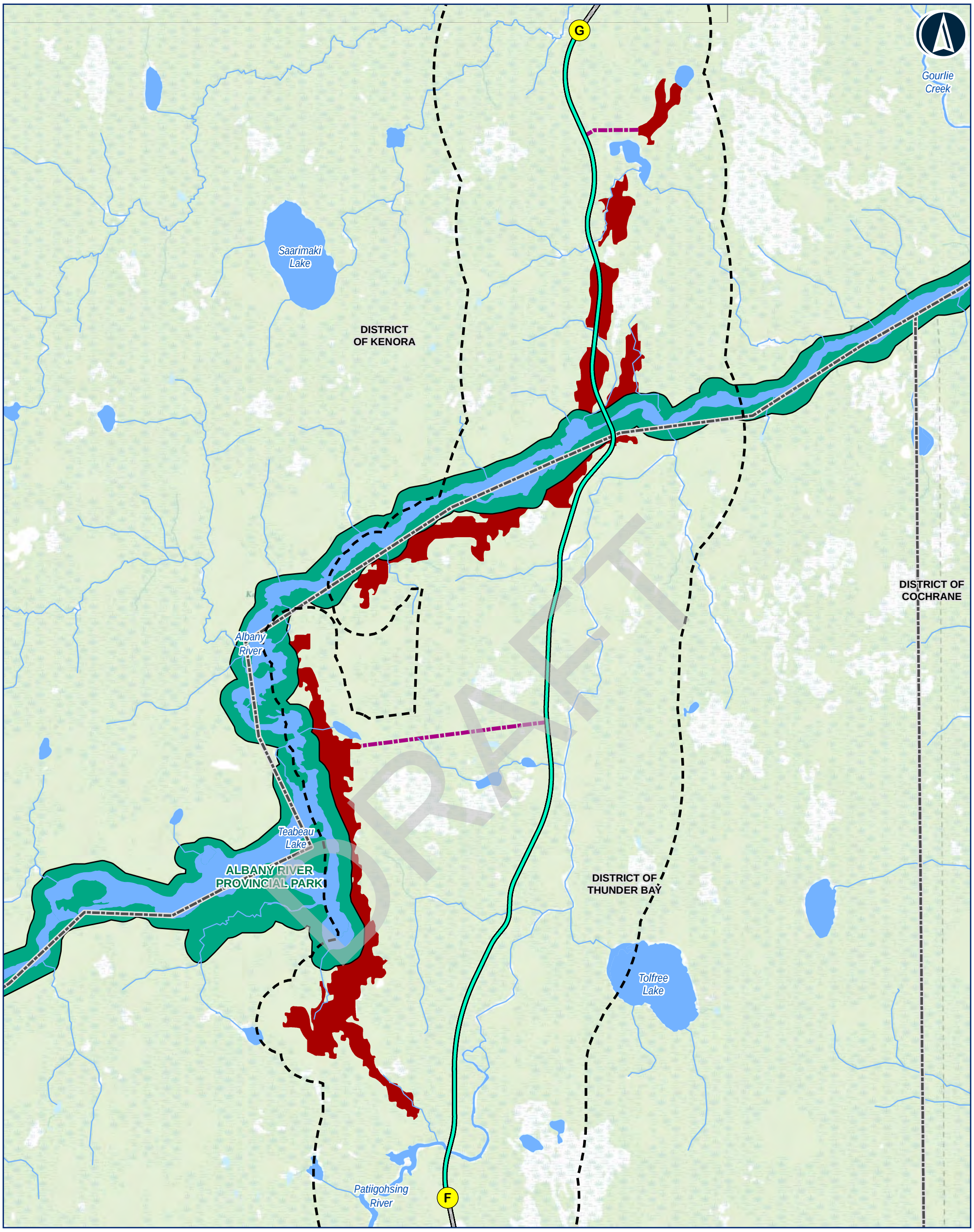

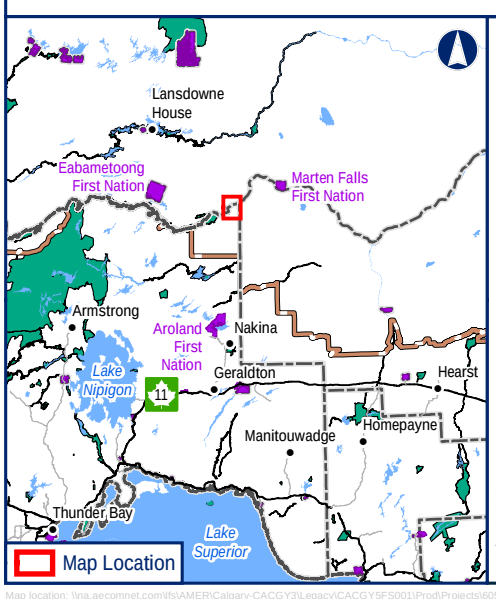

Legend

- Segment Node (A)
- Study Area
- Route Alternatives
  - Alternative 4
- Potential Camp Site
  - 50 Persons
  - 200 Persons
  - Approximate Access Road to Potential Construction Camp
- Potential Aggregate Source
  - Bedrock
  - Sand and gravel
  - Approximate Access Road to Potential Aggregate Site
- General Features
  - Watercourse
  - Waterbody
  - District Municipal Boundary
  - Provincial Park

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Segment 2 – Alternative 4 with Supporting Infrastructure

0 1.25 2.5

Kilometres

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Tillett Lake
Mabie Lake
259m
Oxtoby Lake
I
Wabassi River
DISTRICT OF KENORA
Venton Lake
DISTRICT OF COCHRANE
Maxey Lake
Trebell Lake
Gourlie Creek
H
G
ALBANY RIVER PROVINCIAL PARK
Albany River
DISTRICT OF COCHRANE

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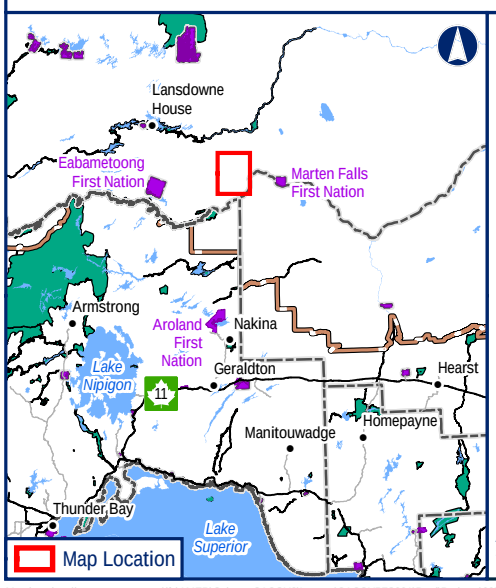

Legend

- Segment Node (A)
- Study Area
- Route Alternatives
  - Alternative 1
- Potential Camp Site
  - 50 Persons
- Potential Aggregate Source
  - Bedrock
  - Sand and gravel
  - Approximate Access Road to Potential Aggregate Site

General Features
- Watercourse
- Waterbody
- Far North Boundary
- District Municipal Boundary
- Provincial Park

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MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Segment 3 – Alternative 1 with Supporting Infrastructure

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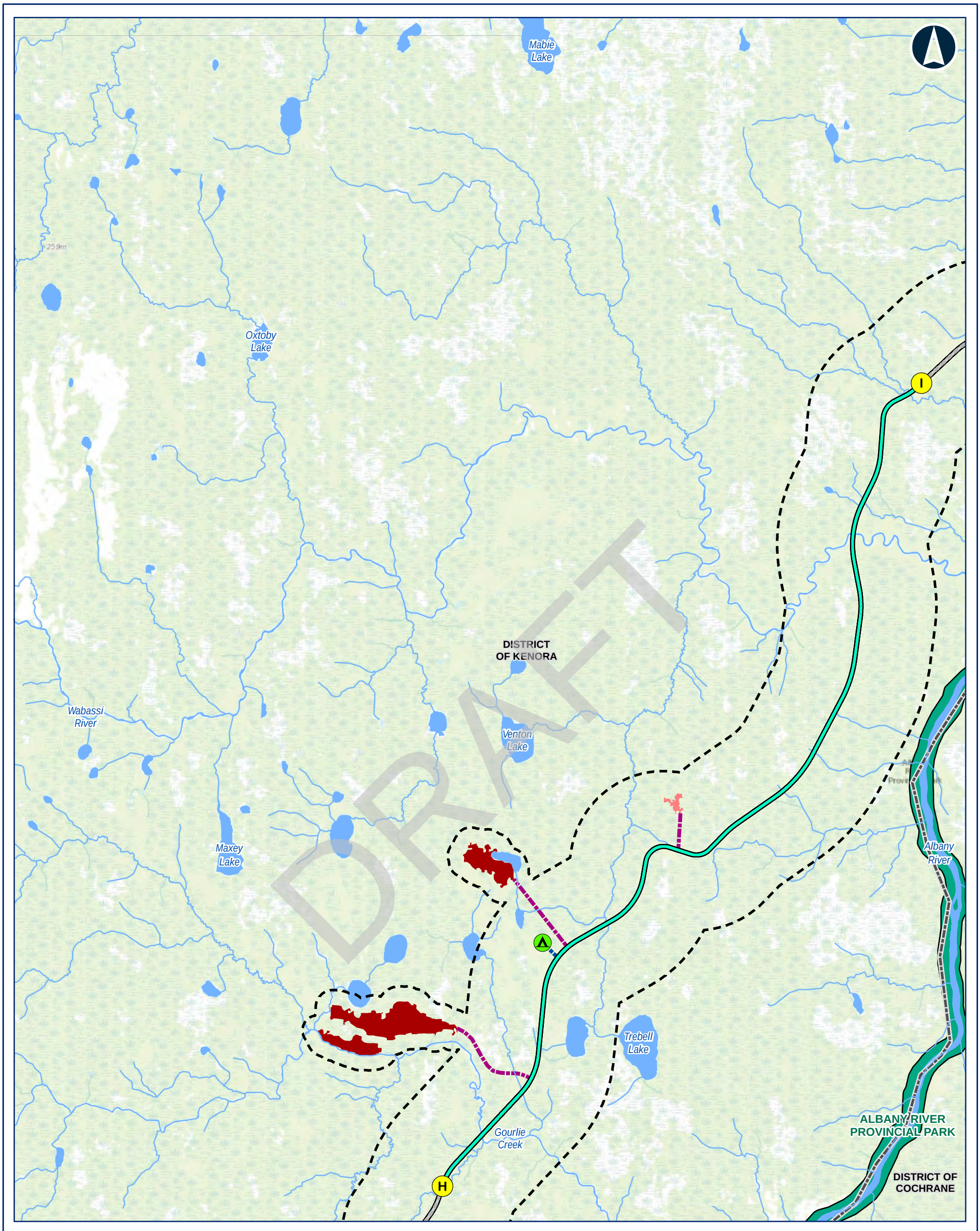

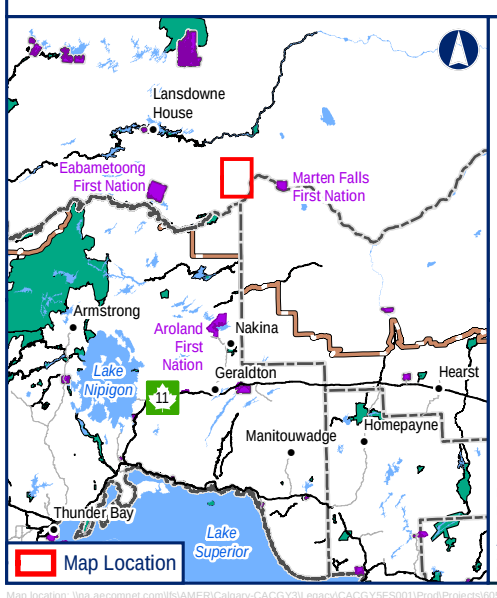

Legend

- A — Segment Node
- Study Area
- Route Alternatives
  - Alternative 4
- Potential Camp Site
  - 50 Persons
- Approximate Access Road to Potential Construction Camp
- Potential Aggregate Source
  - Bedrock
  - Sand and gravel
- Approximate Access Road to Potential Aggregate Site
- General Features
  - Watercourse
  - Waterbody
  - Far North Boundary
  - District Municipal Boundary
  - Provincial Park

Data Source:
Base Data: Provided by MNRF 2023; Route Infrastructure - Provided by AECOM 2021. Contains Information licensed under the Open Government Licence Ontario.
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Service Layer Credits: Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Segment 3 – Alternative 4 with Supporting Infrastructure

0 — 2.75 — 5.5
Kilometres

Datum: NAD 1983 CSRS UTM Zone 16N

Oct, 2023	1:120,000 * when printed 11"x17"
Rev: 00	

Figure C-7

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Map location: \\na.aecomnet.com\lfs\AMER\Calgary-CACGY3\Legacy\CACGY5FS001\Prod\Projects\60593122\900-CAD_GIS\920-929 (GIS-Graphics)\Design\01_Reports_2023\Route Selection\MXD_FigC-7_Segment3-Alt4_60593122.mxd
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Appendix D. Assessment Matrices

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Segment 1 – Ogoki Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCE MEASURES	ALTERNATIVE 1	ALTERNATIVE 4 EAST	ALTERNATIVE 4 WEST
CATEGORY – PHYSICAL ENVIRONMENT						
PEATLANDS						
Peatland Ecosystems	• Availability (decrease / increase of overall amount of peatland area) • Distribution (changes to the arrangement and connectivity of peatlands) • Function and Composition (change in plant species composition or ecological function)	• Peatland area (hectares) disturbed per alternative • Number of peatlands type fragmented	• Minimize vegetation clearing to only what is required for construction and staging. • Avoid using peatlands for staging, where possible. • Incorporate standard tree protection and Erosion and Sediment Control (ESC) measures. • Implement progressive reclamation and revegetation of disturbed areas no longer required following construction (e.g., temporary access roads, construction camps, and laydown areas). • Marten Falls First Nation will develop and implement an Environmental Protection Plan, which will include best management practices for peatlands protection and mitigation.	This alternative is anticipated to disturb 541.59 ha of peatland and 14 peatland ecosite types.	This alternative is anticipated to disturb 1,126.20 ha of peatland and 15 peatland ecosite types.	This alternative is anticipated to disturb 1,735.73 ha of peatland and 18 peatland ecosite types.
Summary of Peatlands: **Overall** • **Alternative 1 is the most preferred route alternative for Segment 1 – Ogoki Crossing from the perspective of peatlands** as it results in the least loss of peatland area and impacts the fewest peatland types. **Peatland Area** • Alternative 1 is the most preferred as it results in the least direct loss of peatland area. • Alternative 4 West is the least preferred as it results in the greatest loss of peatland area. **Number of Peatland Types Fragmented** • Alternative 1 is the most preferred as it impacts the fewest number of peatland types. • Alternative 4 West is the least preferred as it impacts the greatest number of peatland types. **Net Effects** Alternative 1 results in lower net effects than Alternative 4 East and Alternative 4 West, as Alternative 1 is anticipated to disturb a smaller area of peatlands and fewer peatland ecosite types than Alternative 4 West and Alternative 4 East. Alternative 4 West results in comparatively higher net effects, as it is anticipated to disturb a larger area of peatlands and more peatland ecosite types than Alternative 4 East and Alternative 1. Alternative 4 East results in comparatively moderate net effects. This comparative analysis evaluated three route alternatives based on the direct interaction of their project development areas and the representative indicator measures and did not consider the effects to the peatlands valued component at the local or regional scale (i.e., local study area or regional study area). The predicted net effects have not considered all potential mitigation or design elements to maintain peatland function (e.g., hydrology) that may be applied at a later stage of project design. The comprehensive assessment of net effects to the peatlands valued component will be completed on the preferred route selected and may result in a different determination of predicted net effects to the valued component. ***Notes:*** 1. Note that for the purposes of the alternatives assessment, only the availability (area) of peatlands disturbed and the number of peatland types fragmented were used because these measures can be quantified and are unbiased. Loss of peatlands also reduces their overall function and ability to store carbon, so those indicators are indirectly being assessed by determining the area of peatlands lost and fragmented. 2. This analysis is based on mapping that doesn't incorporate data collected during the 2023 field programs. This 2023 field information may refine the peatlands mapping that will be included in final reporting.						
PHYSIOGRAPHY, TERRAIN AND SOILS						
Physiography, Terrain and Soils	• Quantity and distribution of terrain units	• Area of surficial materials disturbed per alternative • Area of potential land with permafrost processes intersected per alternative	• Minimize areas of vegetation clearing and soil disturbance. • Implement progressive reclamation and revegetation of disturbed areas	This alternative is anticipated to: • Disturb 1,509 ha of surficial materials.	This alternative is anticipated to: • Disturb 3,754 ha of surficial materials.	This alternative is anticipated to: • Disturb 5,509 ha of surficial materials.

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Segment 1 – Ogoki Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCE MEASURES	ALTERNATIVE 1	ALTERNATIVE 4 EAST	ALTERNATIVE 4 WEST
CATEGORY – PHYSICAL ENVIRONMENT						
		• Area of surficial materials disturbed per alternative • Area of class IV and V terrain stability per alternative • Number of significant landforms[2] disturbed per alternative	no longer required following construction (e.g., temporary access roads, construction camps, and laydown areas).	• Intersect 0 ha of potential land with permafrost • Intersect 0 ha of Class IV and 1.3 ha (<0.1% of alternative footprint) of Class V terrain • Disturb 8 significant landforms	• Intersect 0 ha of potential land with permafrost • Intersect 0.5 ha of Class IV (<0.1% of alternative footprint) and 0.0 ha of Class V terrain • Disturb 10 significant landforms	• Intersect 0 ha of potential land with permafrost • Intersect 0.5 ha of Class IV (<0.1% of alternative footprint) and 0.0 ha of Class V terrain • Disturb 10 significant landforms
	• Quantity and distribution of soil map units	• Area of soil disturbed (excludes non-soils such as bedrock and water) per alternative	• Implement progressive reclamation and revegetation of disturbed areas no longer required following construction (e.g., temporary access roads, temporary construction camps, laydown areas). • Minimize areas of vegetation clearing and soil disturbance. • Marten Falls First Nation will develop and implement an Environmental Protection Plan, which will include best management practices for soil erosion, salvage, and handling.	This alternative is anticipated to disturb 1,490 ha of soil (99% of the alternative footprint).	This alternative is anticipated to disturb 3,574 ha of soil (91% of the alternative footprint).	This alternative is anticipated to disturb 4,525 ha of soil (82% of the alternative footprint).
	• Soil Quality / Productivity	• Area of high-water erosion risk disturbed per alternative • Area of high wind erosion risk disturbed per alternative • Amount of soil that is considered suitable for reclamation[3] • Area of high compaction risk disturbed per alternative	• Implement progressive reclamation and revegetation of disturbed areas no longer required following construction (e.g., temporary access roads, construction camps, and laydown areas). • Use clearing equipment that minimizes surface disturbance, soil compaction and topsoil loss (e.g., equipment with low ground pressure tracks or tires, blade shoes, and brushes), where feasible. • Where soils are prone to wind erosion, tackify, cover, seed, and/or apply water during periods of high erosion potential (e.g., summer and fall). • To the extent practical, work in areas of high-water erosion would be scheduled to avoid periods that may result in high flow volumes and/or increase erosion and sedimentation (e.g., spring freshet). • Minimize soil disturbance by building on bedrock, where feasible. • Marten Falls First Nation will develop and implement an Environmental Protection Plan, which will include best management	This alternative is anticipated to: • Disturb 0.2 ha (<0.1% of alternative footprint) of area with high water erosion risk • Disturb 134 ha (9% of alternative footprint) of area with high wind erosion risk • Disturb 815 ha (54% of alternative footprint) of soil that is considered suitable for reclamation • Intersect 100 ha (7% of alternative footprint) of area with high compaction risk	This alternative is anticipated to: • Disturb 1.5 ha (<0.1% of alternative footprint) of area with high water erosion risk • Disturb 358 ha (10% of alternative footprint) of area with high wind erosion risk • Disturb 1,758 ha (49% of alternative footprint) of soil that is considered suitable for reclamation • Intersect 206 ha (6% of alternative footprint) of area with high compaction risk	This alternative is anticipated to: • Disturb 1.2 ha (<0.1% of alternative footprint) of area with high water erosion risk • Disturb 449 ha (8% of alternative footprint) of area with high wind erosion risk • Disturb 2,506 ha (46% of alternative footprint) of soil that is considered suitable for reclamation • Intersect 501 ha (6% of alternative footprint) of area with high compaction risk

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Segment 1 – Ogoki Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCE MEASURES	ALTERNATIVE 1	ALTERNATIVE 4 EAST	ALTERNATIVE 4 WEST
CATEGORY – PHYSICAL ENVIRONMENT						
			practices for soil erosion, salvage, and handling. • Construct in winter to avoid compaction, where feasible.			

Summary of Physiography, Terrain and Soils:

Overall

- **Alternative 1 is the most preferred route alternative for Segment 1 – Ogoki Crossing from the perspective of physiography, terrain and soils as** this alternative is anticipated to disturb fewer significant landforms and a smaller area of surficial materials, soil, areas of high water and wind erosion risk, soil suitable for reclamation and soil with high risk of compaction than Alternative 4 East and Alternative 4 West.
- Alternative 4 West is the least preferred route alternative for Segment 1 – Ogoki Crossing the perspective of physiography, terrain and soils as this alternative will disturb more or similar significant landforms and a larger area of surficial materials, soil, areas of high wind erosion risk, soil suitable for reclamation and soil with high risk of compaction than Alternative 1 and Alternative 4 East.
- Alternative 4 East is the moderately preferred route alternative for Segment 1 – Ogoki Crossing from the perspective of physiography, terrain and soils as this alternative will disturb more significant landforms and a larger area of surficial materials, soil, areas of high wind erosion risk, soil suitable for reclamation and soil with high risk of compaction than Alternative 1, but the same number of significant landforms and a smaller area of surficial materials, soil, areas of high wind erosion risk, soil suitable for reclamation and soil with high risk of compaction than Alternative 4 West.

- No permafrost processes were identified to intersect with any of the three alternatives.
- Alternative 4 West would remove the largest area of surficial materials.
- Although Alternative 4 West would potentially have the lowest percentage of soil disturbance based on the area of non soils (water, bedrock, anthropogenic areas), it has the largest footprint and still would potentially affect the most area of soil.
- All three options have low percentages of soil potentially at risk for water erosion (<0.1%), however Alternative 4 West would disturb the most as it has the largest footprint.
- Although Alternative 4 East would disturb the highest percentage of soil having a high wind erosion risk (10%), Alternative 4 West would disturb the most area of soil at a high risk of wind erosion as it has the largest footprint.
- Nearly half (49%) of the soil in the Alternative 4 East area is rated as being of suitable quality for reclamation (i.e., soil used to reclaim temporarily disturbed areas following construction), however Alternative 4 West has the largest footprint, and therefore will affect more soil that is potentially suitable for reclamation.
- Alternative 4 West has the largest percentage (9%) and area (501 ha) of soils that are potentially at risk of compaction.

Net Effects

Alternative 1 results in comparatively lower net effects than Alternative 4 West and Alternative 4 East. Alternative 4 West results in higher net effects relative to the other alternatives, and Alternative 4 East results in moderate net effects relative to the other alternatives. This comparative analysis evaluated three route alternatives based on the interaction of their project development areas and the representative indicator measures, and did not consider the effects to physiography, terrain and soil

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Segment 1 – Ogoki Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCE MEASURES	ALTERNATIVE 1	ALTERNATIVE 4 EAST	ALTERNATIVE 4 WEST
CATEGORY – PHYSICAL ENVIRONMENT						
valued component at the local or regional scale (i.e., local study area or regional study area). The comprehensive assessment of net effects to the physiography, terrain and soils valued component, will be completed on the preferred route selected, and may result in a different determination of predicted net effects. ***Notes:*** 1. Some numbers are rounded for presentation purposes. Therefore, it may appear that the totals do not equal the sum of the individual values. 2. The number of significant landforms noted is subjective and may be a conservative value. This measure will be re-evaluated with Indigenous knowledge input, and information from the wildlife and vegetation disciplines. As a result, the data presented here may differ from the final effects analysis. 3. Soil with a rating of Good, Fair or Poor were considered suitable for reclamation.						
GROUNDWATER AND GEOCHEMISTRY						
Groundwater	• Groundwater Quality: Degradation of physical and chemical characteristics of groundwater • Groundwater Quantity: Change in groundwater levels	• Areas of coarse-grained surficial deposits and bedrock that are potentially important for groundwater recharge and have elevated vulnerability to groundwater contamination (hectares)	• Design stormwater management features to contain runoff and allow it to infiltrate locally. • Restore land cover on unused parts of road construction footprint (construction camps, aggregate pits). • Implement spill prevention, monitoring, control and response programs for road construction and operation.. • Minimize or avoid using salt solutions for dust/ice control.	This alternative will intersect 1,315 ha of coarse-grained surficial deposits and bedrock that are potentially important for groundwater recharge and have elevated vulnerability to groundwater contamination.	This alternative will intersect 3,529 ha of coarse-grained surficial deposits and bedrock that are potentially important for groundwater recharge and have elevated vulnerability to groundwater contamination.	This alternative will intersect 5,430 ha of coarse-grained surficial deposits and bedrock that are potentially important for groundwater recharge and have elevated vulnerability to groundwater contamination.
Summary of Groundwater and Geochemistry: **Overall** • **Alternative 1 is the most preferred route alternative for Segment 1 – Ogoki Crossing from the perspective of groundwater and geochemistry** in terms of reducing potential for impacting areas likely to have higher rates of groundwater recharge (infiltration) and highest vulnerability to contamination relative to the other alternatives. • Alternative 4 West is the least preferred route alternative for Segment 1 – Ogoki Crossing from the perspective of groundwater and geochemistry in terms of reducing potential for impacting areas likely to have higher rates of groundwater recharge (infiltration) and highest vulnerability to contamination relative to the other alternatives. • Alternative 4 East is the moderately preferred route alternative for Segment 1 – Ogoki Crossing from the perspective of groundwater and geochemistry in terms of reducing potential for impacting areas likely to have higher rates of groundwater recharge (infiltration) and highest vulnerability to contamination. • Alternative 1 crosses over the least amount of area of coarse-grained and bedrock surficial materials. • Alternative 4 West crosses over the greatest amount of area of coarse-grained and bedrock surficial materials. • Alternative 4 East crosses over the second largest amount of area of coarse-grained and bedrock surficial materials. **Net Effects** Alternative 1 results in lower net effects than Alternative 4 West and Alternative 4 East. Alternative 4 West results in higher net effects relative to the other alternatives, and Alternative 4 East results in moderate net effects relative to the other alternatives. This comparative analysis evaluated three route alternatives based on the direct interaction of their project development areas and the representative indicator measures and did not consider the effects to the groundwater and geochemistry valued component at the local or regional scale (i.e., local study area or regional study area). The comprehensive assessment of net effects to the groundwater and geochemistry valued component will be completed on the preferred route selected and may result in a different determination of predicted net effects to the valued component.						
SURFACE WATER						
Surface Water	• Surface Water Quantity • Surface Water Quality	• Total number of waterbody crossings • Number of waterbodies targeted for crossing structure installation /maintenance and associated in-water work with potential effects to sensitive receptors or features (e.g., sensitive fish communities, areas of known channel instability, etc.)	Typical mitigation and avoidance measures such as standard practices for construction, road, and water crossing construction and maintenance will be applied to both construction and operation phases of the Project. Such measures include: • Development and implementation of a Construction Environmental	This alternative is anticipated to: • Cross 17 waterbodies, all of which are inferred as permanent • Intersect 31,182 m^2 of wetted area within the proposed corridor • Cross 12 waterbodies (with 25,091 m^2 of wetted area) that are targeted for crossing structure installation /maintenance and associated in-water work	This alternative is anticipated to: • Cross 18 waterbodies, all of which are inferred as permanent • Intersect 46,575 m^2 of wetted area within the proposed corridor • Cross 9 waterbodies (with 31,945 $m^2$of wetted area) that are targeted for crossing structure installation /maintenance and associated in-water work	This alternative is anticipated to: • Cross 18 waterbodies, all of which are inferred as permanent • Intersect 22,945 m^2 of wetted area within the proposed corridor • Cross 11 waterbodies (with 11,045 m^2 of wetted area) that are targeted for crossing structure installation /maintenance and associated in-water work

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Segment 1 – Ogoki Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCE MEASURES	ALTERNATIVE 1	ALTERNATIVE 4 EAST	ALTERNATIVE 4 WEST
CATEGORY – PHYSICAL ENVIRONMENT						
			Management Plan (CEMP) by the Contractor. • Adherence to blasting measures in accordance with the Guidelines for the Use of Explosives in or Near Canadian Fisheries Waters (Wright, Hopky, 1998). • Measures to avoid unnecessary vehicle and machine idling to minimize emissions and greenhouse gasses. • Development and implementation of a Spill Management Plan and Sediment and Erosion Control Plan. • Proper water crossing structure design and installation to accommodate flow and drainage as well as fish passage in fish habitat, where appropriate. • Refuelling, service, and maintenance of vehicles and equipment will generally be carried out in designated areas at temporary construction camps and temporary laydown areas a minimum of 30 m from waterbodies. • Wash water from vehicles and equipment will not be allowed to enter a waterbody and will be conveyed to areas for infiltration, treated prior to discharge to the receiving environment, or hauled off site.	• Cross 6 waterbodies (with 22,927 m^2 of wetted area) that are targeted for crossing structure installation /maintenance and associated in-water work with potential effects to sensitive receptors or features	• Cross 3 waterbodies (with 30,810 m^2 of wetted area) that are targeted for crossing structure installation /maintenance and associated in-water work with potential effects to sensitive receptors or features	• Cross 5 waterbodies (with 9,010 m^2 of wetted area) that are targeted for crossing structure installation /maintenance and associated in-water work with potential effects to sensitive receptors or features

Summary of Surface Water:

Overall

- **Alternative 4 West is the preferred alternative for Segment 1 – Ogoki Crossing from the perspective of surface water,** albeit by a small margin.
  - Alternative 4 West includes one more crossing than Alternative 1 but it carries a total wetted area that is roughly one third less than Alternative 1 and roughly half of Alternative 4 East. Similarly, even though Alternative 4 West includes two more crossings with heightened relevance or sensitivity than Alternative 4 East, the total wetted area for crossings with heightened relevance or sensitivity for Alternative 4 West is less than half of the total wetted area for Alternative 4 East. Alternative 4 West also includes one less crossing with heightened relevance or sensitivity than Alternative 1, and it carries a total wetted area for crossings with heightened relevance or sensitivity that is roughly half of Alternative 1..
- Alternative 1 is the least alternative for Segment 1 – Ogoki Crossing from the perspective of surface water, albeit by a small margin.
  - Alternative 1 has one less crossing than both Alternative 4 East and Alternative 4 West, but it carries a total wetted area that is greater than Alternative 4 West and smaller than Alternative 4 East, and includes more crossings with heightened relevance or sensitivity to effects than the other two alternatives (one more than Alternative 4 West and three more than Alternative 4 East).
- Alternative 4 East is the moderately preferred alternative for Segment 1 – Ogoki Crossing from the perspective of surface water, albeit by a small margin.
  - Alternative 4 East has one more crossing than Alternative 1 and the same number of crossings as Alternative 4 West, carries a total wetted area that is greater than both Alternative 1 and Alternative 4 West, and includes the least amount of crossings with heightened relevance or sensitivity to effects than the other two alternatives (three less than Alternative 1 and two less than Alternative 4 West).

Net Effects

The predicted net effect for each of the alternatives was evaluated as equivalent relative to each other, based on the understanding that, with the implementation of the recommended avoidance, mitigation, compensation, and enhancement measures (including properly sized and designed water crossing structures, installation and maintenance of appropriate erosion and sediment controls, and implementation of construction best management practices), the potential effects on surface water receivers are expected to be limited.

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Segment 1 – Ogoki Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCE MEASURES	ALTERNATIVE 1	ALTERNATIVE 4 EAST	ALTERNATIVE 4 WEST
CATEGORY – PHYSICAL ENVIRONMENT						
***Note:** The requirement for in-water determined as follows: • For waterbody crossings with bankfull widths less than 5 m, it is assumed that culverts would be used (requiring in-water work) • For waterbody crossings with bankfull widths greater than or equal to 5 m and less than 25 m, it is assumed that clear span bridges would be used (no in-water work) • For waterbody crossings greater than or equal to 25 m, it is assumed that bridges with piers and abutments would be used (requiring in-water work) • For waterbody crossings in flooded/impounded wetlands where wetted widths were greater than bankfull width at the time of the assessment, it is assumed that in-water work would be required.						
VISUAL						
Visual	• Change in landscape character	• Visibility of project from identified valued/ sensitive receptor locations (Ogoki River).	• Minimize disturbance to the surrounding landscape including; Peatland. Vegetation. Terrain and Surface Water. • Minimize the creation on open vistas to reduce visibility of proposed community access road/ • Implement progressive reclamation and revegetation of disturbed areas no longer required following construction	Crosses at a narrow portion of the Ogoki River (2x 70m Crossings) See below anticipated impacts to changes in landscape character	Traverses Ogoki River (1x 300m Crossing) See below anticipated impacts to changes in landscape character	Traverses Ogoki River (1x 120m Crossing) See below anticipated impacts to changes in landscape character
	• Proximity to and number of sensitive sites	• Alteration / change in or loss of culturally important sites and areas (e.g., ceremonial sites, place names, teaching sites, archaeological sites • Visibility of Cultural, Spiritual, and Sacred Areas (MFFN)	• Avoid and/or screen sensitive sites and features • Minimize disturbance and proximity of road to sensitive receptors including known cultural and spiritual significant places	*Requires IK Team Input and Cultural Heritage Team Input*	*Requires IK Team Input and Cultural Heritage Team Input*	*Requires IK Team Input and Cultural Heritage Team Input*
	• Degree of Visual Contrast	• Amount of visual disturbance	• Minimize disturbance and extent of infrastructure	*Requires visibility mapping/modeling*	*Requires visibility mapping/modeling*	*Requires visibility mapping/modeling*
	• Change in Landscape Character: Physiography, Terrain and Soils	• Area of surficial materials disturbed per alternative • Number of Surface features disturbed per alternative	• Minimize areas of vegetation clearing and soil disturbance. • Implement progressive reclamation and revegetation of disturbed areas no longer required following construction (e.g., temporary access roads, construction camps, and laydown areas).	This alternative is anticipated to: • Disturb 1,509 ha of surficial materials. • Intersect 0 ha of potential land with permafrost • Intersect 0 ha of Class IV and 1.3 ha (<0.1% of alternative footprint) of Class V terrain • Disturb 8 significant landforms	This alternative is anticipated to: • Disturb 3,754 ha of surficial materials. • Intersect 0 ha of potential land with permafrost • Intersect 0.5 ha of Class IV (<0.1% of alternative footprint) and 0.0 ha of Class V terrain • Disturb 10 significant landforms	This alternative is anticipated to: • Disturb 5,509 ha of surficial materials. • Intersect 0 ha of potential land with permafrost • Intersect 0.5 ha of Class IV (<0.1% of alternative footprint) and 0.0 ha of Class V terrain • Disturb 10 significant landforms
	• Change in Landscape Character: Surface Water Features	• Total number of waterbody crossings • Number of waterbodies targeted for crossing structure installation /maintenance and associated in-water work with potential effects to sensitive receptors or features (e.g., traditional landuses)	• Typical mitigation and avoidance measures such as standard practices for construction, road, and water crossing construction and maintenance will be applied to both construction and operation phases of the Project. Such measures include: • Proper water crossing structure design and installation to	This alternative is anticipated to: • Cross 16 waterbodies, all of which are inferred as permanent • Intersect 31,182 m^2 of wetted area within the proposed corridor • Cross 12 waterbodies (25,091 m^2 of wetted area) that are targeted for crossing structure installation /maintenance and associated in-water work	This alternative is anticipated to: • Cross 18 waterbodies, all of which are inferred as permanent • Intersect 46,575 m^2 of wetted area within the proposed corridor • Cross 9 waterbodies (31,945 $m^2$of wetted area) that are targeted for crossing structure installation /maintenance and associated in-water work	This alternative is anticipated to: • Cross 18 waterbodies, all of which are inferred as permanent • Intersect 22,945 m^2 of wetted area within the proposed corridor • Cross 11 waterbodies (11,045 m^2 of wetted area) that are targeted for crossing structure installation /maintenance and associated in-water work

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Segment 1 – Ogoki Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCE MEASURES	ALTERNATIVE 1	ALTERNATIVE 4 EAST	ALTERNATIVE 4 WEST
CATEGORY – PHYSICAL ENVIRONMENT						
			accommodate flow and drainage as well as fish passage in fish habitat, where appropriate. • Refuelling, service, and maintenance of vehicles and equipment will generally be carried out in designated areas at temporary construction camps and temporary laydown areas a minimum of 30 m from waterbodies.	• Cross 6 waterbodies (22,927 m^2 of wetted area) that are targeted for crossing structure installation /maintenance and associated in-water work with potential effects to sensitive receptors or features	• Cross 3 waterbodies (30,810 $m^2$of wetted area) that are targeted for crossing structure installation /maintenance and associated in-water work with potential effects to sensitive receptors or features	• Cross 5 waterbodies (9,010 m^2 of wetted area) that are targeted for crossing structure installation /maintenance and associated in-water work with potential effects to sensitive receptors or features
	• Change in Landscape Character: Vegetation and Ecosystems	• Area (hectares) of wetland, riparian and upland ecosystems disturbed per alternative[1] • Peatland area (hectares) disturbed per alternative • Number of peatlands type fragmented	• Minimize vegetation clearing to only what is required for construction and staging. • Avoid using wetland and riparian areas for staging, where possible. • Incorporate standard tree protection and ESC measures. • Implement progressive reclamation and revegetation of disturbed areas no longer required following construction (e.g., temporary access roads, construction camps, and laydown areas).	• This alternative is anticipated to disturb 21 upland ecosite types • This alternative is anticipated to disturb 598.72 ha of wetland and riparian ecosystems • This alternative is anticipated to disturb 541.59 ha of peatland and 14 peatland ecosite types.	• This alternative is anticipated to disturb 27 upland ecosite types • This alternative is anticipated to disturb 1,372.56 ha of wetland and riparian ecosystems • This alternative is anticipated to disturb 1,126.20 ha of peatland and 15 peatland ecosite types.	• This alternative is anticipated to disturb 31 upland ecosite types • This alternative is anticipated to disturb 2,253.64 ha of wetland and riparian ecosystems • This alternative is anticipated to disturb 1,735.73 ha of peatland and 18 peatland ecosite types.

Summary of Visual:

Overall

- **Alternative 1 is the most preferred alternative for Segment 1 – Ogoki Crossing from the perspective of visual.**
  - Alternative 1 crosses the Ogoki River at two locations but they are both narrow at 70m, thus having a lower visual impact.
  - Alternative 1 demonstrates a moderately higher concentration of significant Indigenous locations compared to Alternative 4.
- Alternative 4 East is the least preferred alternative for Segment 1 – Ogoki Crossing from the perspective of visual.
  - Both Alternative 4 East and 4 West traverse the significant Ogoki River at wider sections (120m and 300m), resulting in a higher impact on the visual environment.
  - Alternative 4 and 4W would need a bridge to span a longer distance creating a higher visual impact.
- Alternative 4 West is the moderately preferred alternative for Segment 1 – Ogoki Crossing from the perspective of visual.
  - Alternative 4 West is shown to be located on more favourable terrain (Sand and Gravel), having a lower impact to the overall environment, but is also the longest route.
  - The difference between alternative routes 4 East and 4 West is negligible.
- Any segments with more wooded terrain have fewer visual impacts.

Net Effect

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Segment 1 – Ogoki Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCE MEASURES	ALTERNATIVE 1	ALTERNATIVE 4 EAST	ALTERNATIVE 4 WEST
CATEGORY – PHYSICAL ENVIRONMENT						
ACOUSTIC AND VIBRATION ENVIRONMENT						

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Segment 1 – Ogoki Crossing

Acoustic and Vibration Environment	• Change to noise and vibration	• Project Development Area (PDA) footprint area • \# of sensitive points of reception (PORs) within 500 m of the roadway • Total road length	• Comply with local municipal noise by-laws and the MECP Model Municipal Noise Control Bylaw (i.e., NPC-115). • Generally limit construction activities to the daytime period (i.e., 07:00 to 19:00) where possible. If nighttime construction activities are required, a review of whether additional mitigation measures are needed should be carried out. • Maintain equipment and machinery used on site in good working conditions through regular maintenance and inspection. • Design access roads to minimize reversing, which is expected to minimize use of backup beepers, where possible. • Locate and operate construction equipment as far as possible from PORs. • Notify Indigenous communities, landowners, and relevant stakeholders of the planned construction schedule before the start of construction and prior to specific activities that may be impacted by noise or generate vibration. • Investigate noise or vibration concerns as they arise through a complaint resolution mechanism whereby persons can contact the proponent if there are perceived noise or vibration issues. • Operate vehicles and equipment such that impulsive noise is minimized, where possible. • Develop a construction vibration workplan prior to the start of construction describing the construction schedule, list of construction equipment, list of POR locations, applicable guidance documents including criteria and municipal by-laws (i.e., residential, heritage structures and utilities) and control measures. • Avoid operating equipment expected to be a significant source of vibration simultaneously. Vibration levels could be less when operating separately.	The project development area for this alternative is 1,509 ha, with a total road length of 48.1 km. There are 16 potential PORs within 500 m of the roadway that could be impacted by noise and vibration.	The project development area for this alternative is 3,574 ha, with a total road length of 54.9 km. There are 7 potential PORs within 500 m of the roadway that could be impacted by noise and vibration.	The project development area for this alternative is 5,509 ha, with a total road length of 62.3 km. There are 7 potential PORs within 500 m of the roadway that could be impacted by noise and vibration.

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Segment 1 – Ogoki Crossing

			• Construction blasting will be carried out in compliance with OPSS 120 and NPC-119. All blasts which might impact local structures or disrupt humans should be monitored for ground and air vibrations. • Aggregate pit blasting will be carried out to comply with the conditions provided in the license or aggregate permit. • Blasting delays and blast mats will be used, as appropriate, to control vibration and fly rock as required.			
Summary of Acoustic Environment:						

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Segment 1 – Ogoki Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCE MEASURES	ALTERNATIVE 1	ALTERNATIVE 4 EAST	ALTERNATIVE 4 WEST
CATEGORY – PHYSICAL ENVIRONMENT						
Overall • **Alternative 1 is the most preferred alternative for Segment 1 – Ogoki Crossing from the perspective of the acoustic and vibration environment** as it has the smallest PDA footprint and shortest road length. • Alternative 4 West is the least preferred for alternative of Segment 1 – Ogoki Crossing from the perspective of the acoustic and vibration environment as it has the largest PDA footprint and longest road length. • Alternative 4 East is the moderately preferred route alternative for Segment 1 – Ogoki Crossing from the perspective of the acoustic and vibration environment as it has a smaller PDA footprint and shorter road length compared to Alternative 4 West but is larger and longer when compared to Alternative 1. • In general, the larger the PDA footprint, the higher the likelihood of a larger number of potential PORs located in the acoustic environment study areas. • In general, the longer the road, the higher the likelihood of a larger number of potential PORs exposed to noise from Project operations (i.e., a longer-term effect). • In general, the more potential PORs within 500 m of the roadway, the higher the likelihood of a larger number of potential PORs exposed to noise from the Project. Note that the POR counts above are based on a preliminary review and the specific land uses have not been confirmed to be noise or vibration sensitive. • Alternative 1 has the smallest PDA footprint and shortest road length. It has a slightly higher number of potential PORs within 500 m of the roadway but due to the low number of identified potential PORs for all alternatives, the PDA footprint and road length were considered for ranking the alternatives. **Net Effect** The predicted net effect for each of the alternatives were evaluated as equivalent, based on the understanding that each of the route alternatives would be designed such that the outcome of the acoustic and vibration environment assessment of net effects would be comparatively equal. This comparative analysis evaluated the route alternatives based on the PDAs, road length, and a preliminary analysis of the number of potential PORs within 500 m of the roadway and did not consider the expected Project noise and vibration levels in the LSA or the proximity of potential PORs to the Project. The comprehensive review of potential PORs and assessment of net effects for the acoustic and vibration environment will be completed on the preferred route selected and may result in different determination of predicted net effects.						
ATMOSPHERIC AND GHG						
Air Quality and GHG	• # of sensitive receptors within 500 m of the roadway	• #	**Air Quality Mitigation Options:** • Maintain and keep equipment in proper working order • Use fuel efficient equipment where possible • Avoid idling where possible and develop an anti idling policy • Optimize material selection, procurement and shipping • Implement fugitive dust controls such as scheduled road watering, stockpile watering or covering erodible surfaces where appropriate • Implement proper storage and handling procedures of fuel • Optimize blasting and land clearing activities to reduce overall fuel and explosive usage • Where possible reuse or salvage wood materials to prevent burning activities for disposal **GHG Mitigation Options:** • Maintain and keep equipment in proper working order • Use fuel efficient equipment where possible	16	7	7
	• Land use type which is disturbed based on route selection (i.e., wetland, forest type, peatlands, etc.)	• Bedrock (Ha)		-	15	16
		• Treed (Ha)		1,171	2211	3,362
		• Water (Ha)		26	80	97
		• Wetland (Ha)		313	1,268	2,035
	• Operating equipment needed for each route selection (if one route selection requires increased construction efforts)	• Length of Road (km)		48.10	54.87	61.21
	• Overall road/clearing area of each route selection	• Area (Ha)		1,509.01	3,574.21	5,508.94

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Segment 1 – Ogoki Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCE MEASURES	ALTERNATIVE 1	ALTERNATIVE 4 EAST	ALTERNATIVE 4 WEST
CATEGORY – PHYSICAL ENVIRONMENT						
			• Avoid idling where possible and develop an anti-idling policy • Optimize material selection, procurement and shipping • Consider carbon offsets through reforestation • Where possible reduce the amount of land clearing or disturbance activities • Strategically develop construction and equipment usage schedules to reduce overall fuel consumption			

Summary of Atmospheric and GHG:

Overall

- **Alternative 4 East 1 is the most preferred route alternative for Segment 1 – Ogoki Crossing from the perspective of Atmospheric and** GHG based on number of sensitive receptors.
- Alternative 1 is preferred over Alternative 4 East and West in terms of having the least amount of overall clearing.
- Total number of receptors which may be impacted by air quality emissions from the project is lowest for Alternative 4 East and Alternative 4 West. It should be noted that receptor location may influence the magnitude of effects experienced at each receptor.
- At this time, the potential impacts that carbon sinks and sequestrations will have on overall GHG emissions due to land classification changes is unknown. Based on the data currently available Alternative 1 has the least disturbed area of carbon sinks. Magnitude of loss of carbon sinks will vary based on the specifics of each land use characteristics.
- Length of road segment is lower for Alternative 1. This may result in a decrease in air quality and GHG emissions during construction phases. Total road length may or may not influence operating equipment duration based on route specific construction requirements.
- Total area required to be cleared is lowest for Alternative 1. This may result in a temporary decrease in air quality and GHG emissions during construction phases.

Net Effects

Net effects on the atmospheric and GHG valued component were predicted to be equivalent for all three alternatives. Net effect rating is subject to change pending on detailed modelling/calculations as well as implementation of additional mitigation. This comparative analysis evaluated three route alternatives based on the direct interaction of their project development areas and the representative indicator measures and did not consider the effects to the air quality and GHG valued component at the local or regional scale (i.e., local study area or regional study area). The comprehensive assessment of net effects to the air quality and GHG valued component will be completed on the preferred route selected and may result in a different determination of predicted net effects to the valued component.

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Segment 1 – Ogoki Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCE MEASURES	ALTERNATIVE 1	ALTERNATIVE 4 EAST	ALTERNATIVE 4 WEST
CATEGORY – NATURAL ENVIRONMENT						
WILDLIFE						
Bats *(including SAR – Little Brown Myotis, Northern Myotis, Tri-colored Bat)*	• Species presence • Relative abundance (spatially and temporally) • Habitat availability and distribution (spatially and temporally) including critical habitat for SAR	• Area (hectares) of moderate to high suitability bat maternity roost habitat disturbed per alternative. • Area (hectares) of foraging habitat (open wetlands and waterbodies adjacent to roosting habitat).	• Avoid clearing of suitable maternity roost habitat during the bat active season. • Limit the Project footprint to the extent feasible. • Minimize disturbances during sensitive periods. • Minimize risk of mortality during construction and operations. • Limit the Project footprint to the extent feasible. • Minimize disturbances during sensitive periods. • Minimize risk of mortality during construction and operations.	This alternative is anticipated to disturb: • 133.71 ha of moderate to high suitability bat maternity roost habitat • 60.72 ha of foraging habitat	This alternative is anticipated to disturb: • 418.38 ha of moderate to high suitability bat maternity roost habitat • 1,449.06 ha of foraging habitat	This alternative is anticipated to disturb: • 430.26 ha of moderate to high suitability bat maternity roost habitat • 2,480.5 ha of foraging habitat
Fur Bearers *(American Marten)*	• Species presence • Relative abundance (spatially and temporally) • Habitat availability and distribution (spatially and temporally) including critical habitat for SAR	• Relative abundance of furbearers (American Marten)[2] • Area (hectares) of moderate/high quality American Marten habitat disturbed per alternative.	• Limit the Project footprint to the extent feasible. • Minimize disturbances during sensitive periods. • Minimize risk of mortality during construction and operations.	This alternative has a relative abundance of 1.47 American Marten and is anticipated to disturb 1300.13 ha of moderate/high quality American Marten habitat	This alternative has a relative abundance of 2.81 American Marten and is anticipated to disturb 3233.57 ha of moderate/high quality American Marten habitat	This alternative has a relative abundance of 2.69 American Marten and is anticipated to disturb 4763.27 ha of moderate/high quality American Marten habitat
Fur Bearers *(SAR Wolverine)*		• Presence/relative abundance of wolverine females and individuals of unknown sex per alternative. Presence of observed denning areas (from field observations).[1] • Relative abundance of wolverine.[2]	• If a denning area is identified, avoid construction activities within 4 km during the wolverine denning season. • Limit the Project footprint to the extent feasible. • Minimize disturbances during sensitive periods. • Minimize risk of mortality during construction and operations.	This alternative has a relative abundance of 0.29 wolverine, the presence or abundance of 0 female wolverine and 2 wolverine individuals of unknown sex	This alternative has a relative abundance of 0.50 wolverine, the presence or abundance of 1 female wolverine and 2 wolverine individuals of unknown sex	This alternative has a relative abundance of 0.50 wolverine, the presence or abundance of 1 female wolverine and 3 wolverine individuals of unknown sex
Amphibians and Reptiles	• Species presence • Relative abundance (if possible both spatially and temporally) • Habitat availability and distribution (spatially and temporally)	• Area (hectares) of high suitability breeding ecosites per alternatives (amphibians).	• Limit the Project footprint to the extent feasible. • Minimize disturbances during sensitive periods. • Minimize risk of mortality during construction and operations.	This alternative is anticipated to disturb 577.49 ha of high suitability breeding ecosites	This alternative is anticipated to disturb 1306.22 ha of high suitability breeding ecosites	This alternative is anticipated to disturb 2,175 ha of high suitability breeding ecosites
Summary of Wildlife:						

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Segment 1 – Ogoki Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCE MEASURES	ALTERNATIVE 1	ALTERNATIVE 4 EAST	ALTERNATIVE 4 WEST
CATEGORY – NATURAL ENVIRONMENT						
Overall • **Alternative 1 is the most preferred route alternative for Segment 1 – Ogoki Crossing from the perspective of wildlife**, as it is anticipated that it would result in the least impacts on bats, American marten, wolverine, and amphibians**.** • Alternative 4 East is the moderately preferred route alternative for Segment 1 – Ogoki Crossing, as it would results in more impacts on bats, American marten, wolverine, and amphibians compared to Alternative 1, but less impact than Alternative 4 West. • Alternative 4 West is the least preferred for alternative of Segment 1 – Ogoki Crossing for wildlife as it is anticipated that it would result in the greatest negative impacts on bats, American marten, wolverine, and amphibians. **Bats** • Alternative 1 is the most preferred for Bats, as it results in the least direct loss of both suitable bat maternity roost habitat and bat foraging habitat. • Alternative 4 West is the least preferred for Bats, as it results in the greatest direct loss of both suitable bat maternity roost habitat and bat foraging habitat. **Furbearers (American Marten)** • Alternative 1 is the most preferred for American Marten, as it results in the least direct loss of moderate/high quality American marten habitat. • Alternative 4 West is the least preferred for American Marten, as it results in the greatest direct loss of moderate/high quality American marten habitat. **Furbearers (Wolverine)** • Alternative 1 is the most preferred for Wolverine, as it has the lowest wolverine relative abundance and has the fewest number of observations of female wolverine and wolverines of unknown sex. • Alternative 4 West is the least preferred for Wolverine, as it the highest wolverine relative abundance and has the largest number of observations of female wolverine and wolverines of unknown sex. **Amphibians and Reptiles** • Alternative 1 is the most preferred for Amphibians and Reptiles, as it results in the least direct loss of suitable amphibian breeding habitat. • Alternative 4 West is the least preferred for Amphibians and Reptiles, as it results in the greatest direct loss of suitable amphibian breeding habitat. **Net Effects** Predicted net effects were considered comparatively higher for Alternative 4 West, moderate for Alternative 4 East, and lower for Alternative 1. This comparative analysis evaluated three route alternatives based on the direct interaction of their project development areas and the representative indicator measures and did not consider the effects to the wildlife valued component at the local or regional scale (i.e., local study area or regional study area). Therefore, as the project development area for each alternative is anticipated to permanently remove or disturb measures of the proposed indicators. Predicted net effects have not considered all potential mitigation that may be applied at a later stage of project design. The comprehensive assessment of net effects to the wildlife valued component will be completed on the preferred route selected and may result in a different determination of predicted net effects to the valued component. ***Notes:*** ***1.*** Female observations are split into the total number of known female animals observed per route segment. Wolverines of unknown sex are the sum of the total known animals with unknown sex and unidentifiable individuals. Unidentifiable individuals are assumed to be unique individuals. *2.* Relative abundance metrics are calculated as the average number of sightings (wolverine) or tracks (American marten) per station for stations that overlap route alternatives. *3.* It is important to note that all route segments that bisect wolverine habitat have a direct effect as this species utilizes large home ranges and they rely on intact areas of wilderness directly or indirectly for life processes. Indirect effects of habitat removal for this species at risk, including sensory disturbance and increased vehicle traffic, cannot be fully mitigated regardless of the Alternative segment.						
FISH, FISH HABITAT						
Fish and fish habitat valued components (VC): • **Lake Sturgeon** • **Walleye** • **Brook Trout** • **Northern Pike** • **Lake Whitefish** • **Burbot**	• Habitat Quantity and Quality • Distribution and connectivity to habitat and migration • Survival and reproduction	• Total number of water body crossings • Number of crossings requiring in-water work (e.g., culverts, bridge piers or abutments below the high-water mark)	Typical mitigation and avoidance measures such as standard practices for construction, road, and water crossing construction and maintenance will be applied to both construction and operation phases of the Project. Such measures include: • Development and implementation of a Construction Environmental Management Plan (CEMP) by the Contractor. • Adherence to in-water work timing windows. • Adherence to blasting measures in accordance with the Guidelines for the	This alternative is anticipated to: • Cross 17 waterbodies • Cross 12 waterbodies requiring in-water work • Cross 3 waterbodies requiring in-water work below the high-water mark with potential for sensitive fish communities (i.e., coldwater species or Lake Sturgeon)	This alternative is anticipated to: • Cross 18 waterbodies • Cross 9 waterbodies requiring in-water work • Cross 3 waterbodies requiring in-water work below the high-water mark with potential for sensitive fish communities (i.e., coldwater species or Lake Sturgeon)	This alternative is anticipated to: • Cross 18 waterbodies • Cross 11 waterbodies requiring in-water work • Cross 5 waterbodies requiring in-water work below the high-water mark with potential for sensitive fish communities (i.e., coldwater species or Lake Sturgeon)

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Segment 1 – Ogoki Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCE MEASURES	ALTERNATIVE 1	ALTERNATIVE 4 EAST	ALTERNATIVE 4 WEST
CATEGORY – NATURAL ENVIRONMENT						
			Use of Explosives In or Near Canadian Fisheries Waters (Wright, Hopky, 1998). • Adherence to DFO's Measures to Protect Fish and Fish Habitat (DFO 2023). • Adherence to DFO's Interim Codes of Practice (temporary cofferdams, stream crossings, fish screens, culvert maintenance [for operations]). • Measures to avoid unnecessary idling to minimize emissions and greenhouse gasses. • Development and implementation of a Spill Management Plan and Sediment and Erosion Control Plan. • Proper water crossing structure design and installation to accommodate flow and drainage as well as fish passage in fish habitat, where appropriate. • Measures to limit the spread and / or introduction of invasive species.			
Summary of Fish, Fish Habitat: **Overall** • **Alternative 1 and Alternative 4 East are the most preferred alternatives for Segment 1 – Ogoki Crossing from the perspective of fish and fish habitat.** o The routes have the least number of waterbody crossing locations where instream work would be required in areas with potential habitat for sensitive fish communities/coldwater VC fish species (Brook Trout, Lake Whitefish, Burbot) or Lake Sturgeon. • Alternative 4 West is the least preferred alternative for Segment 1 – Ogoki Crossing from the perspective of fish and fish habitat, because it has the greatest number of waterbody crossing locations where instream work would be required in areas with potential habitat for sensitive fish communities/coldwater VC fish species (Brook Trout, Lake Whitefish, Burbot) or Lake Sturgeon. • There is a negligible difference between the alternatives. **Net Effects** The predicted net effect for each of the alternatives were evaluated as equivalent relative to each other, based on the understanding that, with the implementation of the recommended avoidance, mitigation, compensation, and enhancement measures, minor change to baseline habitat and conditions, without loss of function or individuals are predicted. This comparative analysis evaluated three route alternatives based on the direct interaction of their project development areas and the representative indicator measures and did not consider the effects to the fish and fish habitat valued component at the local or regional scale (i.e., local study area or regional study area). The predicted net effects have not considered all potential mitigation that may be applied at a later stage of project design. The comprehensive assessment of net effects to the fish and fish habitat valued component will be completed on the preferred route selected and may result in a different determination of predicted net effects to the valued component. ***Notes:*** The requirement for in-water works were determined as follows: • For waterbody crossings with bankfull widths less than 5 m, it is assumed that culverts would be used (requiring in-water work) • For waterbody crossings with bankfull widths greater than or equal to 5 m and less than 25 m, it is assumed that clear span bridges would be used (no in-water work) • For waterbody crossings greater than or equal to 25 m, it is assumed that bridges with piers and abutments would be used (requiring in-water work) • For waterbody crossings in flooded/impounded wetlands where wetted widths were greater than bankfull width at the time of the assessment, it is assumed that in-water work would be required.					
VEGETATION						
Wetland and Riparian Ecosystems	• Availability (abundance spatially and temporally) • Distribution	• Area (hectares) of wetland and riparian ecosystems	• Minimize vegetation clearing to only what is required for construction and staging. • Avoid using wetland and riparian areas for staging, where possible.	This alternative is anticipated to disturb 598.72 ha of wetland and riparian ecosystems	This alternative is anticipated to disturb 1,372.56 ha of wetland and riparian ecosystems	This alternative is anticipated to disturb 2,253.64 ha of wetland and riparian ecosystems

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Segment 1 – Ogoki Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCE MEASURES	ALTERNATIVE 1	ALTERNATIVE 4 EAST	ALTERNATIVE 4 WEST
CATEGORY – NATURAL ENVIRONMENT						
	• Function and Composition	disturbed per alternative[1]	• Incorporate standard tree protection and ESC measures. • Implement progressive reclamation and revegetation of disturbed areas no longer required following construction (e.g., temporary access roads, construction camps, and laydown areas). • Marten Falls First Nation will develop and implement an Environmental Protection Plan, which will include best management practices for vegetation and wetland protection and mitigation.			
Upland Ecosystems	• Availability (abundance spatially and temporally) • Distribution • Function and Composition	• Number of upland ecosite types disturbed per alternative[2]	• Minimize vegetation clearing to only what is required for construction and staging. • Incorporate standard tree protection and ESC measures. • Implement progressive reclamation and revegetation of disturbed areas no longer required following construction (e.g., temporary access roads, construction camps, and laydown areas). • Marten Falls First Nation will develop and implement an Environmental Protection Plan, which will include best management practices for vegetation protection and mitigation.	This alternative is anticipated to disturb 21 upland ecosite types	This alternative is anticipated to disturb 27 upland ecosite types	This alternative is anticipated to disturb 31 upland ecosite types
Traditional Use Plants and SAR Plant Populations *(Including species with special conservation status or rarity in the province)*	• Species presence • Accessibility to traditional use of plants • Accessibility to traditional use of plants	• Area (hectares) of highly suitable and highly accessible (High = score of 1.5 – 2.0) habitat for Traditional Use Plants disturbed per alternative. • Area (hectares) of suitable habitat for SAR/SCC Plants (Black Ash, Northern Marsh Violet) disturbed per alternative.	• Minimize vegetation clearing to only what is required for construction and staging. • Incorporate standard tree protection and ESC measures. • Marten Falls First Nation will develop and implement an Environmental Protection Plan, which will include best management practices for vegetation protection and mitigation.	This alternative is anticipated to disturb 245.74 ha of highly suitable and highly accessible habitats for Traditional Use Plants and 1,512.58 ha of suitable SAR/SCC habitat	This alternative is anticipated to disturb 1,712.91 ha of highly suitable and highly accessible habitats for Traditional Use Plants and 3,596.44 ha of suitable SAR/SCC habitat	This alternative is anticipated to disturb 2,244.53 ha of highly suitable and highly accessible habitats for Traditional Use Plants and 5,536.38 ha of suitable SAR/SCC habitat
Summary of Vegetation: **Overall** • **Alternative 1 is the most preferred route alternative for Segment 1 - Ogoki Crossing from the perspective of vegetation**, as it has lower net effects than the other alternatives due to **a** smaller direct loss of wetland and riparian ecosystems, disturbance of fewer upland ecosite types, smaller direct loss of highly suitable and highly accessible habitats for Traditional Use Plants, and it has the least impact on areas of suitable habitat for these species (i.e., Black Ash and Northern Marsh Violet).						

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Segment 1 – Ogoki Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCE MEASURES	ALTERNATIVE 1	ALTERNATIVE 4 EAST	ALTERNATIVE 4 WEST
CATEGORY – NATURAL ENVIRONMENT						
• Alternative 4 West is the least preferred route alternative for Segment 1 - Ogoki Crossing from the perspective of vegetation. • Alternative 4 East is the moderately preferred route alternative for Segment 1 - Ogoki Crossing from the perspective of vegetation. **Wetlands and Riparian Ecosystems** • Alternative 1 is the most preferred route alternative for wetlands and riparian ecosystems as it results in the least direct loss of wetland and riparian ecosystems. • Alternative 4 West is the least preferred route alternative for wetlands and riparian ecosystems as it results in the greatest direct loss of wetland and riparian ecosystems. • Alternative 4 East is the moderately preferred route alternative for wetlands and riparian ecosystems as it results in a smaller loss of wetland riparian ecosystems compared to Alternative 4 West but a greater loss of wetland and riparian ecosystems compared to Alternative 1. **Upland Ecosystems** • Alternative 1 is the most preferred route alternative for upland ecosystems as it disturbs the fewest upland ecosite types. • Alternative 4 West is the least preferred route alternative for upland ecosystems as it disturbs the greatest number of ecosite types. • Alternative 4 East is the moderately preferred route alternative for upland ecosystems as it disturbs fewer upland ecosite types than Alternative 4 West but a greatest number of ecosite types than Alternative 1. **Traditional Use Plants and SAR/SCC Plant Populations** • Alternative 1 is the most preferred route alternative for traditional use plants as it results in the least direct loss of highly suitable and highly accessible habitats for Traditional Use Plants. • Alternative 4 West is the least preferred route alternative for traditional use plants as it results in the greatest direct loss of highly suitable and highly accessible habitats for Traditional Use Plants. • Alternative 4 East is the moderately preferred route alternative for traditional use plants as it disturbs fewer upland ecosite types than Alternative 4 West but a greatest number of ecosite types than Alternative 1. • Alternative 1 is the most preferred route alternative for SAR/SCC Plant Populations as it has the least impact on areas of suitable habitat for these species (i.e., Black Ash and Northern Marsh Violet). • Alternative 4 West is the least preferred route alternative for SAR/SCC Plant Populations as it has the greatest impact on areas of suitable habitat for these species (i.e., Black Ash and Northern Marsh Violet). • Alternative 4 East is the moderately preferred route alternative for SAR/SCC Plant Populations as it has a smaller impact on areas of suitable habitat for these species (i.e., Black Ash and Northern Marsh Violet) than Alternative 4 West, but a greater impact than Alternative 1. **Net Effects** Predicted net effects were considered higher for Alternative 4 West and 4 East, and lower for Alternative 1. This comparative analysis evaluated the three route alternatives based on the direct interaction of their project development areas and the representative indicator measures and did not consider the effects to vegetation valued components at the local or regional scale (i.e., local study area or regional study area). The predicted relative net effects have not considered all potential mitigation that may be applied. The comprehensive assessment of net effects to the vegetation valued components will be completed on the preferred route selected and may result in a different determination of predicted net effects to these individual valued components. ***Notes:*** 1. Note that for the purposes of the alternatives assessment, only the availability of wetland and riparian ecosystems indicator was included. Area of loss as a metric was used because the area of direct impact would be the most important on the ecosystem. The more area that is removed, the less likely the ecosystem would be able to maintain it's functions. The Distribution, Function and Composition Indicators will be addressed for the preferred alternative in the EA/IA Document. 2. Number of upland ecosite types as a metric is proposed because this provides a measure of impact on forest biodiversity rather than just area, which could be attributed to the overall length of the route alternative rather than where the alternative is specifically located. 3. A preliminary conservative approach has been taken to classifying SAR and SCC habitats and the mapping is based on a limited amount of field information. The mapping that informed this evaluation is expected to be refined for final reporting. 4. This analysis is based on mapping that doesn't incorporate data collected during the 2023 field programs. Additional field data from the summer 2023 field season will be incorporated into the dataset and considered in the assessment of Project and cumulative effects from the preferred alternative. 5. Although impacts to Provincial Parks were not included as a measure in the vegetation alternatives analysis, it is also noteworthy that Alternative 1 avoids direct impact to the Ogoki River Provincial Park.						
BIRDS						
Species at risk forest and wetland birds **(e.g., Canada warbler, chimney swift, eastern whip-poor-will, eastern wood-pewee, evening grosbeak, olive-sided flycatcher, bank swallow, barn swallow, black tern, rusty blackbird, yellow rail).**	• Species presence • Relative abundance (spatially and temporally) of species at risk • Habitat availability and distribution (spatially and temporally) including critical habitat (where	• Area (hectares) of moderate to high suitability bird species at risk habitat disturbed in the PDA • Area of known provincial ESA regulated habitat[1] or federal SARA critical habitat for SAR birds	• Avoid clearing of suitable bird nesting habitat during the breeding bird period. • Limit the Project footprint to the extent feasible. • Minimize disturbances during the breeding bird period. • Minimize risk of mortality during construction and operations.	This alternative is anticipated to disturb the moderate to high suitability habitat of the following bird species at risk: • Canada warbler: 699.2 ha • Chimney swift: 1.8 ha • Common nighthawk: 868.5 ha • Eastern whip-poor-will: 25.0 ha • Eastern wood-pewee: 138.6 ha • Evening grosbeak: 896.0 ha • Lesser yellowlegs: 872.5 ha • Olive-sided flycatcher: 15.9 ha • Bald eagle: 134.9 ha	This alternative is anticipated to disturb the moderate to high suitability habitat of the following bird species at risk: • Canada warbler: 1,699.8 ha • Chimney swift: 0.1 ha • Common nighthawk: 1,456.9 ha • Eastern whip-poor-will: 51.9 ha • Eastern wood-pewee: 421.4 ha	This alternative is anticipated to disturb the moderate to high suitability habitat of the following bird species at risk: • Canada warbler: 2,576.3 ha • Chimney swift: 0.1 ha • Common nighthawk: 2,971.5 ha • Eastern whip-poor-will: 60.8 ha • Eastern wood-pewee: 433.6 ha

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Segment 1 – Ogoki Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCE MEASURES	ALTERNATIVE 1	ALTERNATIVE 4 EAST	ALTERNATIVE 4 WEST
CATEGORY – NATURAL ENVIRONMENT						
	known), were defined for SAR			• Peregrine falcon: 0.0 ha • Short-eared owl: 29.6 ha • Bank swallow: 1.8 ha • Barn swallow: 1.8 ha • Black tern: 55.2 ha • Rusty blackbird: 557.8 ha • Yellow rail: 64.2 ha This alternative is also anticipated to disturb 7.1 ha of known provincial ESA regulated habitat[1] or federal SARA critical habitat for SAR birds	• Evening grosbeak: 2,228.4 ha • Lesser yellowlegs: 1,815.4 ha • Olive-sided flycatcher: 125.0 ha • Bald eagle: 106.6 ha • Peregrine falcon: 20.2 ha • Short-eared owl: 97.6 ha • Bank swallow: 0.1 ha • Barn swallow: 0.1 ha • Black tern: 89.3 ha • Rusty blackbird: 1,329.0 ha • Yellow rail: 110.8 ha This alternative is not anticipated to disturb any known provincial ESA regulated habitat[1] or federal SARA critical habitat for SAR birds.	• Evening grosbeak: 3,295.7 ha • Lesser yellowlegs: 3,189.6 ha • Olive-sided flycatcher: 474.6 ha • Bald eagle: 183.1 ha • Peregrine falcon: 20.2 ha • Short-eared owl: 118.4 ha • Bank swallow: 0.1 ha • Barn swallow: 0.1 ha • Black tern: 93.7 ha • Rusty blackbird: 2,202.9 ha • Yellow rail: 131.3 ha This alternative is not anticipated to disturb any known provincial ESA regulated habitat[1] or federal SARA critical habitat for SAR birds.
Raptors (e.g., bald eagle)	• Species presence • Relative abundance (spatially and temporally) • Habitat availability and distribution (spatially and temporally)	• Number of habitat features and area (hectares) disturbed: o Raptor nest locations • Stopover sites (if present)[2]	• Limit the Project footprint to the extent feasible. • Avoid sensory disturbances within 800 m of known bald eagle nests. • Minimize risk of mortality during construction and operations.	The alternative is anticipated to disturb 4 stopover sites (2.5 ha). No known raptor nets are anticipated to be disturbed.	The alternative is anticipated to disturb 4 stopover sites (0.06 ha) and one bald eagle nest (2.9 ha).	The alternative is anticipated to disturb 4 stopover sites (0.06 ha) and one bald eagle nest (2.9 ha).
Shorebirds	• Species presence • Relative abundance (spatially and temporally) • Habitat availability and distribution (spatially and temporally)	• Number and area of confirmed and suitable habitat features disturbed (e.g., stopover sites)[3,4,5]	• Avoid clearing of suitable bird nesting habitat during the breeding bird period. • Avoid clearing within 100 m of suitable stopover sites during the spring and fall bird migration period. • Limit the Project footprint to the extent feasible. • Minimize disturbances during the breeding bird, spring and fall bird migration periods. • Minimize risk of mortality during construction and operations.	This alternative is anticipated to disturb 5 suitable habitat features (18.0 ha).	This alternative is anticipated to disturb 4 suitable habitat features (34.6 ha).	This alternative is anticipated to disturb 4 suitable habitat features (33.5 ha).
Waterfowl	• Species presence • Relative abundance (spatially and temporally) • Habitat availability and distribution (spatially and temporally)	• Number and area of confirmed and suitable habitat features disturbed (e.g., stopover sites)[3,4,5]	• Avoid clearing of suitable bird nesting habitat during the breeding bird period. • Avoid clearing within 100 m of suitable stopover sites during the spring and fall bird migration period. • Limit the Project footprint to the extent feasible.	This alternative is anticipated to disturb 5 suitable habitat features (60.7 ha).	This alternative is anticipated to disturb 4 suitable habitat features (137.3 ha).	This alternative is anticipated to disturb 4 suitable habitat features (141.1 ha).

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Segment 1 – Ogoki Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCE MEASURES	ALTERNATIVE 1	ALTERNATIVE 4 EAST	ALTERNATIVE 4 WEST
CATEGORY – NATURAL ENVIRONMENT						
			• Minimize disturbances during the breeding bird, spring and fall bird migration periods. • Minimize risk of mortality during construction and operations.			

Summary of Birds:

Overall
- **Alternative 1 is the most preferred route alternative for Segment 1 – Ogoki Crossing from the perspective of birds**, as it is anticipated that it would result in the lower net effects on bird species at risk, shorebirds, and waterfowl and possibly raptors relative to the other two alternatives.
- Alternative 4 East is the moderately preferred route alternative for Segment 1 – Ogoki Crossing, as it would result in higher net effects on species at risk, Raptors, shorebirds, and waterfowl compared to Alternative 1, but fewer net effects than Alternative 4 West on Species at Risk, and Waterfowl.
- Alternative 4 West is the least preferred route alternative for Segment 1 – Ogoki Crossing, as it would result the greatest net effects on species at risk, raptors, and waterfowl relative to the other two alternatives.

Species at Risk
- Alternative 1 is the most preferred for Species at Risk, as it results in the least direct loss of moderate to high suitability habitat for bird species at risk.
- Alternative 4 West is the least preferred for Species at Risk, as it results in the greatest direct loss of moderate to high suitability habitat for bird species at risk.
- Alternative 4 East is the moderately preferred route alternative, as it results in the moderate direct loss of moderate to high suitability habitat for bird species at risk.
- Alternatives 4 East and 4 West both avoid the direct loss of any provincial ESA regulated habitat or federal SARA critical habitat for species at risk birds.
- Alternative 1 results in the direct loss of 7.1 ha of known potential Category 3 eastern-whip-poor-will habitat defined by the Eastern Whip-poor-will General Habitat Description as the area of suitable habitat between 170 m and 500 m of the nest or centre of approximated defended territory (MNRF 2019)[1].
- Alternative 1 minimizes the amount of moderate to high suitability bird species at risk habitat that will be removed (avoidance measure).

Raptors
- Alternative 1 is the most preferred for Raptors, as it results in no direct loss of raptor nest locations and their associated buffers.
- Alternative 4 East and 4 West are the least preferred for Raptors, as they result in the greatest direct loss of raptor nest locations and their associated buffers.
- While Alternative 1 results in a slightly greater direct loss of suitable stopover sites for raptors, alternative suitable stopover habitat is expected to be readily available for raptors in the local study area.
- Alternative 1 avoids the removal of known raptor nests.
- Alternatives 4 East and 4 West minimize the area of stopover sites that will be removed (avoidance measure)[2].

Shorebirds
- Alternative 1 is the most preferred for Shorebirds, as it results in the least direct loss of suitable habitat features for shorebirds (e.g., stopover sites).
- Alternative 4 East is the least preferred for Shorebirds, as it results in the greatest direct loss of suitable habitat features for shorebirds.
- Alternative 4 West is the moderately preferred route alternative for Shorebirds, as it results in the moderate direct loss of suitable habitat features for shorebirds.
- Alternative 1 minimizes the amount of suitable habitat features that will be removed (avoidance measure) [3,4,5].

Waterfowl
- Alternative 1 is the most preferred for Waterfowl, as it results in the least direct loss of suitable habitat features for waterfowl (e.g., stopover sites).
- Alternative 4 West is the least preferred for Waterfowl, as it results in the greatest direct loss of suitable habitat features for waterfowl[4].
- Alternative 4 East is the moderately preferred route alternative for Waterfowl, as it results in the moderate direct loss of suitable habitat features for waterfowl.
- Alternative 1 minimizes the amount of suitable habitat features that will be removed (avoidance measure) [3,4,5].

Net Effect
Alternative 1 results in lower net effects relative to Alternative 4 East and Alternative 4 West. Comparatively, Alternative 4 East results in moderate net effects and Alternative 4 West results in higher net effects. This comparative analysis evaluated the three route alternatives based on the direct interaction of their project development areas and the representative indicator measures and did not consider the effects to bird valued components at the local or regional scale (i.e., local study area or regional study area). The predicted net effects have not considered all potential mitigation that may be applied. The comprehensive assessment of net effects to the bird valued components will be completed on the preferred route selected and may result in a different determination of predicted net effects to these individual valued components.

Notes:

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Segment 1 – Ogoki Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCE MEASURES	ALTERNATIVE 1	ALTERNATIVE 4 EAST	ALTERNATIVE 4 WEST
CATEGORY – NATURAL ENVIRONMENT						
1. Category 3 eastern whip-poor-will habitat is defined by the Eastern Whip-poor-will General Habitat Description as the area of suitable habitat between 170 m and 500 m of the nest or centre of approximated defended territory (MNRF 2019). Confirmed observations of eastern whip-poor-will during the breeding season were considered defended territories. 2. Stopover sites for raptors were defined as waterbodies and watercourses surveyed during baseline field surveys with greater than 2 observations of raptors. 3. The Natural Heritage Information Centre (NHIC) was searched for known provincial waterfowl and shorebird staging areas. No data were found for these measures. 4. Suitable habitat features for shorebirds and waterfowl were defined as waterbodies and watercourses surveyed during baseline field surveys. 5. Confirmed habitat features for shorebirds and waterfowl were defined as waterbodies and watercourses surveyed during baseline field surveys plus a 100 m buffer where shorebirds or waterfowl were observed during baseline field surveys.						
UNGULATES						
Moose	• Habitat availability • Habitat distribution	• Area of high suitability habitat disturbed per segment alternative • Number of suitable habitat features disturbed per segment (e.g., number of suitable moose aquatic feedings areas, calving sites, known mineral licks).	• Limit the Project footprint to the extent feasible. • Minimize disturbances during sensitive periods. • Minimize risk of mortality during construction and operations. • Alternative 4 East minimizes the amount of high suitability that will be removed (avoidance measure).	This alternative is anticipated to disturb 503 ha of high suitability habitat within the PDA, 2,993 ha of high suitability habitat within the PDA including a 500-meter buffer[1] and is not anticipated to disturb any suitable habitat features.	This alternative is anticipated to disturb 410 ha of high suitability habitat within the PDA, 2,263 ha of high suitability habitat within the PDA including a 500-meter buffer and is not anticipated to disturb any suitable habitat features.	This alternative is anticipated to disturb 820 ha of high suitability habitat within the PDA, 3,259 ha of high suitability habitat within the PDA including a 500-meter buffer and is not anticipated to disturb any suitable habitat features.
Caribou	• Habitat availability • Habitat distribution – includes spatial extent and distribution of GHD Category 1, 2, and 3 habitats (MNR 2013d) and availability and distribution of habitat which contain biophysical attributes necessary for caribou seasonal and life stage activities (ECCC 2019).	• Area (hectares) of known and potential Category 1 General Habitat Description **WINTER USE AREAS** that would be impacted per segment alternative. • Area (hectares) of known and potential Category 1 General Habitat Description **NURSERY AREAS** that would be impacted per segment alternative. • Area (hectares) of known and potential Category 1 General Habitat Description **TRAVEL CORRIDOR AREAS** that would	• Limit the Project footprint to the extent feasible. • Avoid sensory disturbances within 10 km of known high-use areas during sensitive periods. • Minimize risk of mortality during construction and operations. • Alternative 1 avoids removing known and potential winter use and nursery areas in the caribou range but will result in loss of habitat in the range of a threatened species (avoidance measure).	This alternative is not anticipated to disturb any known and potential Category 1 General Habitat Description winter use areas, nursery areas or travel corridors	This alternative is not anticipated to disturb any known and potential Category 1 General Habitat travel corridors, however it is anticipated to disturb the following known and potential Category 1 General Habitat Description winter use areas and nursery areas: • **Winter Use Areas:** 215 ha within the PDA, 1,857 ha within the PDA including a 500-meter buffer[1] • **Nursery Areas:** 21 ha within the PDA, 227 ha within the PDA including a 500-meter buffer[1]	This alternative is anticipated to disturb the following known and potential Category 1 General Habitat Description winter use areas, nursery areas and travel corridors: • **Winter Use Areas:** 815 ha within the PDA, 3,341 ha within the PDA including a 500-meter buffer[1] • **Nursery Areas:** 204 ha within the PDA, 1,005 ha within the PDA including a 500-meter buffer[1] • **Travel Corridors:** 739 ha within the PDA, 1,324 ha within the PDA including a 500-meter buffer[1]

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Segment 1 – Ogoki Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCE MEASURES	ALTERNATIVE 1	ALTERNATIVE 4 EAST	ALTERNATIVE 4 WEST
CATEGORY – NATURAL ENVIRONMENT						
		be impacted per segment alternative.				

Summary of Ungulates:

Overall

- **Alternative 1 is the most preferred route alternative from the perspective of Ungulates for Segment 1 – Ogoki Crossing**, as it is anticipated that it would result in lower net effects on caribou relative to the other two alternatives.
- Alternative 4 East is the moderately preferred route alternative for Segment 1 – Ogoki Crossing, as it would results in higher net effects on caribou compared to Alternative 1, but lower net effects than Alternative 4 West.
- Alternative 4 West is the least preferred route alternative from the perspective of Ungulates for Segment 1 – Ogoki Crossing as it is anticipated that it would result in the highest net effects on moose and caribou.

All Alternatives avoid known (mapped) moose aquatic feeding areas, calving sites and mineral licks. Alternative 1 removes 503 ha of high suitability moose habitat, Alternative 4 East removes 410 ha of high suitability moose habitat, and Alternative 4 West removes 820 ha of high suitability habitat.

Although Alternative 1 removes 503 ha of high suitability moose habitat, this segment avoids removing known and potential Category 1 habitat for caribou (i.e., areas within the range that have lowest tolerance to alteration before their function in supporting caribou is compromised; MNR 2013). However, it is important to note that this route (as well as Alternative 4 East and Alternative 4 West) will still remove caribou habitat (direct effect), which may be depended on directly or indirectly for life processes, even if it is not considered Category 1. Indirect effects of habitat removal for this species at risk, including sensory disturbance, increased mobility for predators and hunters, and increased vehicle traffic, cannot be fully mitigated regardless of the Alternative segment.

Net Effects

Indirect effects of habitat removal for moose and caribou, including sensory disturbance, increased mobility for predators and hunters, and increased vehicle traffic, cannot be fully mitigated regardless of the Alternative segment. As a result, all alternative routes for Ogoki Crossing are assessed as having equivalent net effects for moose and caribou. This comparative analysis evaluated the three route alternatives based on the direct interaction of their project development areas and the representative indicator measures and did not consider the effects to ungulate valued components at the local or regional scale (i.e., local study area or regional study area). The predicted net effects have not considered all potential mitigation that may be applied. The comprehensive assessment of net effects to the ungulate valued components will be completed on the preferred route selected and may result in a different determination of predicted net effects to these individual valued components.

***Notes**

1. A 500 m buffer is used to capture indirect disturbances to habitat features such as noise and dust.
2. Known Category 1 areas are derived from Ontario Government Caribou General Habitat Description for Forest-dwelling caribou (MNRF 2019). The identification of “potential new” Category 1 winter use areas and nursery areas is based on 50% Kernel Density Estimation (KDE) polygons derived from MFFN and MNRF collar data between 2020 to 2023. The 50% KDE represents the core area used during the date periods identified by Ontario for the current GHD Category 1 areas. “Potential new” travel corridors are derived from 95% KDE derived from MFFN and MNRF collar data between 2020 and 2023. The 95% KDE was used for the travel corridors because travel corridors are more linear in extent and do not have core areas relative to winter use and nursery areas. In areas where travel corridors overlap winter use or nursery areas, they are not double counted in the calculation of habitat removed.

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Segment 1 – Ogoki Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCE MEASURES	ALTERNATIVE 1	ALTERNATIVE 4 EAST	ALTERNATIVE 4 WEST
CATEGORY – NATURAL ENVIRONMENT						
3. Known Moose Aquatic Feeding Areas, Mineral Licks and moose calving sites are derived from Ontario Government. *4.* This information may be re-evaluated with Indigenous knowledge input and/or additional collar data, when available. As a result, the data presented here may differ from the final effects analysis.						

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Segment 1 – Ogoki Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCE MEASURES	ALTERNATIVE 1	ALTERNATIVE 4 EAST	ALTERNATIVE 4 WEST
CATEGORY – SOCIO-ECONOMIC ENVIRONMENT						
ABORIGINAL AND TREATY RIGHTS AND INTERESTS						
Indigenous Current Use of Lands and Resources for Traditional Purposes	• Alteration / change in or loss of sites and areas used for traditional activities (e.g., hunting, trapping, fishing, gathering).	• High Impacts to Low Impacts	• Develop an Indigenous-led environmental monitoring program during the construction and operation of the road. • Secure funding for Indigenous community-based (MFFN) training program for local youth to be educated and hired as environmental monitors. • Work with Indigenous communities (MFFN) to establish a set of benchmarks or Indigenous Environmental Standards for reclamation (e.g., specific diversity, vegetation) to monitor and measure construction and operation activities and reclamation success. • Avoid, where possible, preferred hunting/fishing/harvesting areas identified by communities. • Route the all-season road to avoid areas of high- quality habitat where feasible. • Following construction, make use of native vegetation/ re-vegetation during site rehabilitation. • Maintain vegetative buffer zones between the all-season road and lakes or ponds along the right-of-way. • Maintain water (i.e., river/lake/etc.) access during design, construction and operation. • Engage with Indigenous communities regarding watercourse crossing design to facilitate navigation and fish passage. • Watercourse crossings to be designed for boat passage or to include portages. • Utilize signage (Indigenous and English language) to identify trapping areas. • Implement programs to encourage and help finance trapping as a livelihood. • Provide appropriate compensation to trappers who use the area(s) along the road.	• Fish and Wildlife Use Areas *(along Ogoki River)* • Animal Harvest Area(s) *(within Study area and LSA, Alternative transects the area)* • Fishing Location (*Participant accessed one time in the Study Area near the river crossing and did not plan to return*) • Fishing Camp *(within the Study area)* • All segments result in the alteration / change in or loss of areas that may be used for traditional activities. • Requires input from IK/ILRU Studies from additional communities (e.g., Aroland First Nation) No discernable difference between alternatives	• Fish and Wildlife Use Areas *(along Ogoki River)* • Animal Harvest Area(s) *(within Study area and LSA,* Alternative *transects the area)* • Sensitive Fish Habitat *(Sturgeon – within Study area at the Ogoki River crossing)* • 2 Fishing Area(s) *(within the Study area and in the vicinity of the river crossing)* • All segments result in the alteration / change in or loss of areas that may be used for traditional activities. • Requires input from IK/ILRU Studies from additional communities (e.g., Aroland First Nation) No discernable difference between alternatives	• Fish and Wildlife Use Areas *(along Ogoki River)* • Animal Harvest Area(s) *(within Study area and LSA, Alternative transects the area)* • Sensitive Fish Habitat *(Sturgeon – within the Study Area, near Ogoki River crossing)* • Fishing Area *(within the Study area and in the vicinity of the river crossing)* • All segments result in the alteration / change in or loss of areas that may be used for traditional activities. • Requires input from IK/ILRU Studies from additional communities (e.g., Aroland First Nation) No discernable difference between alternatives
	• Changes in the availability or quantity of resources (e.g., wildlife, fish, vegetation) for traditional activities (e.g., harvesting and gathering).	• High Impacts to Low Impacts	• Work with other governing bodies to develop hunting and trapping regulations that minimize non-local Indigenous access to and harvesting pressure on local animal populations. • Work with other governing bodies to develop fishing restrictions to minimize non-Indigenous access to and pressure on fish populations.	• Requires input from Nat Sci team regarding potential for impact on culturally significant animal, plant and bird species. No data – to be determined at a future date	• Requires input from Nat Sci team regarding potential for impact on culturally significant animal, plant and bird species. No data – to be determined at a future date	• Requires input from Nat Sci team regarding potential for impact on culturally significant animal, plant and bird species. No data – to be determined at a future date

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Segment 1 – Ogoki Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCE MEASURES	ALTERNATIVE 1	ALTERNATIVE 4 EAST	ALTERNATIVE 4 WEST
			• Work with other governing bodies to develop regulations for wood harvesting along the road. • Implement an Indigenous-led environmental monitoring program (construction and post-construction) utilizing Indigenous knowledge to continue to assess changes in availability or quantity of resources so that mitigation measure can be employed more effectively and in "real time". • Avoid, where possible, preferred hunting/fishing/harvesting areas identified by communities. • Maintain water (i.e., river/lake/etc.) access during design, construction and operation. • Engage with Indigenous communities regarding watercourse crossing design to facilitate navigation and fish passage. • Watercourse crossings to be designed for boat passage or to include portages. • Design and route the all-season road to avoid areas of high-quality habitat where feasible. • Develop a response plan in case of spills or other environmental emergencies along the road. • Collaborate with Indigenous communities to identify areas for future cultural use and support grant applications to develop cultural camps that support on-the-land learning and use. • Following construction, make use of native vegetation/ re-vegetation with a focus on valued species during site rehabilitation.			
	• Changes in access to sites and areas used for traditional activities.	• High Impacts to Low Impacts	• Involve local Indigenous communities (MFFN) in the development of access management measures or plans. Access should prioritize Indigenous communities' ability to harvest resources over non-Indigenous land users. • Use Indigenous (MFFN) land users (e.g., hunters and trappers) to monitor the Project area to support the enforcement of access management measure. • Provide access ramps to traditional travel routes bisected by the all-season road. • Create temporary detours for snowmobiles and ATVs during construction. • Identify and sign detour routes and portages (in Indigenous and English languages). • Construction contract provision requiring key travel routes be maintained	• 8 Campgrounds/Sites *(eastern extent/edge of Study area and LSA boundaries)* • Walking/Trapping Trail *(Crosses route alignment)* • Animal Harvest Area(s) *(within Study area and LSA, Alternative transects the area)* • Fishing Location (*Participant accessed one time in the Study Area near the river crossing and did not plan to return*) • Fishing Camp *(within the Study area)* • All Alternatives provide greater access to lands for harvesting purposes – this can be viewed as both a *positive* and a negative effect.	• 3 Campgrounds/Sites *(within Study area boundary)* • Animal Harvest Area(s) *(within Study area and LSA, Alternative transects the area)* • Sensitive Fish Habitat *(Sturgeon – within Study area at the Ogoki River crossing)* • 2 Fishing Area(s) *(within the Study area and in the vicinity of the river crossing)* • All Alternatives provide greater access to lands for *harvesting* purposes – this can be viewed as both a positive and a negative effect.	• 3 Campgrounds/Sites *(within Study area boundary)* • Animal Harvest Area(s) *(within Study area and LSA, Alternative transects the area)* • Sensitive Fish Habitat *(Sturgeon – within the Study Area, near Ogoki River crossing)* • Fishing Area *(within the Study area and in the vicinity of the river crossing)* • All Alternatives provide greater access to lands for *harvesting* purposes – this can be viewed as both a positive and a negative effect.

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Segment 1 – Ogoki Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCE MEASURES	ALTERNATIVE 1	ALTERNATIVE 4 EAST	ALTERNATIVE 4 WEST
			• Engage with Indigenous communities on construction schedule to identify key hunting/fishing/harvesting times and areas that should be avoided. • Provide community updates regarding location and timing of construction activities. • Time construction activities to avoid key traditional use windows (e.g., moose hunting season, gees hunting season) • Restrict/limit non-Indigenous hunting/fishing/harvesting in the area. • Blocking and re-vegetating temporary access routes and other disturbed areas immediately after construction using native vegetation.	No discernable difference between alternatives	No discernable difference between alternatives	No discernable difference between alternatives
Cultural Continuity and Wellbeing (ability to practice and transmit cultural traditions)	• Alteration / change in or loss of culturally important sites and areas (e.g., ceremonial sites, place names, teaching sites, archaeological sites).	• High Impacts to Low Impacts	• Conduct HRIAs to identify archaeological and heritage sites. • Engage with Indigenous communities to identify undocumented culturally important sites. • Design and align the all-season road to avoid known cultural, heritage and archaeological sites and objects. • Flag construction exclusion areas around discovered/previously unknown cultural, heritage and archaeological sites. • Relocate heritage resources that would be destroyed by construction activities (only with consent from Indigenous communities and Archaeology Branch) • Consult with the local Indigenous communities (MFFN) on culturally appropriate measures if archaeological sites or objects are exposed during construction (i.e., co-develop Chance Find Procedures). • Provide instructions to contractors on procedures if archaeological sites or objects are exposed during construction. • Support Indigenous communities in developing on the land programming for Youth and Members to increase opportunities for cultural continuity and well-being. • Support the facilitation of Indigenous youth (MFFN) travelling to other First Nations/Thunder Bay/etc. in the region to learn about cultural and traditional land and resource use activities. • Develop all road signs in local Indigenous language(s).	• Big Gathering Place (*edge of the Study Area and within the LSA)* • Burial Site *(edge of the Study Area and within LSA)* • Village Site *(along Ogoki River between Alternative 1 and 4 within the Study area)* • 8 Campgrounds/Sites *(eastern extent of Study Area and LSA boundaries)* • 2 Points of Interest *(within the Study area – Rapids/Falls)* • 2 Points of Interest *(within the LSA – Rapids/Falls)* • Cultural Heritage Team has noted that the area has raised cultural significance by Indigenous Communities. • Requires input from MFFN and IK/ILRU Studies from additional communities (e.g., Aroland First Nation) Insufficient data – to be determined at a future date	• Burial Site *(between 4 East and 4 West within Study area)* • Burial Site *(Crossing Alignment)* • Village Site *(Edge of the Study Area boundary near Patience Lake)* • Village Site *(along Ogoki River between Alternative 1 and 4 within the Study area)* • 3 Campgrounds/Sites *(within Study Area boundary)* • Place Name *(at Patience Lake between 4 East and 4 West)* • 2 Points of Interest *(within the Study area – Rapids/Falls)* • 2 Points of Interest *(within the LSA – Rapids/Falls)* • Cultural Heritage Team has noted that the area has raised cultural significance by Indigenous Communities. • Requires input from MFFN and IK/ILRU Studies from additional communities (e.g., Aroland First Nation) Insufficient data – to be determined at a future date	• Burial Site *(between 4 East and 4 West within Study area)* • Cabin *(Commercial Use – Guiding)* • Village Site *(along Ogoki River between Alternative 1 and 4 within the Study area)* • 3 Campgrounds/Sites *(within Study Area boundary)* • Place Name (at *Patience Lake between 4 East and 4 West)* • 2 Points of Interest *(within the Study area – Rapids/Falls)* • 2 Points of Interest *(within the LSA – Rapids/Falls)* • Cultural Heritage Team has noted that the area has raised cultural significance by Indigenous Communities. • Requires input from MFFN and IK/ILRU Studies from additional communities (e.g., Aroland First Nation) Insufficient data – to be determined at a future date
Summary of Aboriginal and Treaty Rights and Interests:						

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Segment 1 – Ogoki Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCE MEASURES	ALTERNATIVE 1	ALTERNATIVE 4 EAST	ALTERNATIVE 4 WEST
There is little IK/ILRU data available for much of Segment 1. MFFN has provided some IK/ILRU for the northern extent of Segment 1 but there is limited to no information in the southern extent. It is anticipated that Aroland First Nation (and other Indigenous Communities) may have IK/ILRU related to the southern extent that would be advantageous in assessing route alternatives, provided this is shared.						
ECONOMIC						
Regional Economy	• Traditional Economies	• Change in Ability to Undertake Traditional Economic Activities	• Communicate information on planned and active construction activities to facilitate local planning of traditional economies such as trapping. • In selection of final road alignment as part of road design development, where possible, avoid high-quality fur-bearer habitat.	• The development of the road has the potential to result in *net* effects to traditional economies such as trapping. • Trapping is the only identified traditional economic activity that may be occurring in the study area. Trapping *activity* has declined significantly throughout Canada due to low fur prices. Anecdotal input suggests that trapping activity in the LSA has also declined and is no longer an important economic activity. • The development of the road may support trapping activity through providing better access to lands used for trapping or result in negative impacts by loss of habitat for targeted species. Despite *trappers* being requested for information, at this time, we have no input from the trappers on the level of activity in the intersected traplines or their opinions regarding potential impact from this route segment or road development in general. • See Trapping indicator under Land and Resource Use for ranking of routes in regards to trapline *area* covered and furbearer habitat impacted. • It is also possible that some fishing occurs in local rivers for commercial purposes but we have *no* specific information to support this. No discernable difference between alternatives	• The development of the road has the potential to *result* in net effects to traditional economies such as trapping. • Trapping is the only identified traditional economic activity that may be occurring in the study area. Trapping activity has declined significantly throughout Canada due to low fur prices. *Anecdotal* input suggests that trapping activity in the LSA has also declined and is no longer an important economic activity. • The development of the road may support trapping activity through providing better access to lands used for trapping or result in negative impacts by loss of habitat for targeted species. Despite trappers being requested for information, at this time, we have no input from the trappers on the level of activity in the intersected traplines or their opinions regarding potential impact from this route segment or road development in general. • See Trapping indicator under Land and Resource Use for ranking of routes in regards to trapline area covered and furbearer habitat impacted. • It is also possible that some fishing occurs in local *rivers* for commercial purposes but we have no specific information to support this. No discernable difference between alternatives	• The development of the road has the potential to *result* in net effects to traditional economies such as trapping. • Trapping is the only identified traditional economic activity that may be occurring in the study area. Trapping activity has declined significantly throughout Canada due to low fur prices. Anecdotal input suggests that trapping activity in the LSA has also *declined* and is no longer an important economic activity. • The development of the road may support trapping activity through providing better access to lands used for trapping or result in negative impacts by loss of habitat for targeted species. Despite trappers being requested for information, at this time, we have no input from the trappers on the level of activity in the intersected traplines or their opinions regarding potential impact from this route segment or road development in general. • See Trapping indicator under Land and Resource Use for ranking of routes in regards to trapline area covered and furbearer habitat impacted. • It is also possible that some fishing occurs in local rivers for commercial purposes but we have no specific information to support this. No discernable difference between alternatives
Summary of Economic: **Overall** • **All route alternatives are ranked equal for Segment 1 – Ogoki Crossing from an economic perspective.** The difference between all three alternatives is negligible. • All route segments will provide connection to the Marten Falls community and provide the same expected net economic benefit to the community including, for example, an expected decrease in the price of goods. • Similarly, all route segments are expected to provide similar employment opportunities and would have similar impact on government expenditure and taxation. • There are no specific economic features (e.g. businesses) identified in the PDA of the alternative route segments. • The opportunities for economic development including resource extraction activities such as mining are also identified to be similar amongst the alternative routes (see Land and Resource Use) and mineral claim holders indicated that all route options provide them greater access to their site of future potential for extraction and that all routes would benefit their economic potential.						

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Segment 1 – Ogoki Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCE MEASURES	ALTERNATIVE 1	ALTERNATIVE 4 EAST	ALTERNATIVE 4 WEST
• Since no information from trappers is available at the time of this evaluation regarding the level of trapping activity along the route segments, the routes are identified to be similar with respect to impact on traditional economies. **Net Effect** The predicted net effects of the three alternatives were evaluated as equivalent.						
HUMAN HEALTH						
Public Safety	• Road Use Accident	• Potential for roadway related accidents as a result of the road project including vehicles and pedestrians.	• "Post "no entry", warning signs and barricades (e.g., gates, fences), where necessary, around active construction sites; warning signs and reduced speed limits to be established at known wildlife crossing locations; warning signs and lights to be displayed for road maintenance equipment and trail crossings. • Provide for safe access for trappers and other traditional users.	• The development and use of the road has the potential to result in net effects to public safety including road related accidents. All route segments are considered to have relatively equal potential for accidents. No discernable difference between alternatives	• The development and use of the road has the potential to result in net effects to public safety including road related accidents. All route segments are considered to have relatively equal potential for accidents. No discernable difference between alternatives	• The development and use of the road has the potential to result in net effects to public safety including road related accidents. All route segments are considered to have relatively equal potential for accidents. No discernable difference between alternatives
Environmental Factors Influencing Human Health	• Country Foods	• Potential for change in the quality and quantity (abundance) of country foods.	• Reclaim and rehabilitate areas disturbed by construction to encourage natural regeneration/regrowth of vegetation and habitat restoration. • Community input into alignment routing, component siting and road design avoid important areas of botanical and wildlife resources that serve as country foods to the extent feasible.	• The development and operation of the road has the potential to result in net effects to the abundance of harvested species which could impact country food consumption by Indigenous communities. • Moose is understood to be an important species that is harvested by First Nations. The PDA for this segment contains 503 ha of high suitability moose habitat. Impacts to this habitat could impact area moose populations. • It is unknown if Caribou is currently harvested in the LSA and therefore is not considered in this evaluation in regards to country foods. • All route segments cross a similar number of water courses involving in-water works and is expected to have similar impact on fish that may be harvested. • Information on how the quality of harvested species could be affected by the road is not known at this time and will be assessed as part of the project impact assessment. Most Preferred	• The development and operation of the road has the potential to result in net effects to the abundance of harvested species which could impact country food consumption by Indigenous communities. • Moose is understood to be an important species that is harvested by First Nations. The PDA for this segment contains 410 ha of high suitability moose habitat. Impacts to this habitat could impact area moose populations. • It is unknown if Caribou is currently harvested in the LSA and therefore is not considered in this evaluation in regards to country foods. • All route segments cross a similar number of water courses involving in-water works and is expected to have similar impact on fish that may be harvested. • Information on how the quality of harvested species could be affected by the road is not known at this time and will be assessed as part of the project impact assessment. Most Preferred	• The development and operation of the road has the potential to result in net effects to the abundance of harvested species which could impact country food consumption by Indigenous communities. • Moose is understood to be an important species that is harvested by First Nations. The PDA for this segment contains 820 ha of high suitability moose habitat. Impacts to this habitat could impact area moose populations. • It is unknown if Caribou is currently harvested in the LSA and therefore is not considered in this evaluation in regards to country foods. • All route segments cross a similar number of water courses involving in-water works and is expected to have similar impact on fish that may be harvested. • Information on how the quality of harvested species could be affected by the road is not known at this time and will be assessed as part of the project impact assessment. Moderately Preferred
Summary of Human Health: **Overall** • **Alternatives 1 and 4 East are the most preferred route alternative for Segment 1 – Ogoki Crossing from the perspective of human health.** • Alternatives 1 and 4 East result in less impacts to moose habitat, and moose is an important country food source for local Indigenous communities. • All route segments will provide connection to the Marten Falls community and result in the same health impacts to the community including for example access to health services, changes to social and economic structures, mental well-being, etc.						

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Segment 1 – Ogoki Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCE MEASURES	ALTERNATIVE 1	ALTERNATIVE 4 EAST	ALTERNATIVE 4 WEST
• Generally, potential effects to the human health at the local or regional scale is considered similar for all the alternative routes. • Only two human health indicators were considered to have relevance considering the character of the study area and data availability: country foods and road use accidents. • All route segments are considered equal with respect to impacts on Indigenous women including human trafficking. • There are no permanent places of residences in proximity to the route segments that could be impacted in noise and air quality changes that might result in health impacts. **Net Effects:** Alternative 4 West results in higher net effects to country food availability due to greater moose habitat effects than Alternative 1 and 4 East. No information is currently available regarding the potential impact on the quality of harvested species. This will be considered in the assessment of impacts of the project. A comprehensive assessment of net effects to human health will be completed on the preferred route and may result in a different determination of predicted net effects to the valued component.						
LAND AND RESOURCE USE						
Land Use Compatibility	• Binary alignment with established planning policy requirements	• Description of applicable land use policies/designations	• No applicable measures due to absence of land use designations.	• The alternative route segments do not pass through any lands with land use designations. All route segments are on crown owned lands and are subject to the same provincial policies. No discernable difference between alternatives	• The alternative route segments do not pass through any lands with land use designations. All route segments are on crown owned lands and are subject to the same provincial policies. No discernable difference between alternatives	• The alternative route segments do not pass through any lands with land use designations. All route segments are on crown owned lands and are subject to the same provincial policies. No discernable difference between alternatives
Parks and Protected Areas	• Number and area of parks and protected areas impacted	• Number and area of Park and Protected area with natural, cultural or recreation values impacted	• Limit clearing and use of land within parks and protected lands as much as possible. Temporary work areas such as staging areas should be located outside of parks and protected areas.	• The development and operation of the road could result in net effects including the loss of *designated* parkland area and disturb use of adjacent parkland. • This segment crosses near the eastern end of Ogoki River *Provincial* park. As such it is considered to have the lowest impact on parks and protected areas among the alternatives. Most Preferred	• The development and operation of the road could result in net effects including the loss of designated parkland area and disturb use of adjacent parkland. • This segment crosses into the Ogoki River Provincial Park and impacts 135.31 hectares of park *land*. • Lower impact *on* parks and protected areas. Moderately Preferred	• The development and operation of the road could result in *net* effects including the loss of designated parkland area and disturb use of adjacent parkland. • This segment *crosses* into Ogoki River Provincial Park and impacts 141.1 hectares of park land. • Greatest relative impact on *parks* and protected areas. Least Preferred
	• Accessibility to parks and protected areas	• Extent to which access to parks and protected areas is increased.	• Monitor and limit the development of any side trails/roads that might extend into parks and protected areas. • Work with Ontario Parks regarding any measures to control access into parks and protected areas as applicable.	• The development of the road could have net effects that change access levels to existing parks. The net effects of this are dependent on the proximity of the road to the park and nature of the park. • This segment would provide less new access to Ogoki River Provincial Park which is a remote waterway park, as it passes just to the east of the park. Most Preferred	• The development of the road could have net effects that change access levels to existing parks. *The* net effects of this are dependent on the proximity of the road to the park and nature of the park. • This segment would provide new access to Ogoki River Provincial Park which is a remote waterway park. Road access would contribute to a change in the character of this park. Moderately Preferred	• The development of the road could have net effects that change access levels to existing parks. The net effects of this are dependent *on* the proximity of the road to the park and nature of the park. • This segment would provide new access to Ogoki River *Provincial* Park which is a remote waterway park. Road access would contribute to a change in the character of this park. Moderately Preferred
Recreation and Tourism	• Accessibility to lands and waterways used for recreation and tourism	• Change to access to land utilized for recreation and/or tourism	• Develop a land/waterbody access plan to determine need for any access restrictions and/or access enhancements to promote recreation and tourism in the area.	• The development of the road could improve access levels to current remote lands and water resources that could provide new recreation *and* tourism opportunities. • All segments provide greater access to lands that are currently inaccessible and which could be used for recreation purposes. Lands associated with this	• The development of the *road* could improve access levels to current remote lands and water resources that could provide new recreation and tourism opportunities. • All segments provide greater access to lands that are currently inaccessible and which could be used for recreation purposes. Lands associated with this	• The development of the road could improve access levels to current remote lands and water *resources* that could provide new recreation and tourism opportunities. • All segments provide greater access to lands that are currently inaccessible and which could be used for recreation purposes. Lands

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Segment 1 – Ogoki Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCE MEASURES	ALTERNATIVE 1	ALTERNATIVE 4 EAST	ALTERNATIVE 4 WEST
				route segment are not considered to have more recreation value than other route segments. No information has been shared by stakeholders to suggest otherwise. • Recreational users (e.g. snowmobilers, hunters, canoe/kayak *users*, etc.) would benefit from greater access to previously inaccessible lands. No discernable difference between alternatives	route segment are not *considered* to have more recreation value than other route segments. No information has been shared by stakeholders to suggest otherwise. • Recreational users (e.g. snowmobilers, hunters, canoe/*kayak* users, etc.) would benefit from greater access to previously inaccessible lands. No discernable difference between alternatives	associated with this route segment are *not* considered to have more recreation value than other route segments. No information has been shared by stakeholders to suggest otherwise. • Recreational users (e.g. snowmobilers, hunters, canoe/kayak users, etc.) would benefit from greater access to previously *inaccessible* lands. No discernable difference between alternatives
		• Change in waterway navigability including for recreation and tourism	• Navigable waterway crossings will be designed to not inhibit navigation • Navigation to be maintained during construction	• The development of bridges over watercourses could *negatively* affect navigation. • All segments cross a similar number of water bodies (*17*-18). No discernable difference between alternatives	• The development of bridges over *watercourses* could negatively affect navigation. • All segments *cross* a similar number of water bodies (17-18). No discernable difference between alternatives	• The development of bridges over watercourses could *negatively* affect navigation. • All segments cross a similar number of water bodies (17-18). No discernable difference between alternatives

	• Environmental conditions	• Change in environmental conditions that could change attractiveness of the area for tourism and recreation.	• Typical mitigation and avoidance measures such as standard practices for construction, road, and water crossing construction and maintenance will be applied to both construction and operation phases of the Project. Such measures include:
			  o Development and implementation of a Construction Environmental Management Plan (CEMP) by the Contractor.
			  o Adherence to blasting measures in accordance with the Guidelines for the Use of Explosives in or Near Canadian Fisheries Waters (Wright, Hopky, 1998).
			  o Measures to avoid unnecessary vehicle and machine idling to minimize emissions and greenhouse gasses.
			  o Development and implementation of a Spill Management Plan and Sediment and Erosion Control Plan.
			  o Proper water crossing structure design and installation to accommodate flow and drainage as well as fish passage in fish habitat, where appropriate.
				• The road development and its operation could result in *disturbance* net effects such as runoff that could negatively affect the quality of the adjacent environment and affect its attractiveness for recreation.
				• All segments are expected to result in similar change to *environmental* conditions that could result in effects to lands used for recreation.
				
				No discernable difference between alternatives
					• The road development and its operation could *result* in disturbance net effects such as runoff that could negatively affect the quality of the adjacent environment and affect its attractiveness for recreation.
					• All segments are expected to result in similar change to environmental conditions that could *result* in effects to lands used for recreation.
					
					No discernable difference between alternatives
						• The road development and its operation could result in disturbance net effects such as runoff *that* could negatively affect the quality of the adjacent environment and affect its attractiveness for recreation.
						• All segments are expected to result in similar *change* to environmental conditions that could result in effects to lands used for recreation.
						
						No discernable difference between alternatives

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Segment 1 – Ogoki Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCE MEASURES	ALTERNATIVE 1	ALTERNATIVE 4 EAST	ALTERNATIVE 4 WEST
			o Refuelling, service, and maintenance of vehicles and equipment will generally be carried out in designated areas at temporary construction camps and temporary laydown areas a minimum of 30 m from waterbodies. o Wash water from vehicles and equipment will not be allowed to enter a waterbody and will be conveyed to areas for infiltration, treated prior to discharge to the receiving environment, or hauled off site. o Minimize vegetation clearing to only what is required for construction and staging. o Incorporate standard tree protection and ESC measures. o Implement progressive reclamation and revegetation of disturbed areas no longer required following construction (e.g., temporary access roads, construction camps, and laydown areas). o Marten Falls First Nation will develop and implement an Environmental Protection Plan, which will include best management practices for vegetation protection and mitigation.			
	• Availability of species (fish and wildlife) harvested for recreation purposes	• Change to target species populations harvested for recreation purposes.	• Design mitigation measures for habitat and safety will be applied. • Setback of all-season road from rivers. • Limiting construction to work areas. • Measures to protect wildlife will minimize adverse effects to hunting success. Typical mitigation and avoidance measures such as standard practices for construction, road, and water crossing construction and maintenance will be applied to both construction and operation phases of the Project. Such measures include: o Development and implementation of a Construction Environmental Management Plan (CEMP) by the Contractor. o Adherence to in-water work timing windows.	• The development and operation of the road could have net effects that change the abundance of species that are harvested for recreation. • The natural science team is not able to provide an estimation regarding the extent to which the populations of species harvested might change. Change to their habitat is used as a surrogate measurement – see indicator below	• The development and operation of the road could have net effects that change the abundance of species that are harvested for recreation. • The natural science team is not able to provide an estimation regarding the extent to which the populations of species harvested might change. Change to their habitat is used as a surrogate measurement – see indicator below	• The development and operation of the road could have net effects that change the abundance of species that are harvested for recreation. • The natural science team is not able to provide an estimation regarding the extent to which the populations of species harvested might change. Change to their habitat is used as a surrogate measurement – see indicator below

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Segment 1 – Ogoki Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCE MEASURES	ALTERNATIVE 1	ALTERNATIVE 4 EAST	ALTERNATIVE 4 WEST
			o Adherence to blasting measures in accordance with the Guidelines for the Use of Explosives In or Near Canadian Fisheries Waters (Wright, Hopky, 1998). o Adherence to DFO's Measures to Protect Fish and Fish Habitat (DFO 2023). o Adherence to DFO's Interim Codes of Practice (temporary cofferdams, stream crossings, fish screens, culvert maintenance [for operations]). o Measures to avoid unnecessary idling to minimize emissions and greenhouse gasses. o Development and implementation of a Spill Management Plan and Sediment and Erosion Control Plan. o Proper water crossing structure design and installation to accommodate flow and drainage as well as fish passage in fish habitat, where appropriate. o Measures to limit the spread and / or introduction of invasive species. • Develop a land / waterbody access plan to determine need for any access restrictions			
	• Change to the habitat for these target species	• Typical mitigation and avoidance measures such as standard practices for construction, road, and water crossing construction and maintenance will be applied to both construction and operation phases of the Project. Such measures include: o Development and implementation of a Construction Environmental Management Plan (CEMP) by the Contractor. o Adherence to in-water work timing windows. o Adherence to blasting measures in accordance with	• The development and operation of the road could remove habitat of key valued species could reduce the abundance of these species for recreation harvesting. • Moose is a key wildlife species that is recreationally hunted. The PDA for this segment contains 503 ha of high suitability moose habitat. Impacts to this habitat could impact area moose populations. • All route segments cross a similar number of water crossings involving in-water works and is expected to have similar impact on fish that may be harvested.	• The development and operation of the road could remove habitat of key valued species could reduce the abundance of these species for recreation harvesting. • Moose is a key wildlife species that is recreationally hunted. The PDA for this segment contains 410 ha of high suitability moose habitat. Impacts to this habitat could impact area moose populations. • All route segments cross a similar number of water crossings involving in-water works and is expected to have similar impact on fish that may be harvested.	• The development and operation of the road could remove habitat of key valued species could reduce the abundance of these species for recreation harvesting. • Moose is a key wildlife species that is recreationally hunted. The PDA for this segment contains 820 ha of high suitability moose habitat. Impacts to this habitat could impact area moose populations. • All route segments crossing a similar number of water crossings involving in-water works and is expected to have similar impact on fish that may be harvested.

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Segment 1 – Ogoki Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCE MEASURES	ALTERNATIVE 1	ALTERNATIVE 4 EAST	ALTERNATIVE 4 WEST
			the Guidelines for the Use of Explosives In or Near Canadian Fisheries Waters (Wright, Hopky, 1998). o Adherence to DFO's Measures to Protect Fish and Fish Habitat (DFO 2023). o Adherence to DFO's Interim Codes of Practice (temporary cofferdams, stream crossings, fish screens, culvert maintenance [for operations]). o Measures to avoid unnecessary idling to minimize emissions and greenhouse gasses. o Development and implementation of a Spill Management Plan and Sediment and Erosion Control Plan. o Proper water crossing structure design and installation to accommodate flow and drainage as well as fish passage in fish habitat, where appropriate. o Measures to limit the spread and / or introduction of invasive species. • Develop a land / waterbody access plan to determine need for any access restrictions	• Higher net effects (due to moose habitat effects). Moderately Preferred	• Lowest net effects (due to moose habitat effects). Most Preferred	• Highest net effects (due to moose habitat effects). Least Preferred
Extractive Industry	• Removal of lands with potential for mineral extraction	• Area of land under mineral claim that the road segments pass through	• Engage with land claim holders in the road design stage to determine how impacts to mineral deposits can be minimized and/or access to mineral areas enhanced.	• The development of the road could remove mineral resource areas from being extracted in the future. • This segment: • Has 572.5 hectares of operational claims within the PDA. • Has 117.21 hectares of aggregate sites within the PDA. • The extent of the removal of mining claims area from road development will be less than the above noted and determined when the road alignment is confirmed.	• The development of the road could remove mineral resource areas from being extracted in the future. • This segment: • Has 119.51 hectares of operational claims within the PDA. • Has 69.60 hectares of aggregate sites within the PDA. • The extent of the removal of mining claims area from road development will be less than the above noted and determined when the road alignment is confirmed.	• The development of the road could remove mineral resource areas from being extracted in the future. • This segment: • Has 119.51 hectares of operational claims within the PDA. • Has 69.60 hectares of aggregate sites within the PDA. • The extent of the removal of mining claims area from road development will be less than the above noted and determined when the road alignment is confirmed. Most Preferred

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Segment 1 – Ogoki Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCE MEASURES	ALTERNATIVE 1	ALTERNATIVE 4 EAST	ALTERNATIVE 4 WEST
				Least Preferred	Most Preferred	
	• Proximity to and access to lands with future potential for mining development	• Change to access to lands with future potential for mineral extraction	• Engage with land claim holders in the road design stage to determine how impacts to mineral deposits can be minimized and/or access to mineral areas enhanced.	• The development of the road could improve access to mineral resource areas and thus potentially resulting in their development for economic benefit to the region and local communities. • This route segment's alignment provides 1.28 kilometres of access into potential future aggregate sites. Moderate change in access to lands with future potential for mineral extraction. Moderately Preferred	• The development of the road could improve access to mineral resource areas and thus potentially resulting in their development for economic benefit to the region and local communities. • This route segment's alignment provides 3.16 kilometres of access into potential future aggregate sites. Greatest change in access to lands with future potential for mineral extraction. Most Preferred	• The development of the road could improve access to mineral resource areas and thus potentially resulting in their development for economic benefit to the region and local communities. • This route segment's alignment provides 3.16 kilometres of access into potential future aggregate sites. Lowest change in access to lands with future potential for mineral extraction. Moderately Preferred
Forestry Industry	• Removal of commercial forestry lands	• Area of commercial forestry land that the road segments pass through	• No measures because there are no impacts to commercial forestry lands.	• The development of the road could result in the removal of forested lands that are commercially harvested. • This segment impacts no area of commercial forestry land. All route segments have no impact on removal of commercial forestry lands. No discernable difference between alternatives	• The development of the road could result in the removal of forested lands that are commercially harvested. • This segment impacts no area of commercial forestry land. All route segments have no impact on removal of commercial forestry lands. No discernable difference between alternatives	• The development of the road could result in the removal of forested lands that are commercially harvested. • This segment impacts no area of commercial forestry land. All route segments have no impact on removal of commercial forestry lands. No discernable difference between alternatives
	• Proximity to and access to lands with potential for forest harvesting	• Change to access to forestry lands	• Engage with forestry companies during road design stage regarding access to potential new forestry lands	• The development of the road could provide access to lands with timber that could be harvested for economic benefit to the region and local communities. • This segment impacts no area of commercial forestry land. However, this segment runs through an area to the west of the Ogoki Forest FMP not currently associated with any Forestry Management Unit, providing access to potential new forestry lands. Most Preferred	• The development of the road could provide access to lands with timber that could be harvested for economic benefit to the region and local communities. • This segment impacts no area of commercial forestry land. However, this segment has moderate proximity to the Ogoki Forest FMP area, and could be utilized for access at a future date. Moderately Preferred	• The development of the road could provide access to lands with timber that could be harvested for economic benefit to the region and local communities. • This segment impacts no area of commercial forestry land. However, this segment is greatest in proximity to the Ogoki Forest FMP area, and could be utilized for access at a future date. Moderately Preferred

Remote Outfitters	• Change to operations of remote outfitters in vicinity of road routes	• Number and proximity of remote outfitters to the alternatives
		• Potential for impact to the outfitters from the alternatives
			• During final road alignment selection and road design phase consider proximity of remote tourism outfitters to maximize separation distance
			  • Engage with tourism outfitters during road design phase
			  • If applicable, provide compensation to any outfitters displaced or who can no longer operate because of the road
			  • Develop a land/waterbody access plan to determine need for any access restrictions and/or access enhancements to protect remote tourism operations
				• The development of the road could mean that lands and waterbodies are more accessible to the public and decrease the attractiveness of the area for remote tourism operations.
				• This segment may result in increased access to one (1) remote tourism outfitter camp location that is located within 5 km of the PDA centreline. Increased levels of access to camp locations could have a negative effect as tourism operators could see decreased value from these camp
					• The development of the road could mean that lands and waterbodies are more accessible to the public and decrease the attractiveness of the area for remote tourism operations.
					• This segment may result in increased access to two (2) remote tourism camp outfitter locations that are located within 5 km of the PDA centreline. One of the camp locations is within three (3) kilometres of the route. Increased levels of access to camp locations could have a negative effect as
						• The development of the road could mean that lands and waterbodies are more accessible to the public and decrease the attractiveness of the area for remote tourism operations.
						• This segment may result in increased access to two (2) remote tourism camp outfitter locations that are located within 5 km of the PDA centreline. Increased levels of access to camp locations could have a negative effect as tourism operators could see a decreased value from

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Segment 1 – Ogoki Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCE MEASURES	ALTERNATIVE 1	ALTERNATIVE 4 EAST	ALTERNATIVE 4 WEST
				locations and may experience a decrease in species populations recreationally hunted and fished for. • These camp locations could also experience noise effects from road construction and operations which could detract from the user experience and make these cams less attractive to the outfitter. Most Preferred	tourism operators could see decreased value from these camp locations and may experience a decrease in species populations recreationally hunted and fished for. • These camp locations could also experience noise effects from road construction and operations which could detract from the user experience and make these cams less attractive to the outfitter. Least Preferred	these camp locations and may experience a decrease in species populations recreationally hunted and fished for. • These camp locations could also experience noise effects from road construction and operations which could detract from the user experience and make these cams less attractive to the outfitter. Moderately Preferred

Trapping	• Change to trapping activity in vicinity of alternatives	• Length of route passing through trap lines/# of trap lines affected	• Provide community updates regarding the location and timing of Construction noise activities	• The development of the road could result in the loss of furbearer habitat thus decreasing the populations of these species for harvesting. Alternatively, the road could improve access to lands that trappers could take advantage of.
				• This segment:
				  • Has a length of 48.10 kilometres passing through trapline areas.
				  • Intersects three (3) trapline areas.
				  • Has 1,509.01 hectares of trapline area within the PDA.
				• Would result in the least impact on American marten and wolverine habitat.
				• All route segments provide increased access to trapline areas.
				• Route passes through the greatest amount of trap line area but passes through the least amount of important furbearer habitat and is therefore ranked preferred.
				
				Most Preferred
					• The development of the road could result in the loss of furbearer habitat thus decreasing the populations of these species for harvesting. Alternatively, the road could improve access to lands that trappers could take advantage of.
					• This segment:
					  • Has a length of 39.87 kilometres passing through trapline areas.
					  • Intersects three (3) trapline areas.
					  • Has 2,847.74 hectares of trapline area within the PDA.
					• Would result in a moderate impact on American marten and wolverine habitat.
					• All route segments provide increased access to trapline areas.
					• Route passes through a moderate amount of trap line area and passes through a moderate amount of important furbearer habitat and is therefore ranked second preferred.
					
					Moderately Preferred
						• The development of the road could result in the loss of furbearer habitat thus decreasing the populations of these species for harvesting. Alternatively, the road could improve access to lands that trappers could take advantage of.
						• This segment:
						  • Has a length of 27.50 kilometres passing through trapline areas.
						  • Intersects two (2) trapline areas.
						  • Has 150.0 hectares of trapline area within the PDA.
						• Would result in the relative highest impact on American marten and wolverine habitat.
						• All route segments provide increased access to trapline areas.
						• While the route passes through the least length of trapline areas, it passes through the greatest amount of important furbearer habitat and is therefore ranked third.
						
						Least Preferred

		• Potential for change in populations of harvested fur bearing species.	• In selection of final road alignment and road design development, where possible, avoid high quality fur-bearing species habitat			
		• Change in access to lands for trapping.	• Engage with trappers regarding need for access related mitigation and or enhancements to improve access for trappers.			

Summary of Land and Resource Use:

Overall

- **Alternative 1 is the most preferred route for Segment 1 – Ogoki Crossing from the perspective of land and resource use**, as it has the lowest potential for impacts on Parks, remote outfitters and trapping and provides the best improved access to future forestry lands. Its only notable disadvantage is that it crosses the greatest amount of mineral resource area although it is expected that this can be mitigated through final alignment planning and working with mineral claim holders.
- Alternatives 4 East and 4 West are less preferred routes for Segment 1 – Ogoki Crossing from the perspective of land and resource use and are considered generally similar. The differences between Alternative 4 East and 4 West are negligible.

Net Effect

- The predicted net effect for each of the alternatives was evaluated as equivalent relative to each other regarding land use compatibility as there are no land use compatibility policies for the affected lands.
- Alternative 1 results in the lowest net effect on access to Ogoki River Provincial Park, while Alternative 4 East has the highest net effect.
- All three alternatives would have similar impact with regards to recreation and tourism as every route alternative could provide increased access to areas that were previously inaccessible and remote.
- Alternative 4 East results in the smallest area of moose habitat, an important species for hunting in the region.
- Alternatives 1 and 4 East are most preferred with regards to extractive industries as they will not remove lands currently used for operations and would provide greater access to lands with potential for future extraction activities.

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Segment 1 – Ogoki Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCE MEASURES	ALTERNATIVE 1	ALTERNATIVE 4 EAST	ALTERNATIVE 4 WEST
• The opportunities for new forestry activities are highest with Alternative 1, due to the segment running through land not currently associated with a forestry management plan, and Alternative 4 East and 4 West both run through the Ogoki FMP area. • Remote tourism operators and trappers would be least affected by Alternative 1 as it is within close proximity of the lowest number of outfitter camps and affects the lowest area of furbearer habitat.						
SOCIAL						
Summary of Social: • **All route alternatives for Segment 1 – Ogoki Crossing are considered equal from a Social-Community perspective.** The difference between all three alternatives is negligible. • All route segments will provide connection to the Marten Falls community and provide the same expected net social impact to the community. • Social-community impacts from the MFCAR are anticipated to be focused on the communities located with the LSA including Marten Falls First Nation, Aroland First Nation, and Greenstone. • The potential for social impacts (e.g. change in housing demand/supply, community well-being etc. is expected to be the same in all the LSA communities for all route alternatives. • No specific social-community features (e.g. permanent dwellings) were identified in proximity to the alternative route segments that could be impacted. • See ATRI for identification of features identified through the Indigenous Knowledge collection program.						
CLIMATE ADAPTATION AND RESILIENCY						
Summary of Climate Adaptation and Resiliency: • **There is no preferred alternative for Segment 1 – Ogoki Crossing from the perspective of climate adaptation and resiliency** • There exists significant data gaps and uncertainty in the generation of climate projections that have the appropriate level of granularity to differentiate between alternative routes. • As such, at this time, there is no discernible difference for the alternatives from a Climate Adaptation and Resiliency perspective.						

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Segment 1 – Ogoki Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCE MEASURES	ALTERNATIVE 1	ALTERNATIVE 4 EAST	ALTERNATIVE 4 WEST
CATEGORY – CULTURAL ENVIRONMENT						
CULTURAL HERITAGE						
Archaeological Sites and Resources	• Previously identified archaeological sites	• The net effects to archaeological resources will be evaluated. OR • Number of previously identified archaeological sites • Areas of cultural significance raised by local Indigenous Nations • Number of resources identified.	• Complete all outstanding archaeological assessments.	No registered archaeological sites, however archaeological potential is present within much of the alternative. No discernable difference between alternatives	No registered archaeological sites, however archaeological potential is present within much of the alternative. No discernable difference between alternatives	No registered archaeological sites, however archaeological potential is present within much of the alternative. No discernable difference between alternatives
	• Areas of cultural significance raised by local Indigenous Nations		• Complete all outstanding archaeological assessments. • Incorporate information received by Indigenous Nations in reporting. • Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous communities will be initiated in the event that archaeological resources or human remains are discovered.	Area has raised cultural significance by local Indigenous Nations. No discernable difference between alternatives	Area has raised cultural significance by local Indigenous Nations. No discernable difference between alternatives	Area has raised cultural significance by local Indigenous Nations. No discernable difference between alternatives
	• Proximity to water		• Complete all outstanding archaeological assessments.	Archaeological potential is present within much of the alternative. No discernable difference between alternatives	Archaeological potential is present within much of the alternative. No discernable difference between alternatives	Archaeological potential is present within much of the alternative. No discernable difference between alternatives
	• Soil texture and drainage		• Complete all outstanding archaeological assessments.	Archaeological potential is present within much of the alternative. No discernable difference between alternatives	Archaeological potential is present within much of the alternative. No discernable difference between alternatives	Archaeological potential is present within much of the alternative. No discernable difference between alternatives
	• Glacial geomorphology, elevated topography		• Complete all outstanding archaeological assessments.	Archaeological potential is present within much of the alternative. No discernable difference between alternatives	Archaeological potential is present within much of the alternative. No discernable difference between alternatives	Archaeological potential is present within much of the alternative. No discernable difference between alternatives
	• Resource areas including food or medicinal plants, scarce raw materials		• Complete all outstanding archaeological assessments.	Area has food or medicinal plant resources. No discernable difference between alternatives	Area has food or medicinal plant resources. No discernable difference between alternatives	Area has food or medicinal plant resources. No discernable difference between alternatives
	• Areas of early 19th century settlement and transportation routes		• Complete all outstanding archaeological assessments.	Archaeological potential is present within much of the alternative, Ogoki River is a significant potable water source. No discernable difference between alternatives	Archaeological potential is present within much of the alternative, Ogoki River is a significant potable water source. No discernable difference between alternatives	Archaeological potential is present within much of the alternative, Ogoki River is a significant potable water source. No discernable difference between alternatives
	• Properties that local histories or informants have identified with possible archaeological sites, historical events, activities or occupants		• Complete all outstanding archaeological assessments.	Archaeological potential is present within much of the alternative, Ogoki River is a significant potable water source. No discernable difference between alternatives	Archaeological potential is present within much of the alternative, Ogoki River is a significant potable water source. No discernable difference between alternatives	Archaeological potential is present within much of the alternative, Ogoki River is a significant potable water source. No discernable difference between alternatives
Built Heritage Resources/Cul	• Animal, Fish, and Plant Harvest Areas (MFFN)	• The net effects to built heritage resources and	• Where possible, avoid direct adverse impacts to Animal, Fish and Plant Harvest Areas.	Net effects for this alternative include the potential disturbance of up to twenty-five	Net effects for this alternative include the potential disturbance of up to fifteen (15)	Net effects for this alternative include the potential disturbance of up to fifteen (15)

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Segment 1 – Ogoki Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCE MEASURES	ALTERNATIVE 1	ALTERNATIVE 4 EAST	ALTERNATIVE 4 WEST
tural Heritage Landscapes		cultural heritage landscapes will be evaluated in the Cultural Heritage Report. • Number of resources identified.	• If direct adverse impacts are anticipated to an Animal, Fish, and Plant Harvest Area, then complete further mitigation (i.e, Cultural Heritage Evaluation Report or Hertiage Impact Assessment)	(25) identified Animal, Fish, and Plant Harvest Areas. Least Preferred	identified Animal, Fish, and Plant Harvest Areas. Most Preferred	identified Animal, Fish, and Plant Harvest Areas. Most Preferred
	• Cultural, Spiritual, and Sacred Areas (MFFN)		• Where possible, avoid direct adverse impacts to Cultural, Spiritual, and Sacred Areas. • If direct adverse impacts are anticipated to a Cultural, Spiritual, and Sacred Area, then complete further mitigation (i.e, Cultural Heritage Evaluation Report or Hertiage Impact Assessment)	Net effects for this alternative include the potential disturbance of up to five (5) identified Cultural, Spiritual, and Sacred Areas. Least Preferred	This alternative is not anticipated to impact any identified Cultural, Spiritual, or Sacred Areas. Most Preferred	Net effects for this alternative include the potential disturbance of up to five (5) identified Cultural, Spiritual, and Sacred Areas. Least Preferred
	• Habitation Areas (MFFN)		• Where possible, avoid direct adverse impacts to Habitation Areas. • If direct adverse impacts are anticipated to a Habitation Area, then complete further mitigation (i.e, Cultural Heritage Evaluation Report or Heritage Impact Assessment)	Net effects for this alternative include the potential disturbance of up to ten (10) identified Habitation Areas. Most Preferred	Net effects for this alternative include the potential disturbance of up to fifteen (15) identified Habitation Areas. Least Preferred	Net effects for this alternative include the potential disturbance of up to fifteen (15) identified Habitation Areas. Least Preferred
	• Travel (MFFN and Historical Maps)		• Where possible, avoid direct adverse impacts to Travel Areas. • If direct adverse impacts are anticipated to a Travel Area, then complete further mitigation (i.e, Cultural Heritage Evaluation Report or Heritage Impact Assessment)	This alternative is not anticipated to impact any identified Historical Indigenous Trails or Portage Routes No discernable difference between alternatives	This alternative is not anticipated to impact any identified Historical Indigenous Trails or Portage Routes No discernable difference between alternatives	This alternative is not anticipated to impact any identified Historical Indigenous Trails or Portage Routes No discernable difference between alternatives

Summary of Cultural Heritage:

Overall
Alternative 4 East is the most preferred route alternative for Segment 1 – Ogoki Crossing from the perspective of cultural heritage due to its lower net effect on identified cultural heritage resources.

- All alternatives have the potential to impact identified cultural heritage resources.
- The difference between the alternative routes is negligible.
- For consistency the Cultural Heritage indicators have been revised from those presented in the Study Plan to be consistent with the IK data points used to develop the cultural heritage themes for the Cultural Heritage Report.

Net Effects
The predicted net effects were evaluated as equivalent for all three alternatives due to their effects on areas of raised cultural significance by local Indigenous nations, archaeological potential present, food/medicinal plant resources, Ogoki River as a potable water source, disturbance of Harvest Areas, and disturbance of Habitation Areas. The predicted net effects have not considered all potential mitigation that may be applied. Net effect assessment is subject to change based on the implementation of additional mitigation. This comparative analysis evaluated three route alternatives based on the direct interaction of their project development areas and the representative indicator measures and did not consider the effects to the cultural heritage valued component at the local or regional scale (i.e., local study area or regional study area). The comprehensive assessment of net effects to the cultural heritage valued component will be completed on the preferred route selected and may result in a different determination of predicted net effects to the valued component.

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Segment 1 – Ogoki Crossing

FACTOR	INDICATOR	MEASURES	ALTERNATIVE 1	ALTERNATIVE 4 EAST	ALTERNATIVE 4 WEST
CATEGORY – TECHNICAL, ENGINEERING AND COST					
Design	• Roadway Alignment Length	• Km	48.1 km	54.9 km	60.93 km
	• Number of Water Crossings	• #	12	16	17
	• Length of Water Crossings	• Km	380 m	740 m	540 m
Construction Complexity	• Access to Roadway Material	• Description	- Higher haul costs than Alternative 4 as there are fewer bedrock quarry opportunities increasing the hauling costs.	Savings on haul costs compared to Alternative 1 due to more bedrock quarry opportunities along the Alignment.	Lowest haul cost option as this segment travels west and goes through bed rock substrates significantly reducing hauling distances.
	• Constructability of Roadway	• High to Low	Higher complexity – majority of the route traverses poor substrates.	Medium complexity – there is a balance of the route that traverses both good and bad terrain.	Lower-Medium complexity – the route path is more heavily weighted towards good terrain.
	• Constructability of Water Crossing	• High to Low	Lower – though narrower crossing of Ogoki (70m) it crosses it twice (both 70m)	Higher – the longest crossing of Ogoki (300m) option	Moderate – single 120m long crossing of Ogoki
Miscellaneous	• Schedule Implications	• Description	Higher – Road construction with poor substrates, terrain and high cost to haul aggregates; no means of access without significant upgrades to the Painter Lake road section	Medium - Given the haul factor for road construction	Lower - Proximity to aggregate materials with good terrain
Operations	• Long Term Maintenance	• Description	Higher – Given poorer ground terrain compared with other alternatives and gravel hauling costs	Medium – Given better access to aggregate resource than Alt 1 and better ground conditions	Lower – Given proximity to aggregate materials and best ground conditions
Cost	• Value of construction	• $ CAD	Roads $198M Bridges $115M Total $313M	Roads $209M Bridges $230M Total $439M	Roads $214M Bridges $183M Total $397M

Summary of Technical, Engineering and Cost:

Overall

- **Alternative 4 West is the most preferred route for segment 1 – Ogoki Crossing from the perspective of technical, engineering and cost** for the following reasons:
  - roadway alignment lengths are mutually equal and not a factor when 13km is added to the southern segment of Alternative 1 to connect with the Anaconda road
  - has the lowest access to roadway material (haul cost factor is optimized)
  - least amount of schedule restrictions
  - lowest longer term operations and maintenance roadway costs
  - substantially cheaper than alternative 4 east in cost and marginally higher than alternative 1 when factoring in alternative 1 gap and construction logistics with painter lake road
- *ALTERNATIVE 1 does NOT include the southern 13km to link up with the southern node which would account for $7.2M in structures (one bridge), $67.2M in roads or $74.4M in capital costs (incorporated haul costs for this 13km segment are $11.6M)*
- Long Term Maintenance inputs are attributed to both the stockpiling and annual hauling (gravelling) of the road, terrain type and potential for repairs.
- Value of Construction includes both a 20% contingency factor and for the structures climate change impact is accounted for and assumed to be 35-40% of the bridge base price
- Future Economic Development; early on in the route analysis the project team mentioned the opportunity for the timber industry northwest of the Ogoki would be realized if the Alternative 4 network segments were selected.

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Segment 2 – Albany Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – PHYSICAL ENVIRONMENT					
PEATLANDS					
Peatland Ecosystems	• Availability (decrease / increase of overall amount of peatland area) • Distribution (changes to the arrangement and connectivity of Peatlands) • Function and Composition (change in plant species composition or ecological function).	• Peatland area (hectares) disturbed per alternative • Number of peatlands type fragmented	• Minimize vegetation clearing to only what is required for construction and staging. • Avoid using peatlands for staging, where possible. • Incorporate standard tree protection and ESC measures. • Implement progressive reclamation and revegetation of disturbed areas no longer required following construction (e.g., temporary access roads, construction camps, and laydown areas). • Marten Falls First Nation will develop and implement an Environmental Protection Plan, which will include best management practices for peatlands protection and mitigation.	This alternative is anticipated to disturb 344.85 ha of peatland and 10 peatland ecosite types.	This alternative is anticipated to disturb 487.81 ha of peatland and 10 peatland ecosite types.
Summary of Peatlands: **Overall** • **Alternative 1 is the most preferred route alternative for Segment 2 – Albany Crossing from the perspective of peatlands** as it results in the lower net effects relative to Alternative 4 through smaller direct loss of peatland area. **Peatland Area** • Alternative 1 is the most preferred as it results in the least direct loss of peatland area. • Alternative 4 is the least preferred as it results in the greatest loss of peatland area. **Number of Peatland Types Fragmented** • Alternative 1 and 4 are equally preferred as they result in an equal number of peatland types impacted. **Net Effects** Alternative 4 results in higher net effects than Alternative 1 due to direct loss of peatland area. This comparative analysis evaluated the route alternatives based on the direct interaction of their project development areas and the representative indicator measures and did not consider the effects to peatland valued components at the local or regional scale (i.e., local study area or regional study area). The predicted net effects have not considered all potential mitigation or design elements to maintain peatland function (e.g., hydrology) that may be applied at a later stage of project design. The comprehensive assessment of net effects to the peatland valued components will be completed on the preferred route selected and may result in a different determination of predicted net effects. ***Notes:*** 1. Note that for the purposes of the alternatives assessment, only the availability (area) of peatlands disturbed and the number of peatland types fragmented were used because these measures can be quantified and are unbiased. Loss of peatlands also reduces their overall function and ability to store carbon, so those indicators are indirectly being assessed by determining the area of peatlands lost and fragmented. 2. This analysis is based on mapping that does not incorporate data collected during the 2023 field programs. This 2023 field information may refine the peatlands mapping that will be included in final reporting.					
PHYSIOGRAPHY, TERRAIN AND SOILS					
Physiography, Terrain and Soils	• Quantity and distribution of terrain units	• Area of surficial materials disturbed per alternative • Area of potential land with permafrost processes • Area of class IV and V terrain stability per alternative • Number of significant landforms[2] disturbed per alternative	• Minimize areas of vegetation clearing and soil disturbance. • Implement progressive reclamation and revegetation of disturbed areas no longer required following construction (e.g., temporary access roads, construction camps, and laydown areas).	This alternative is anticipated to: • Disturb 676 ha of surficial materials • Intersect 0 ha of potential land with permafrost • Intersect 0.2 ha of Class IV (<0.1% of alternative footprint) and 0.0 ha of Class V terrain • Disturb 2 significant landforms	This alternative is anticipated to: • Disturb 1,228 ha of surficial materials • Intersect 0 ha of potential land with permafrost • Intersect 3 ha of Class IV (0.2% of alternative footprint) and 0.0 ha of Class V terrain • Disturb 4 significant landforms
	• Quantity and distribution of soil map units	• Area of soil disturbed (excludes non-soils such as bedrock and water) per alternative	• Implement progressive reclamation and revegetation of disturbed areas no longer required following construction (e.g., temporary access roads, temporary construction camps, laydown areas). • Minimize areas of vegetation clearing and soil disturbance. • Marten Falls First Nation will develop and implement an Environmental Protection Plan, which will include best management practices for soil erosion, salvage and handling.	672 ha (99% of alternative footprint)	1,220 ha (99% of alternative footprint)

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Segment 2 – Albany Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – PHYSICAL ENVIRONMENT					
	• Soil Quality / Productivity	• Area of high water erosion risk disturbed per alternative • Area of high wind erosion risk disturbed per alternative • Amount of soil that is considered suitable for reclamation[3] • Area of high compaction risk disturbed per alternative	• Implement progressive reclamation and revegetation of disturbed areas no longer required following construction (e.g., temporary access roads, construction camps, and laydown areas). • Use clearing equipment that minimizes surface disturbance, soil compaction and topsoil loss (e.g., equipment with low ground pressure tracks or tires, blade shoes, and brushes), where feasible. • Where soils are prone to wind erosion, tackify, cover, seed, and/or apply water during periods of high erosion potential (e.g., summer and fall). • Minimize soil disturbance by building on bedrock, where feasible . • Marten Falls First Nation will develop and implement an Environmental Protection Plan, which will include best management practices for soil erosion, salvage and handling. • Construct in winter to avoid compaction, where feasible.	This alternative is anticipated to: • Disturb 0 ha of area with high water erosion risk • Disturb 0 ha of area with high wind erosion risk • Disturb 471 ha (70% of alternative footprint) of soil that is considered suitable for reclamation • Intersect 48 ha (7% of alternative footprint) of area with high compaction risk	This alternative is anticipated to: • Disturb 0 ha of area with high water erosion risk • Disturb 296 ha of area with high wind erosion risk • Disturb 605 ha (49% of alternative footprint) of soil that is considered suitable for reclamation • Intersect 70 ha (6% of alternative footprint) of area with high compaction risk
Summary of Physiography, Terrain and Soils: **Overall** • **Alternative 1 is the most preferred route alternative for Segment 2 – Albany Crossing from the perspective of physiography, terrain and soils** as this alternative is anticipated to disturb fewer significant landforms and a smaller area of surficial materials, soil, areas of high water and wind erosion risk and soil with high risk of compaction than Alternative 4. • Alternative 4 would remove the largest area of surficial materials. • Alternative 4 would impact the largest area of potentially unstable ground with 3 ha (0.2%) of the Alternative 4 area. • No permafrost processes were identified to intersect with either of the two alternatives. • Alternative 1 would affect two fewer significant landforms than Alternative 4. • Alternative 1 and Alternative 4 have the same percentage of soil that would potentially be affected (99%), however Alternative 4 is significantly larger in area, and therefore would disturb more soil. • Neither alternative has areas identified as being at a potentially high risk for water erosion. • Alternative 1 has no area identified as being potentially at high risk for wind erosion, however nearly a quarter (24%) of Alternative 4 has soils at a high risk of wind erosion identified. • A large percentage (70%) of the soil in the Alternative 1 area is rated as being suitable for reclamation (i.e., soil used to reclaim temporarily disturbed areas following construction), and only 49% of Alternative 4 is suitable for reclamation. • Alternative 1 and Alternative 4 have similar percentages of soil that are potentially at risk of compaction (7% and 6%, respectively), however Alternative 4 is larger in size, and therefore will affect more potentially compactable soils. **Net Effects** Alternative 4 results in higher net effects than Alternative 1. This comparative analysis evaluated two route alternatives based on the interaction of their project development areas and the representative indicator measures, and did not consider the effects to physiography, terrain and soil valued component at the local or regional scale (i.e., local study area or regional study area). The comprehensive assessment of net effects to the physiography, terrain and soils valued component, will be completed on the preferred route selected, and may result in different determination of predicted net effects. ***Notes:*** 1. Some numbers are rounded for presentation purposes. Therefore, it may appear that the totals do not equal the sum of the individual values. 2. The number of significant landforms noted is subjective and may be a conservative value. This measure will be re-evaluated with Indigenous knowledge input, and information from the wildlife and vegetation disciplines. As a result, the data presented here may differ from the final effects analysis. 3. Soil with a rating of Good, Fair or Poor were considered suitable for reclamation.				
GROUNDWATER AND GEOCHEMISTRY					
Groundwater	• Groundwater Quality: Degradation of physical and chemical characteristics of groundwater • Groundwater Quantity: Change in groundwater levels	• Areas of coarse-grained surficial deposits and bedrock that are potentially important for groundwater recharge and have elevated vulnerability to groundwater contamination. (hectares)	• Design stormwater management features to contain runoff and allow it to infiltrate locally • Restore land cover on unused parts of road construction footprint (construction camps, aggregate pits) • Implement spill prevention, monitoring, control and response programs for road construction and operation • Minimize or avoid using salt solutions for dust/ice control	This alternative will intersect 485 ha of coarse-grained surficial deposits and bedrock that are potentially important for groundwater recharge and have elevated vulnerability to groundwater contamination.	This alternative will intersect 1,018 ha of coarse-grained surficial deposits and bedrock that are potentially important for groundwater recharge and have elevated vulnerability to groundwater contamination.

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Segment 2 – Albany Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – PHYSICAL ENVIRONMENT					
Summary of Groundwater and Geochemistry: **Overall** • **Alternative 1 is the most preferred route alternative for Segment 2 – Albany Crossing from the perspective of groundwater and geochemistry as it crosses over the least area of coarse-grained and bedrock surficial materials.** • Alternative 1 crosses over the least amount of area of coarse-grained and bedrock surficial materials. • Alternative 4 crosses over the greatest amount of area of coarse-grained and bedrock surficial materials. **Net Effects** Alternative 4 results in higher net effects than Alternative 1 due to its intersection with coarse-grained surficial deposits and bedrock. This comparative analysis evaluated two route alternatives based on the interaction of their project development areas and the representative indicator measures and did not consider the effects to groundwater at the local or regional scale (i.e., local study area or regional study area). The comprehensive assessment of net effects to the groundwater valued component, will be completed on the preferred route selected, and may result in a different determination of predicted net effects. area or regional study area). The comprehensive assessment of net effects to the groundwater valued component, will be completed on the preferred route selected, and may result in a different determination of predicted net effects.					
SURFACE WATER					
Surface Water	• Surface Water Quantity • Surface Water Quality	• Total number of waterbody crossings • Flow regime (permanent vs. intermittent or ephemeral) • Channel length and/or width or wetted area within the proposed corridor (to be tallied as a total for all the crossing locations within a given segment) • Number of waterbodies targeted for crossing structure installation /maintenance and associated in-water work with potential effects to flow conveyance and erosion and sedimentation processes • Number of waterbodies targeted for crossing structure installation/maintenance and associated in-water work with potential effects to sensitive receptors or features (e.g., sensitive fish communities, areas of known channel instability, etc.).	Typical mitigation and avoidance measures such as standard practices for construction, road, and water crossing construction and maintenance will be applied to both construction and operation phases of the Project. Such measures include: • Development and implementation of a Construction Environmental Management Plan (CEMP) by the Contractor. • Adherence to blasting measures in accordance with the Guidelines for the Use of Explosives in or Near Canadian Fisheries Waters (Wright, Hopky, 1998). • Measures to avoid unnecessary vehicle and machine idling to minimize emissions and greenhouse gasses. • Development and implementation of a Spill Management Plan and Sediment and Erosion Control Plan. • Proper water crossing structure design and installation to accommodate flow and drainage as well as fish passage in fish habitat, where appropriate. • Refuelling, service, and maintenance of vehicles and equipment will generally be carried out in designated areas at temporary construction camps and temporary laydown areas a minimum of 30 m from waterbodies. • Wash water from vehicles and equipment will not be allowed to enter a waterbody and will be conveyed to areas for infiltration, treated prior to discharge to the receiving environment, or hauled off site.	This alternative is anticipated to: • Cross 7 waterbodies, all of which are inferred as permanent • Intersect 29,112 m^2 of wetted area within the proposed corridor • Cross 5 waterbodies (27,332 m^2 of wetted area) that are targeted for crossing structure installation /maintenance and associated in-water work • Cross 3 waterbodies (26,800 m^2 of wetted area) that are targeted for crossing structure installation /maintenance and associated in-water work with potential effects to sensitive receptors or features	This alternative is anticipated to: • Cross 8 waterbodies, all of which are inferred as permanent • Intersect 14,125 m^2 of wetted area within the proposed corridor • Cross 6 waterbodies (12,580 m^2 of wetted area) that are targeted for crossing structure installation /maintenance and associated in-water work • Cross 3 waterbodies (12,050 m^2 of wetted area) that are targeted for crossing structure installation /maintenance and associated in-water work with potential effects to sensitive receptors or features
Summary of Surface Water: **Overall** • **Alternative 4 is the most preferred route alternative for Segment 2 – Albany Crossing from the perspective of surface water.** Although Alternative 4 includes one more crossing than Alternative 1, it carries a total wetted area that is roughly half of the associated conditions at Alternative 1 and includes the same number of crossings with heightened relevance or sensitivity to effects. **Net Effects** The predicted net effects for both alternatives are predicted to be equivalent, based on the understanding that, with the implementation of the recommended avoidance, mitigation, compensation, and enhancement measures (including properly sized and designed water crossing structures, installation and maintenance of appropriate erosion and sediment controls, and implementation of construction best management practices), the potential effects on surface water receivers are expected to be limited. As such, there is a negligible net effect differences between the alternatives from the perspective of surface water. ***Notes:*** The requirement for in-water determined as follows: • For waterbody crossings with bankfull widths less than 5 m, it is assumed that culverts would be used (requiring in-water work)					

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Segment 2 – Albany Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – PHYSICAL ENVIRONMENT					
• For waterbody crossings with bankfull widths greater than or equal to 5 m and less than 25 m, it is assumed that clear span bridges would be used (no in-water work) • For waterbody crossings greater than or equal to 25 m, it is assumed that bridges with piers and abutments would be used (requiring in-water work) • For waterbody crossings in flooded/impounded wetlands where wetted widths were greater than bankfull width at the time of the assessment, it is assumed that in-water work would be required.					
VISUAL					
Visual	• Change in landscape character	• Visibility of project from identified valued/sensitive receptor locations (Albany River).	▪ Minimize disturbance to the surrounding landscape including; Peatland, Vegetation, Terrain, and Surface Water. ▪ Minimize the creation on open vistas to reduce visibility of proposed community access road. ▪ Implement progressive reclamation and revegetation of disturbed areas no longer required following construction.	▪ Proximity to Albany River has potential for great visual impact ▪ Least preferred ▪ See below anticipated impacts to changes in landscape character	▪ Most Preferred ▪ See below anticipated impacts to changes in landscape character
	• Proximity to and number of sensitive sites	• Alteration / change in or loss of culturally important sites and areas (e.g., ceremonial sites, place names, teaching sites, archaeological sites • Visibility of Cultural, Spiritual, and Sacred Areas (MFFN)	▪ Avoid and/or screen sensitive sites and features ▪ Minimize disturbance and proximity of road to sensitive receptors including known cultural and spiritual significant places	▪ Avoid and/or screen sensitive sites and features	▪ Avoid and/or screen sensitive sites and features
	• Degree of Visual Contrast	• Amount of Visual Disturbance	▪ Minimize disturbance and extent of infrastructure	▪ Requires visibility mapping/modeling	▪ Requires visibility mapping/modeling
	• Change in Landscape Character: Physiography, Terrain and Soils	• Area of surficial materials disturbed per alternative • Number of Surface features disturbed per alternative	▪ Minimize areas of vegetation clearing and soil disturbance. ▪ Implement progressive reclamation and revegetation of disturbed areas no longer required following construction (e.g., temporary access roads, construction camps, and laydown areas).	This alternative is anticipated to: • Disturb 676 ha of surficial materials • Intersect 0 ha of potential land with permafrost • Intersect 0.2 ha of Class IV (<0.1% of alternative footprint) and 0.0 ha of Class V terrain • Disturb 2 significant landforms	This alternative is anticipated to: • Disturb 1,228 ha of surficial materials • Intersect 0 ha of potential land with permafrost • Intersect 3 ha of Class IV (0.2% of alternative footprint) and 0.0 ha of Class V terrain • Disturb 4 significant landforms
	• Change in Landscape Character: Surface Water Features	• Total number of waterbody crossings • Number of waterbodies targeted for crossing structure installation/maintenance and associated in-water work with potential effects to sensitive receptors or features (e.g., traditional land-uses)	▪ Typical mitigation and avoidance measures such as standard practices for construction, road, and water crossing construction and maintenance will be applied to both construction and operation phases of the Project. Such measures include: ▪ Proper water crossing structure design and installation to accommodate flow and drainage as well as fish passage in fish habitat, where appropriate. ▪ Refuelling, service, and maintenance of vehicles and equipment will generally be carried out in designated areas at temporary construction camps and temporary laydown areas a minimum of 30 m from waterbodies.	This alternative is anticipated to: • Cross 7 waterbodies, all of which are inferred as permanent • Intersect 29,112 m^2 of wetted area within the proposed corridor • Cross 5 waterbodies (27,332 m^2 of wetted area) that are targeted for crossing structure installation /maintenance and associated in-water work • Cross 3 waterbodies (26,800 m^2 of wetted area) that are targeted for crossing structure installation /maintenance and associated in-water work with potential effects to sensitive receptors or features	This alternative is anticipated to: • Cross 8 waterbodies, all of which are inferred as permanent • Intersect 14,125 m^2 of wetted area within the proposed corridor • Cross 6 waterbodies (12,580 m^2 of wetted area) that are targeted for crossing structure installation /maintenance and associated in-water work • Cross 3 waterbodies (12,050 m^2 of wetted area) that are targeted for crossing structure installation /maintenance and associated in-water work with potential effects to sensitive receptors or features
	• Change in Landscape Character: Vegetation and Ecosystems	• Area (hectares) of wetland, riparian and upland ecosystems disturbed per alternative1 • Peatland area (hectares) disturbed per alternative • Number of peatlands type fragmented	▪ Minimize vegetation clearing to only what is required for construction and staging. ▪ Avoid using wetland and riparian areas for staging, where possible. ▪ Incorporate standard tree protection and ESC measures. ▪ Implement progressive reclamation and revegetation of disturbed areas no longer required following construction (e.g., temporary access roads, construction camps, and laydown areas).	▪ This alternative is anticipated to disturb 347.08 ha of wetland and riparian ecosystems. ▪ This alternative is anticipated to disturb 4 upland ecosite types. ▪ This alternative is anticipated to disturb 344.85 ha of peatland and 10 peatland ecosite types.	▪ This alternative is anticipated to disturb 347.08 ha of wetland and riparian ecosystems. ▪ This alternative is anticipated to disturb 10 upland ecosite types. ▪ This alternative is anticipated to disturb 487.81 ha of peatland and 10 peatland ecosite types.

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Segment 2 – Albany Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – PHYSICAL ENVIRONMENT					

Summary of Visual:
 	
Overall
• **Alternative 4 is the most preferred route alternative for Segment 2 – Albany Crossing from the perspective of visual** as it results in less visual impact than Alternative 1.
  • Alternative 1 and 4 have a similar amount of potential water crossings.
  • Alternative 1 is adjacent the Albany River and has to potential to create a higher visual impact.
  • Alternative 1 is shown to have higher visual impact to Traditional Indigenous land uses and significant locations.
  • Alternative is shown to have a higher composition of forest resulting in a reduced visual impact.
 	
Net Effects					

ACOUSTIC AND VIBRATION ENVIRONMENT					

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Segment 2 – Albany Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – PHYSICAL ENVIRONMENT					
Acoustic and Vibration Environment	Change to noise and vibration	• Project Development Area (PDA) footprint area • Total road length • # of sensitive points of reception (PORs) within 500 m of the roadway	• Comply with local municipal noise by-laws and the MECP Model Municipal Noise Control Bylaw (i.e., NPC-115). • Generally limit construction activities to the daytime period (i.e., 07:00 to 19:00) where possible. If nighttime construction activities are required, a review of whether additional mitigation measures are needed should be carried out. • Maintain equipment and machinery used on site in good working conditions through regular maintenance and inspection. • Design access roads to minimize reversing, which is expected to minimize use of backup beepers, where possible. • Locate and operate construction equipment as far as possible from points of reception (PORs). • Notify Indigenous communities, landowners, and relevant stakeholders of the planned construction schedule before the start of construction and prior to specific activities that may be noisy or generate vibration. • Investigate noise or vibration concerns as they arise through a complaint resolution mechanism whereby persons can contact the proponent if there are perceived noise or vibration issues. • Operate vehicles and equipment such that impulsive noise is minimized, where possible. • Develop a construction vibration workplan prior to the start of construction describing the construction schedule, list of construction equipment, list of POR locations, applicable guidance documents including criteria and municipal by-laws (i.e., residential, heritage structures and utilities) and control measures. • Avoid operating equipment expected to be a significant source of vibration simultaneously. Vibration levels could be less when operating separately. • Construction blasting will be carried out in compliance with OPSS 120 and NPC-119. All blasts which might impact local structures or disrupt humans should be monitored for ground and air vibrations. • Aggregate pit blasting will be carried out to comply with the conditions provided in the license or aggregate permit. • Blasting delays and blast mats will be used, as appropriate, to control vibration and fly rock as required.	The project development area for this alternative is 676 ha, with a total road length of 27.5 km. There are 105 potential PORs within 500 m of the roadway that could be impacted by noise and vibration.	The project development area for this alternative is 1,228 ha, with a total road length of 23.2 km. There are 170 potential PORs within 500 m of the roadway that could be impacted by noise and vibration.
Summary of Acoustic and Vibration Environment: **Overall** • **Alternative 1 is the most preferred route alternative for Segment 2 – Albany Crossing from the perspective of acoustic and vibration environment** as it has the smallest PDA footprint, shortest road length, and smallest number of potential PORs within 500 m of the roadway.					

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Segment 2 – Albany Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – PHYSICAL ENVIRONMENT					
• **Alternative 4 is the least preferred route alternative for Segment 2 – Albany Crossing from the perspective of acoustic and vibration environment** as it has the largest PDA footprint, longest road length, and largest number of potential PORs within 500 m of the roadway. • In general, the larger the PDA footprint, the higher the likelihood of a larger number of potential PORs located in the acoustic environment study areas. • In general, the longer the road, the higher the likelihood of a larger number of potential PORs exposed to noise from Project operations (i.e., a longer-term effect). • In general, the more potential PORs within 500 m of the roadway, the higher the likelihood of a larger number of potential PORs exposed to noise from the Project. Note that the POR counts above are based on a preliminary review and the specific land uses have not been confirmed to be noise or vibration sensitive. **Net Effects** It is expected that each of the route alternatives can be designed such that the outcome of the acoustic and vibration environment assessment of net effects would be equal. As such, net effects from each alternative are predicted to be equivalent. This comparative analysis evaluated the route alternatives based on the PDAs, road length, and a preliminary analysis of the number of potential PORs within 500 m of the roadway and did not consider the expected Project noise and vibration levels in the LSA or the proximity of potential PORs to the Project. The comprehensive review of potential PORs and assessment of net effects for the acoustic and vibration environment will be completed on the preferred route selected and may result in a different determination of predicted net effects.					
ATMOSPHERIC AND GHG					
Air Quality and GHG	• # of sensitive receptors within 500 m of the roadway	• #	**Air Quality Mitigation Options:** ▪ Maintain and keep equipment in proper working order ▪ Use fuel efficient equipment where possible ▪ Avoid idling where possible and develop an anti idling policy ▪ Optimize material selection, procurement and shipping ▪ Implement fugitive dust controls such as scheduled road watering, stockpile watering or covering erodible surfaces where appropriate ▪ Implement proper storage and handling procedures of fuel ▪ Optimize blasting and land clearing activities to reduce overall fuel and explosive usage ▪ Where possible reuse or salvage wood materials to prevent burning activities for disposal **GHG Mitigation Options:** ▪ Maintain and keep equipment in proper working order ▪ Use fuel efficient equipment where possible ▪ Avoid idling where possible and develop an anti-idling policy ▪ Optimize material selection, procurement and shipping ▪ Consider carbon offsets through reforestation ▪ Where possible reduce the amount of land clearing or disturbance activities ▪ Strategically develop construction and equipment usage schedules to reduce overall fuel consumption	105	170
	• Land use type which is disturbed based on route selection (i.e., wetland, forest type, peatlands, etc.)	• Bedrock (Ha)		-	-
		• Treed (Ha)		423	866
		• Water (Ha)		13	26
		• Wetland (Ha)		241	337
	• Operating equipment needed for each route selection (if one route selection requires increased construction efforts)	• Length of Road (km)		27.48	23.23
	• Overall road/clearing area of each route selection	• Area (Ha)		676.45	1,228.57

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Segment 2 – Albany Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – PHYSICAL ENVIRONMENT					
Summary of Atmospheric and GHG: **Overall** **Alternative 1 is the most preferred route alternative – this is based on Alternative 1 having the least number of sensitive receptors and least amount of project area disturbed.** • Total number of receptors which may be impacted by air quality emissions from the project is lowest for Alternative 1. It should be noted that receptor location may influence the magnitude of effects experienced at each receptor. • At this time, it is unknown based on land classification changes the potential impacts that carbon sinks and sequestrations will have on overall GHG emissions. Based on data available at this time, Alternative 1 has the least disturbed area of carbon sinks. The magnitude of loss of carbon sinks will vary based on the specifics of each land use characteristics. • The length of road segment is lower for Alternative 4, and this may result in a decrease in air quality and GHG emissions during construction phases. The total road length may or may not influence operating equipment duration based on route specific construction requirements. • The total area required to be cleared is lowest for Alternative 1, and this may result in a decrease in air quality and GHG emissions during the construction phase. **Net Effects** The predicted net effects for each alternative were evaluated as equivalent relative to each other. The net effect rating is subject to change pending on detailed modelling/calculations as well as implementation of additional mitigation.					

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Segment 2 – Albany Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – NATURAL ENVIRONMENT					
WILDLIFE					
Bats *(including SAR – Little Brown Myotis, Northern Myotis, Tri-colored Bat)*	• Species presence • Relative abundance (spatially and temporally) • Habitat availability and distribution (spatially and temporally) including critical habitat for SAR	• Area (hectares) of moderate to high suitability bat maternity roost habitat disturbed per alternative. • Area (hectares) of foraging habitat (open wetlands and waterbodies adjacent to roosting habitat).	• Avoid clearing of suitable maternity roost habitat during the bat active season. • Limit the Project footprint to the extent feasible. • Minimize disturbances during sensitive periods. • Minimize risk of mortality during construction and operations.	This alternative is anticipated to disturb: • 185.61 ha of moderate to high suitability bat maternity roost habitat • 142.08 ha of foraging habitat	This alternative is anticipated to disturb: • 260.01 ha of moderate to high suitability bat maternity roost habitat • 104.48 ha of foraging habitat
Fur Bearers *(American Marten)*	• Species presence • Relative abundance (spatially and temporally) • Habitat availability and distribution (spatially and temporally) including critical habitat for SAR	• Relative abundance of furbearers (American Marten)[2] • Area (hectares) of moderate/high quality American Marten habitat disturbed per alternative.	• Limit the Project footprint to the extent feasible. • Minimize disturbances during sensitive periods. • Minimize risk of mortality during construction and operations.	This alternative has a relative abundance of 2.75 American Marten and is anticipated to disturb 634.47 ha of moderate/high quality American Marten habitat.	This alternative has a relative abundance of 1.4 American Marten and is anticipated to disturb 1,127.3 ha of moderate/high quality American Marten habitat.
Fur Bearers *(SAR Wolverine)*		• Presence/relative abundance of wolverine females and individuals of unknown sex per alternative. Presence of observed denning areas (from field observations).[1] • Relative abundance of wolverine.[2]	• Limit the Project footprint to the extent feasible. • Minimize disturbances during sensitive periods. • Minimize risk of mortality during construction and operations.	This alternative has a relative abundance of 0.67 wolverine, the presence or abundance of 0 female wolverine and 1 wolverine individuals of unknown sex.	This alternative has a relative abundance of 0.75 wolverine, the presence or abundance of 0 female wolverine and 1 wolverine individuals of unknown sex.
Amphibians and Reptiles	• Species presence • Relative abundance (if possible both spatially and temporally) • Habitat availability and distribution (spatially and temporally)	• Area (hectares) of high suitability breeding ecosites per alternatives (amphibians).	• Limit the Project footprint to the extent feasible. • Minimize disturbances during sensitive periods. • Minimize risk of mortality during construction and operations.	This alternative is anticipated to disturb 339.71 ha of high suitability breeding ecosites	This alternative is anticipated to disturb 484.66 ha of high suitability breeding ecosites

Summary of Wildlife:

Overall

- **Alternative 1 is the most preferred alternative for Segment 2 – Albany Crossing from the perspective of wildlife,** as it is anticipated that it would result in lower net effects on bats, amphibians, American marten, and potentially wolverine.
- Alternative 4 is the least preferred for alternative of Segment 2 – Albany Crossing, as it is anticipated that it would result in the higher net effects on bats, American marten, amphibians, and potentially wolverine.

Bats

- Alternative 1 is the most preferred for Bats, as it results in the least direct loss of both suitable bat maternity roost habitat and combined bat foraging and maternity roost habitat.
- Alternative 4 is the least preferred for Bats, as it results in the greatest direct loss of both suitable bat maternity roost habitat and combined bat foraging and maternity roost habitat.

Furbearers (American Marten)

- Alternative 1 is the most preferred for American Marten, as it results in the least direct loss of moderate/high quality American marten habitat.
- Alternative 4 is the least preferred for American Marten, as it results in the greatest direct loss of moderate/high quality American marten habitat.

Furbearers (Wolverine)

- It is anticipated that Alternative 1 and Alternative 4 would have similar impacts on Wolverine. Both alternatives had the same number of observations of female wolverine and wolverines of unknown sex. Alternative 4 has a slightly higher relative abundance of wolverine.

Amphibians and Reptiles

- Alternative 1 is the most preferred for Amphibians and Reptiles, as it results in the least direct loss of suitable amphibian breeding habitat.
- Alternative 4 is the least preferred for Amphibians and Reptiles, as it results in the greatest direct loss of suitable amphibian breeding habitat.

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Segment 2 – Albany Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – NATURAL ENVIRONMENT					
Net Effects Alternative 4 results in higher net effects than Alternative 1, due to its higher predicted effects on bats, American Marten, and amphibians/reptiles. The predicted net effects have not considered all potential mitigation that may be applied. It is important to note that all route segments that bisect wolverine habitat have a direct effect as this species utilizes large home ranges and they rely on intact areas of wilderness directly or indirectly for life processes. Indirect effects of habitat removal for this species at risk, including sensory disturbance and increased vehicle traffic, cannot be fully mitigated regardless of the Alternative segment. As such, both alternatives may have a high potential net effect for wildlife. Net effect assessment is subject to change based on the implementation of additional mitigation. The comprehensive review of net effects for wildlife and wildlife habitat will be completed on the preferred route selected and may result in different determination of predicted net effects. ***Notes:*** *1.* Female observations are split into the total number of known female animals observed per route segment. Wolverines of unknown sex are the sum of the total known animals with unknown sex and unidentifiable individuals. Unidentifiable individuals are assumed to be unique individuals. *2.* Relative abundance metrics are calculated as the average number of sightings (wolverine) or tracks (American marten) per station for stations that overlap route alternatives.					
FISH, FISH HABITAT					
Fish and fish habitat valued components (VC): • **Lake Sturgeon** • **Walleye** • **Brook Trout** • **Northern Pike** • **Lake Whitefish** • **Burbot**	• Habitat Quantity and Quality • Distribution and connectivity to habitat and migration • Survival and reproduction	• Total number of waterbody crossings • Number of crossings requiring in-water work (e.g., culverts, bridge piers or abutments below the high-water mark) • Number of crossings requiring in-water work below the high-water mark with potential for sensitive fish communities (i.e., coldwater species or Lake Sturgeon)	Typical mitigation and avoidance measures such as standard practices for construction, road, and water crossing construction and maintenance will be applied to both construction and operation phases of the Project. Such measures include: • Development and implementation of a Construction Environmental Management Plan (CEMP) by the Contractor. • Adherence to in-water work timing windows. • Adherence to blasting measures in accordance with the Guidelines for the Use of Explosives In or Near Canadian Fisheries Waters (Wright, Hopky, 1998). • Adherence to DFO's Measures to Protect Fish and Fish Habitat (DFO 2023). • Adherence to DFO's Interim Codes of Practice (temporary cofferdams, stream crossings, fish screens, culvert maintenance [for operations]). • Measures to avoid unnecessary idling to minimize emissions and greenhouse gasses. • Development and implementation of a Spill Management Plan and Sediment and Erosion Control Plan. • Proper water crossing structure design and installation to accommodate flow and drainage as well as fish passage in fish habitat, where appropriate. • Measures to limit the spread and / or introduction of invasive species.	This alternative is anticipated to: • Cross 7 waterbodies • Cross 5 waterbodies requiring in-water work • Cross 2 waterbodies requiring in-water work below the high-water mark with potential for sensitive fish communities (i.e., coldwater species or Lake Sturgeon)	This alternative is anticipated to: • Cross 8 waterbodies • Cross 6 waterbodies requiring in-water work • Cross 3 waterbodies requiring in-water work below the high-water mark with potential for sensitive fish communities (i.e., coldwater species or Lake Sturgeon)
Summary of Fish, Fish Habitat: **Overall** • **Alternative 1 is the most preferred alternative for Segment 2 – Albany Crossing from the perspective of fish and fish habitat.** o The route has the least number of waterbody crossing locations where instream work would be required in areas with potential habitat for sensitive fish communities/coldwater VC fish species (Brook Trout, Lake Whitefish, Burbot) or Lake Sturgeon.					

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Segment 2 – Albany Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – NATURAL ENVIRONMENT					
• Alternative 4 is the least preferred (moderately) alternative of Segment 2 – Albany Crossing from the perspective of fish and fish habitat, because it has the greatest number of waterbody crossing locations where instream work would be required in areas with potential habitat for sensitive fish communities/coldwater VC fish species (Brook Trout, Lake Whitefish, Burbot) or Lake Sturgeon. • There is a negligible difference between the alternatives. **Net Effects** The net effect for each of the alternatives were predicted to be equivalent, based on the understanding that, with the implementation of the recommended avoidance, mitigation, compensation, and enhancement measures, minor change to baseline habitat and conditions, without loss of function or individuals are predicted. The comprehensive review of fish and fish habitat and assessment of net effects will be completed on the preferred route selected and may result in different determination of predicted net effects. ***Notes:*** The requirement for in-water works are determined as follows: • For waterbody crossings with bankfull widths less than 5 m, it is assumed that culverts would be used (requiring in-water work) • For waterbody crossings with bankfull widths greater than or equal to 5 m and less than 25 m, it is assumed that clear span bridges would be used (no in-water work) • For waterbody crossings greater than or equal to 25 m, it is assumed that bridges with piers and abutments would be used (requiring in-water work) • For waterbody crossings in flooded/impounded wetlands where wetted widths were greater than bankfull width at the time of the assessment, it is assumed that in-water work would be required.					

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Segment 2 – Albany Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – NATURAL ENVIRONMENT					
VEGETATION					
Wetland and Riparian Ecosystems	• Availability (abundance spatially and temporally) • Distribution • Function and Composition	• Area (hectares) of wetland and riparian ecosystems disturbed per alternative[1]	• Minimize vegetation clearing to only what is required for construction and staging. • Avoid using wetland and riparian areas for staging, where possible. • Incorporate standard tree protection and ESC measures. • Implement progressive reclamation and revegetation of disturbed areas no longer required following construction (e.g., temporary access roads, construction camps, and laydown areas). • Marten Falls First Nation will develop and implement an Environmental Protection Plan, which will include best management practices for vegetation and wetland protection and mitigation.	This alternative is anticipated to disturb 347.08 ha of wetland and riparian ecosystems.	This alternative is anticipated to disturb 512 ha of wetland and riparian ecosystems.
Upland Ecosystems	• Availability (abundance spatially and temporally) • Distribution • Function and Composition	• Number of upland ecosite types disturbed per alternative[2]	• Minimize vegetation clearing to only what is required for construction and staging. • Incorporate standard tree protection and ESC measures. • Minimize vegetation clearing to only what is required for construction and staging. • Incorporate standard tree protection and ESC measures. • Implement progressive reclamation and revegetation of disturbed areas no longer required following construction (e.g., temporary access roads, construction camps, and laydown areas). • Marten Falls First Nation will develop and implement an Environmental Protection Plan, which will include best management practices for vegetation protection and mitigation.	This alternative is anticipated to disturb 4 upland ecosite types.	This alternative is anticipated to disturb 10 upland ecosite types.
Traditional Use Plants and SAR Plant Populations *(Including species with special conservation status or rarity in the province)*	• Species presence • Accessibility to traditional use of plants • Accessibility to traditional use of plants	• Area (hectares) of highly suitable and highly accessible (High = score of 1.5 – 2.0) habitat for Traditional Use Plants disturbed per alternative. • Area (hectares) of suitable habitat for SAR/SCC Plants (Black Ash, Northern Marsh Violet) disturbed per alternative.	• Minimize vegetation clearing to only what is required for construction and staging. • Incorporate standard tree protection and ESC measures. • Marten Falls First Nation will develop and implement an Environmental Protection Plan, which will include best management practices for vegetation protection and mitigation.	This alternative is anticipated to disturb 482.45 ha of highly suitable and highly accessible habitats for Traditional Use Plants and 676.45 ha of suitable SAR/SCC habitat.	This alternative is anticipated to disturb 735.28 ha of highly suitable and highly accessible habitats for Traditional Use Plants and 1,228.57 ha of suitable SAR/SCC habitat.
Summary of Vegetation: **Overall**					

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Segment 2 – Albany Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – NATURAL ENVIRONMENT					

- **Alternative 1 is the most preferred route alternative for Segment 2 - Albany Crossing from the perspective of vegetation** as it has lower net effects through a smaller direct loss of wetland and riparian ecosystems, disturbance of fewer upland ecosite types, smaller direct loss of highly suitable and highly accessible habitats for Traditional Use Plants, and it has the least impact on areas of suitable habitat for these species (i.e., Black Ash and Northern Marsh Violet).

Wetlands and Riparian Ecosystems

- Alternative 1 is the most preferred as it results in the least direct loss of wetland and riparian ecosystems.
- Alternative 4 is the least preferred as it results in the greatest direct loss of wetland and riparian ecosystems.

Upland Ecosystems

- Alternative 1 is the most preferred as it disturbs the fewest upland ecosite types.
- Alternative 4 is the least preferred as it disturbs the greatest number of ecosite types.

Traditional Use Plants and SAR/SCC Plant Populations

- Alternative 1 is the most preferred as it results in the least direct loss of highly suitable and highly accessible habitats for Traditional Use Plants.
- Alternative 4 is the least preferred as it results in the greatest direct loss of highly suitable and highly accessible habitats for Traditional Use Plants
- Alternative 1 is the most preferred for SAR/SCC Plant Populations as it has the least impact on areas of suitable habitat for these species (i.e., Black Ash and Northern Marsh Violet)
- Alternative 4 is the least preferred SAR/SCC Plant Populations as it has the greatest impact on areas of suitable habitat for these species (i.e., Black Ash and Northern Marsh Violet)

Net Effects

Alternative 4 results in higher net effects than Alternative 1. This comparative analysis evaluated the two route alternatives based on the direct interaction of their project development areas and the representative indicator measures and did not consider the effects to vegetation valued components at the local or regional scale (i.e., local study area or regional study area). The predicted net effects have not considered all potential mitigation that may be applied. The comprehensive assessment of net effects to the vegetation valued components will be completed on the preferred route selected and may result in a different determination of predicted net effects to these individual valued components.

***Notes:**

1. Note that for the purposes of the alternatives assessment, only the availability of wetland and riparian ecosystems indicator was included. Area of loss as a metric was used because the area of direct impact would be the most important on the ecosystem. The more area that is removed, the less likely the ecosystem would be able to maintain it's functions. The Distribution, Function and Composition Indicators will be addressed for the preferred alternative in the EA/IA Document.
2. Number of ecosite types as a metric is proposed because this provides a measure of impact on forest biodiversity rather than just area which could be attributed to the overall length of the route alternative rather than where the alternative is specifically located.
3. We have taken a preliminary conservative approach to classifying SAR and SCC habitats and the mapping is based on a limited amount of field information. The mapping that informed this evaluation is expected to be refined for final reporting.
4. This analysis is based on mapping that doesn't incorporate data collected during the 2023 field programs. This 2023 field information may refine the vegetation mapping that will be included in final reporting.

BIRDS					

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Segment 2 – Albany Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – NATURAL ENVIRONMENT					
Species at risk forest and wetland birds (e.g., Canada warbler, chimney swift, eastern whip-poor-will, eastern wood-pewee, evening grosbeak, olive-sided flycatcher, bank swallow, barn swallow, black tern, rusty blackbird, yellow rail).	• Species presence • Relative abundance (spatially and temporally) of species at risk • Habitat availability and distribution (spatially and temporally) including critical habitat (where known), where defined for SAR	• Area (hectares) of moderate to high suitability bird species at risk habitat disturbed in the PDA • Area of provincial ESA regulated habitat or federal SARA critical habitat for SAR birds	• Avoid clearing of suitable bird nesting habitat during the breeding bird period. • Limit the Project footprint to the extent feasible. • Minimize disturbances during the breeding bird period. • Minimize risk of mortality during construction and operations.	This alternative is anticipated to disturb the moderate to high suitability habitat of the following bird species at risk: ▪ Canada warbler: 527.5 ha ▪ Chimney swift: 0.0 ha ▪ Common nighthawk: 87.4 ha ▪ Eastern whip-poor-will: 9.0 ha ▪ Eastern wood-pewee: 185.6 ha ▪ Evening grosbeak: 332.5 ha ▪ Lesser yellowlegs: 322.0 ha ▪ Olive-sided flycatcher: 83.4 ha ▪ Bald eagle: 139.0 ha ▪ Peregrine falcon: 0.0 ha ▪ Short-eared owl: 4.1 ha ▪ Bank swallow: 0.0 ha ▪ Barn swallow: 0.0 ha ▪ Black tern: 1.7 ha ▪ Rusty blackbird: 349.6 ha ▪ Yellow rail: 4.1 ha This alternative is not anticipated to disturb any known provincial ESA regulated habitat[1] or federal SARA critical habitat for SAR birds.	This alternative is anticipated to disturb the moderate to high suitability habitat of the following bird species at risk: ▪ Canada warbler: 759.1 ha ▪ Chimney swift: 0.0 ha ▪ Common nighthawk: 128.9 ha ▪ Eastern whip-poor-will: 29.0 ha ▪ Eastern wood-pewee: 250.0 ha ▪ Evening grosbeak: 730.4 ha ▪ Lesser yellowlegs: 752.8 ha ▪ Olive-sided flycatcher: 99.9 ha ▪ Bald eagle: 431.3 ha ▪ Peregrine falcon: 0.0 ha ▪ Short-eared owl: 8.8 ha ▪ Bank swallow: 0.0 ha ▪ Barn swallow: 0.0 ha ▪ Black tern: 6.9 ha ▪ Rusty blackbird: 533.4 ha ▪ Yellow rail: 8.8 ha This alternative is not anticipated to disturb any known provincial ESA regulated habitat[1] or federal SARA critical habitat for SAR birds.
Raptors (e.g., bald eagle)	• Species presence • Relative abundance (spatially and temporally) • Habitat availability and distribution (spatially and temporally)	• Number of habitat features and area (hectares) disturbed: ▪ Raptor nest locations ▪ Stopover sites (if present)1	• Limit the Project footprint to the extent feasible. • Avoid sensory disturbances within 800 m of known bald eagle nests. • Minimize risk of mortality during construction and operations.	The alternative is not anticipated to disturb known raptor nests or stopover sites.	The alternative is not anticipated to disturb any stopover sites, but is anticipated to disturb 3 bald eagle nests (99.6 ha).
Shorebirds	• Species presence • Relative abundance (spatially and temporally) • Habitat availability and distribution (spatially and temporally)	Number and area of confirmed and suitable habitat features disturbed (e.g., stopover sites)[2,3,4]	• Avoid clearing of suitable bird nesting habitat during the breeding bird period. • Avoid clearing within 100 m of suitable stopover sites during the spring and fall bird migration period. • Limit the Project footprint to the extent feasible. • Minimize disturbances during the breeding bird, spring and fall bird migration periods. • Minimize risk of mortality during construction and operations.	This alternative is anticipated to disturb 1 suitable habitat features (45.8 ha).	This alternative is anticipated to disturb 1 suitable habitat features (105.7 ha).
Waterfowl	• Species presence • Relative abundance (spatially and temporally) • Habitat availability and distribution (spatially and temporally)	Number and area of confirmed and suitable habitat features disturbed (e.g., stopover sites) [2,3,4]	• Avoid clearing of suitable bird nesting habitat during the breeding bird period. • Avoid clearing within 100 m of suitable stopover sites during the spring and fall bird migration period. • Limit the Project footprint to the extent feasible. • Minimize disturbances during the breeding bird, spring and fall bird migration periods. • Minimize risk of mortality during construction and operations.	This alternative is anticipated to disturb 1 suitable habitat feature (92.7 ha).	This alternative is anticipated to disturb 1 suitable habitat feature (201 ha).

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Segment 2 – Albany Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – NATURAL ENVIRONMENT					

Summary of Birds:

Overall

- **Alternative 1 is the most preferred route alternative for Segment 2 – Albany Crossing, as it is anticipated that it would result in the lowest net effects on bird species at risk, raptors, shorebirds, and waterfowl.**

Species at Risk

- Alternative 1 is the most preferred for Species at Risk, as it results in the least direct loss of moderate to high suitability habitat for bird species at risk.
- Alternative 4 is the least preferred for Species at Risk, as it results in the greatest direct loss of moderate to high suitability habitat for bird species at risk.
- Alternatives 1 and 4 both avoid the direct loss of any provincial ESA regulated habitat or federal SARA critical habitat for species at risk birds.
- Alternative 1 minimizes the amount of moderate to high suitability bird species at risk habitat that will be removed (avoidance measure).

Raptors

- Alternative 1 is the most preferred for Raptors, as it results in no direct loss of habitat features for raptors (i.e., raptor nest locations and their associated buffers, stopover sites).
- Alternative 4 is the least preferred for Raptors, as it results in the greatest direct loss of habitat features for raptors.
- Alternative 1 avoids the removal of known raptor nests.
- Alternatives 1 and 4 avoid the removal of potential stopover sites[1].

Shorebirds

- Alternative 1 is the most preferred for Shorebirds, as it results in the least direct loss of suitable habitat features for shorebirds (e.g., stopover sites).
- Alternative 4 is the least preferred for Shorebirds, as it results in the greatest direct loss of suitable habitat features for shorebirds.
- Alternative 1 minimizes the amount of suitable habitat features that will be removed (avoidance measure) [2,3,4].

Waterfowl

- Alternative 1 is the most preferred for Waterfowl, as it results in the least direct loss of suitable habitat features for waterfowl (e.g., stopover sites).
- Alternative 4 is the least preferred for Waterfowl, as it results in the greatest direct loss of suitable habitat features for waterfowl.
- Alternative 1 minimizes the amount of suitable habitat features that will be removed (avoidance measure)[2,3,4].

Net Effects

Alternative 4 results in higher net effects than Alternative 1. This comparative analysis evaluated the two route alternatives based on the direct interaction of their project development areas and the representative indicator measures and did not consider the effects to bird valued components at the local or regional scale (i.e., local study area or regional study area). The predicted net effects have not considered all potential mitigation that may be applied. The comprehensive assessment of net effects to the bird valued components will be completed on the preferred route.

Notes:

1. Stopover sites for raptors were defined as waterbodies and watercourses surveyed during baseline field surveys with greater than 2 observations of raptors.
2. The Natural Heritage Information Centre (NHIC) was searched for known provincial waterfowl and shorebird staging areas. No data were found for these measures.
3. Suitable habitat features for shorebirds and waterfowl were defined as waterbodies and watercourses surveyed during baseline field surveys.
4. Confirmed habitat features for shorebirds and waterfowl were defined as waterbodies and watercourses surveyed during baseline field surveys plus a 100 m buffer where shorebirds or waterfowl were observed during baseline field surveys.

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Segment 2 – Albany Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – NATURAL ENVIRONMENT					
UNGULATES					
Moose	• Habitat availability • Habitat distribution	• Amount of high suitability moose habitat that would be impacted per segment alternative. • Number and area of confirmed and suitable habitat features (i.e., suitable moose aquatic feedings areas, known mineral licks) that would be impacted per segment alternative.	• Limit the Project footprint to the extent feasible. • Minimize disturbances during sensitive periods. • Minimize risk of mortality during construction and operations. • Alternative 1 minimizes the amount of high suitability that will be removed.	This alternative is not anticipated to disturb any high suitability habitat within the PDA, 0.2 ha of high suitability habitat within the PDA including a 500-meter buffer[1] and is not anticipated to disturb any suitable habitat features.	This alternative is not anticipated to disturb any high suitability habitat within the PDA, 0.2 ha of high suitability habitat within the PDA including a 500-meter buffer[1] and is not anticipated to disturb any suitable habitat features.
Caribou	• Habitat availability • Habitat distribution – includes spatial extent and distribution of GHD Category 1, 2, and 3 habitats (MNR 2013d) and availability and distribution of habitat which contain biophysical attributes necessary for caribou seasonal and life stage activities (ECCC 2019).	• Area (hectares) of known and potential Category 1 General Habitat Description **WINTER USE AREAS** that would be impacted per segment alternative. • Area (hectares) of known and potential Category 1 General Habitat Description **NURSERY AREAS** that would be impacted per segment alternative. • Area (hectares) of known and potential Category 1 General Habitat Description **TRAVEL CORRIDOR AREAS** that would be impacted per segment alternative.	• Limit the Project footprint to the extent feasible. • Avoid sensory disturbances within 10 km of known high-use areas during sensitive periods. • Minimize risk of mortality during construction and operations. • Alternative 1 minimizes the amount of winter use habitat that will be removed. • Alternative 4 avoids the core areas (50% KDE) of known or potential nursery areas.	This alternative is not anticipated to disturb any known and potential Category 1 General Habitat travel corridors, however it is anticipated to disturb the following known and potential Category 1 General Habitat Description winter use areas and nursery areas: • Winter Use Areas: 612 ha within the PDA, 3,019 ha within the PDA including a 500-meter buffer[1] • Nursery Areas**:** 17 ha within the PDA, 134 ha within the PDA including a 500-meter buffer[1]	This alternative is not anticipated to disturb any known and potential Category 1 General Habitat nursery areas or travel corridors, however it is anticipated to disturb the following known and potential Category 1 General Habitat Description winter use areas: • Winter Use Areas: 912 ha within the PDA, 4,277 ha within the PDA including a 500-meter buffer[1]

Summary of Ungulates:

Overall

- **Alternative 1 is the most preferred route alternative for Segment 2 – Albany Crossing from the perspective of ungulates,** as it is anticipated to remove an equivalent amount of high suitability moose habitat as Alternative 4, 300 ha less winter use habitat than Alternative 4, and approximately 17 ha of additional nursery area habitat.
- Alternative 4 is the least preferred route alternative from the perspective of Ungulates for Segment 2 – Albany Crossing.
- Both alternatives avoid high suitability moose habitat and known important habitat features.
- Both alternatives remove Category 1 caribou habitat, which are areas within the range which have lowest tolerance to alteration before their function in supporting caribou is compromised (MNR 2013).
- Alternative 1 removes approximately 300 ha less winter use habitat than Alternative 4 (612 ha compared to 912 ha, respectively)
- Alternative 1 removes approximately 17 ha more nursery use habitat than Alternative 4 (17 ha compared to zero, respectively).
- Of note, when the 95% Kernel Density Estimation (KDE) polygons of nursery areas are evaluated, there is habitat impacted on Alternative 4, but still less than the amount of the 95% KDE polygons on Alternative 1

Net Effects

Both route alternatives are predicted to result in equivalent net effects for moose. Alternative 4 results in higher predicted net effects than Alternative 1 for caribou. It is important to note that both alternative segments for the Albany Crossing will remove caribou habitat, which may be depended on directly or indirectly for life processes, even if it is not considered Category 1. Indirect effects of habitat removal, including sensory disturbance, increased mobility for predators and hunters, and increased vehicle traffic, cannot be fully mitigated regardless of the Alternative segment. This comparative analysis evaluated the two route alternatives based on the direct interaction of their project development areas and the representative indicator measures and did not consider the effects to moose or caribou at the local or regional scale (i.e., local study area or regional study area). The predicted net effects have not considered all potential mitigation that may be applied. The comprehensive assessment of net effects to the ungulates will be completed on the preferred route selected and may result in a different determination of predicted net effects.

Notes:

1. A 500 m buffer is used to capture indirect disturbances to habitat features such as noise and dust.
2. Known Category 1 areas are derived from Ontario Government Caribou General Habitat Description for Forest-dwelling caribou (MNRF 2019). The identification of "potential new" Category 1 winter use areas and nursery areas is based on 50% KDE polygons derived from MFFN and MNRF collar data between 2020 to 2023. The 50% KDE represents the core area used during the date periods identified by Ontario for the current GHD Category 1 areas. "Potential new" travel corridors are derived from 95% KDE derived from MFFN and MNRF collar data between 2020 and 2023. The 95% KDE was used for the travel corridors because travel corridors are more linear in extent and do not have core areas relative to winter use and nursery areas. In areas where travel corridors overlap winter use or nursery areas, they are not double counted in the calculation of habitat removed.
3. This information may be re-evaluated with Indigenous knowledge input and/or additional collar data, when available. As a result, the data presented here may differ from the final effects analysis.

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Segment 2 – Albany Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – SOCIO-ECONOMIC ENVIRONMENT					
ABORIGINAL AND TREATY RIGHTS AND INTERESTS					
Indigenous Current Use of Lands and Resources for Traditional Purposes	• Alteration / change in or loss of sites and areas used for traditional activities (e.g., hunting, trapping, fishing, gathering). ***IK Maps available to assist with review – need a secure folder to upload to*** *IK data locations referenced in this table are not exact and have not been ground-truthed.* *Study Area refers to the general Project Study Area.* *LSA refers to the ATRI LSA.*	• High Impacts to Low Impacts	• Develop an Indigenous-led environmental monitoring program during the construction and operation of the road. • Secure funding for Indigenous community-based (MFFN) training program for local youth to be educated and hired as environmental monitors. • Work with Indigenous communities (MFFN) to establish a set of benchmarks or Indigenous Environmental Standards for reclamation (e.g., specific diversity, vegetation) to monitor and measure construction and operation activities and reclamation success. • Avoid, where possible, preferred hunting/fishing/harvesting areas identified by communities. • Route the all-season road to avoid areas of high-quality habitat where feasible. • Following construction, make use of native vegetation/ re-vegetation during site rehabilitation. • Maintain vegetative buffer zones between the all-season road and lakes or ponds along the right-of-way. • Maintain water (i.e., river/lake/etc.) access during design, construction, and operation. • Engage with Indigenous communities regarding watercourse crossing design to facilitate navigation and fish passage. • Watercourse crossings to be designed for boat passage or to include portages. • Utilize signage (Indigenous and English language) to identify trapping areas. • Implement programs to encourage and help finance trapping as a livelihood. • Provide appropriate compensation to trappers who use the area(s) along the road.	• Animal Harvest throughout the entire route alignment *(within Study area)* • Fishing Area *(within the Study along the entire Albany River and it's tributaries and lakes)* • Large Plant Harvesting area *(within Study area, overlapping a section of the route alignment by Teabeau lake)* • Large traditional use areas – Spawning Areas (Sturgeon, Walleye) *(within Study area, overlapping the route alignment and along the waterways in the area)* • Large traditional use areas – Denning Areas, Moose Area, Moss, Other Plants, Birds, etc. *(within Study area, overlapping the route alignment)* • Various water features (rivers, creeks, lakes) identified as Cultural, Spiritual, and Sacred Value Areas • Large Fish and Wildlife Use Areas – Nesting, Denning, Spawning, Calving, etc. *(overlapping large sections of the route alignment).* All segments result in the alteration / change in or loss of areas that may be used for traditional activities. Least Preferred Currently there is more traditional use information recorded in Alternative 1. Ranking is based off of limited IK/ILRU inputs and should be confirmed with MFFN and through consultation with other Indigenous Communities.	• Animal Harvest throughout the entire route alignment *(within Study area)* • Fishing Area *(within the Study along the entire Albany River and it's tributaries and lakes)* • Plant Harvesting area *(at the Albany River crossing)* • Traditional use areas – Fish: Pike, Walleye *(overlapping the route alignment and along the waterways in the area)* • Medicinal Plants *(within the Study area, overlapping the route alignment and along the waterways in the area)* • Various water features (rivers, creeks, lakes) identified as Cultural, Spiritual, and Sacred Value Areas • Fish and Wildlife Use Area – Nesting, Denning, Spawning, Calving, etc. *(overlapping two sections of the route alignment).* All segments result in the alteration / change in or loss of areas that may be used for traditional activities. Most Preferred Currently there is more traditional use information recorded in Alternative 1. Ranking is based off of limited IK/ILRU inputs and should be confirmed with MFFN and through consultation with other Indigenous Communities.
	• Changes in the availability or quantity of resources (e.g., wildlife, fish, vegetation) for traditional activities (e.g., harvesting and gathering). List of key species to be provided to Nat Sci Team.	• High Impacts to Low Impacts	• Work with other governing bodies to develop hunting and trapping regulations that minimize non-local Indigenous access to and harvesting pressure on local animal populations. • Work with other governing bodies to develop fishing restrictions to minimize non-Indigenous access to and pressure on fish populations. • Work with other governing bodies to develop regulations for wood harvesting along the road. • Implement an Indigenous-led environmental monitoring program (construction and post-construction) utilizing Indigenous knowledge to continue to assess changes in availability or quantity of resources so that mitigation measure can be employed more effectively and in "real time".	Requires input from Nat Sci team regarding potential for impact on culturally significant animal, plant and bird species. No data – to be determined at a future date	Requires input from Nat Sci team regarding potential for impact on culturally significant animal, plant and bird species. No data – to be determined at a future date

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Segment 2 – Albany Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – SOCIO-ECONOMIC ENVIRONMENT					
			• Avoid, where possible, preferred hunting/fishing/harvesting areas identified by communities. • Maintain water (i.e., river/lake/etc.) access during design, construction and operation. • Engage with Indigenous communities regarding watercourse crossing design to facilitate navigation and fish passage. • Watercourse crossings to be designed for boat passage or to include portages. • Design and route the all-season road to avoid areas of high-quality habitat where feasible. • Develop a response plan in case of spills or other environmental emergencies along the road. • Collaborate with Indigenous communities to identify areas for future cultural use and support grant applications to develop cultural camps that support on-the-land learning and use • Following construction, make use of native vegetation/ re-vegetation with a focus on valued species during site rehabilitation.		
	• Changes in access to sites and areas used for traditional activities.	• High Impacts to Low Impacts	• Involve local Indigenous communities (MFFN) in the development of access management measures or plans. Access should prioritize Indigenous communities' ability to harvest resources over non-Indigenous land users. • Use Indigenous (MFFN) land users (e.g., hunters and trappers) to monitor the Project area to support the enforcement of access management measure. • Provide access ramps to traditional travel routes bisected by the all-season road. • Create temporary detours for snowmobiles and ATVs during construction. • Identify and sign detour routes and portages (in Indigenous and English languages). • Construction contract provision requiring key travel routes be maintained • Engage with Indigenous communities on construction schedule to identify key hunting/fishing/harvesting times and areas that should be avoided. • Provide community updates regarding location and timing of construction activities. • Time construction activities to avoid key traditional use windows (e.g., moose hunting season, gees hunting season) • Restrict/limit non-Indigenous hunting/fishing/harvesting in the area. • Blocking and re-vegetating temporary access routes and other disturbed areas immediately after construction using native vegetation. •	Both Alternatives provide greater access to lands for harvesting purposes – this can be viewed as both a positive and a negative effect. No discernable difference between alternatives	Both Alternatives provide greater access to lands for harvesting purposes – this can be viewed as both a positive and a negative effect. No discernable difference between alternatives
Cultural Continuity and Wellbeing (ability to practice and	• Alteration / change in or loss of culturally important sites and areas (e.g.,	• High Impacts to Low Impacts	• Conduct HRIAs to identify archaeological and heritage sites.	• Gathering Place (*edge of the Study Area)* • Burial Ground *(within the LSA)*	• Cultural Significant Historic Campsite (*within the Study area and within the area of the route alignment)*

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Segment 2 – Albany Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – SOCIO-ECONOMIC ENVIRONMENT					
transmit cultural traditions)	ceremonial sites, place names, teaching sites, archaeological sites).		• Engage with Indigenous communities to identify undocumented culturally important sites. • Design and align the all-season road to avoid known cultural, heritage and archaeological sites and objects. • Flag construction exclusion areas around discovered/previously unknown cultural, heritage and archaeological sites. • Relocate heritage resources that would be destroyed by construction activities (only with consent from Indigenous communities and Archaeology Branch) • Consult with the local Indigenous communities (MFFN) on culturally appropriate measures if archaeological sites or objects are exposed during construction (i.e., co-develop Chance Find Procedures). • Provide instructions to contractors on procedures if archaeological sites or objects are exposed during construction. • Support Indigenous communities in developing on the land programming for Youth and Members to increase opportunities for cultural continuity and well-being. • Support the facilitation of Indigenous youth (MFFN) travelling to other First Nations/Thunder Bay/etc. in the region to learn about cultural and traditional land and resource use activities. • Develop all road signs in local Indigenous language(s).	• 2 Burial Sites *(within the Study Area and LSA)* • Meeting Place *(within the Study Area)* • Bigfoot Area *(within the Study Area)* • Large Cultural, Spiritual, Sacred Value Area(s) – Burial Ground, Traditional Gathering Area, Cabin, Winter Trail *(overlapping the route alignment)* • Cultural, Spiritual, Sacred Value Area – Meeting Place, Walking Path *(overlapping the route alignment)* • Various water features (rivers, creeks, lakes) identified as Cultural, Spiritual, and Sacred Value Areas • 2 Camp Sites (*one in clos proximity to the route alignment area and one on the other side of the Albany River)* • 2 Cabins (*within the Project Area and the LSA)* • 2 Cabins *(between the two alignments)* • 2 Place Names - Kagiami , Kakike'amii wih bowtik *(in close proximity to the route alignment)* • Albany River, tributaries and lakes are identified as “Points of Interest” • Albany River is identified as a travel route • Winter and Supply Trails identified throughout and cross sections of the route • Historical Trail between Marten Falls and Beteau lake and Pym’s Island (50 – 60 miles in length) Cultural Heritage Team has noted that the area has raised cultural significance by Indigenous Communities. Both Alternatives have large Cultural, Spiritual, Sacred Value Areas covering portions of the route alignments. Requires input from MFFN (and potentially other Indigenous Communities)	• Large Cultural, Spiritual, Sacred Value Area – Historical Trails, Sites, Cabin, Teepee, Place of Story *(within the Study area and overlapping the route alignment)* • Large Cultural, Spiritual, Sacred Value Area – village, graveyards, sacred sites *(overlapping the eastern extent of the LSA)* • Various water features (rivers, creeks, lakes) identified as Cultural, Spiritual, and Sacred Value Areas • 2 Camp Sites (*within the Project Area)* • 2 Cabins *(between the two alignments)* • Historical Family or Village Site *(in the LSA)* • 2 Place Names – Cavier Kawakanabikak, Batikos *(to the east of the alignment within the Project area)* • Marten Falls Fort *(within the LSA)* • Albany River, tributaries and lakes are identified as “Points of Interest” • Albany River is identified as a travel route • Winter and Supply Trails identified throughout and cross sections of the route • Historical Trail between Marten Falls and Beteau lake and Pym’s Island (50 – 60 miles in length) Cultural Heritage Team has noted that the area has raised cultural significance by Indigenous Communities. Both Alternatives have large Cultural, Spiritual, Sacred Value Areas covering portions of the route alignments. Requires input from MFFN (and potentially other Indigenous Communities)
Summary of Aboriginal and Treaty Rights and Interests: There is more data for Segment 2 than the other Segments. MFFN will need to be further engaged to interpret this data to provide more direction on ranking of the two Alternatives. In addition, it is anticipated that Eabametoong First Nation (and other Indigenous Communities) may have IK/ILRU related to the southern extent that would be advantageous in assessing route alternatives, provided this is shared. Requires input from Natural Science team regarding potential for impact on animal, plant, and bird species (e.g., harvesting and gathering).					
ECONOMIC					
Regional Economy	• Traditional Economies	• Change in Ability to Undertake Traditional Economic Activities	• Communicate information on planned and active construction activities to facilitate local planning of traditional economies such as trapping. • In selection of final road alignment as part of road design development, where possible, avoid high-quality fur-bearer habitat.	The development of the road has the potential to result in net effects to traditional economies such as trapping. Trapping is the only identified traditional economic activity that may be occurring in the study area. Trapping activity has declined significantly throughout Canada due to low fur prices. Anecdotal input	The development of the road has the potential to result in net effects to traditional economies such as trapping. Trapping is the only identified traditional economic activity that may be occurring in the study area. Trapping activity has declined significantly throughout Canada due to low fur prices. Anecdotal input suggests that trapping

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Segment 2 – Albany Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – SOCIO-ECONOMIC ENVIRONMENT					
				suggests that trapping activity in the LSA has also declined and is no longer an important economic activity. The development of the road may support trapping activity through providing better access to lands used for trapping or result in negative impacts by loss of habitat for targeted species. Despite trappers being requested for information, at this time, we have no input from the trappers on the level of activity in the intersected traplines or their opinions regarding potential impact from this route segment or road development in general. See Trapping indicator under Land and Resource Use for ranking of routes in regards to trapline area covered and furbearer habitat impacted. It is also possible that some fishing occurs in local rivers for commercial purposes, but we have no specific information to support this. No discernable difference between alternatives	activity in the LSA has also declined and is no longer an important economic activity. The development of the road may support trapping activity through providing better access to lands used for trapping or result in negative impacts by loss of habitat for targeted species. Despite trappers being requested for information, at this time, we have no input from the trappers on the level of activity in the intersected traplines or their opinions regarding potential impact from this route segment or road development in general. See Trapping indicator under Land and Resource Use for ranking of routes in regards to trapline area covered and furbearer habitat impacted. It is also possible that some fishing occurs in local rivers for commercial purposes, but we have no specific information to support this. No discernable difference between alternatives
Summary of Economic: **Overall** • **There is no preferred alternative for Segment 2 – Albany from the perspective of the economic valued component.** • There is a negligible difference between the two route alternatives. • All route segments will provide connection to the Marten Falls community and provided the same expected economic benefit to the community including, for example, a decrease in the price of goods. • Similarly, all route segments are expected to provide similar employment opportunities and would have similar impact on government expenditure and taxation. • There are no specific economic features (e.g. businesses, resource extraction operations) identified in the PDA of the alternative route segments. • The opportunities for economic development including resource extraction activities such as mining are also identified to be similar amongst the alternative routes (see Land and Resource Use). As no information from trappers is available regarding the level of trapping activity along the route segments, the routes are identified to be similar with respect to impact on traditional economies. **Net Effects** The predicted net effects from both alternatives are equivalent due to their similar predicted decrease in price of goods, employment opportunities, government expenditures, and opportunities for economic development.					
HUMAN HEALTH					
Public Safety	• Road Use Accident	• Potential for roadway related accidents as a result of the road project including vehicles and pedestrians.	• "Post "no entry", warning signs and barricades (e.g., gates, fences), where necessary, around active construction sites, warning signs and reduced speed limits to be established at known wildlife crossing locations; warning signs and lights to be displayed for road maintenance equipment and trail crossings. • Provide for safe access for trappers and other traditional users	The development and use of the road has the potential to result in net effects to public safety including road related accidents. All route segments are considered to have relatively equal potential for accidents. No discernable difference between alternatives	The development and use of the road has the potential to result in net effects to public safety including road related accidents. All route segments are considered to have relatively equal potential for accidents. No discernable difference between alternatives
Environmental Factors Influencing Human Health	• Country Foods	• Potential for change in the quality and quantity (abundance) of country foods.	• Reclaim and rehabilitate areas disturbed by construction to encourage natural regeneration/regrowth of vegetation and habitat restoration. • Community input into alignment routing, component siting and road design avoid important areas of botanical and wildlife resources that serve as country foods to the extent feasible.	The development and operation of the road has the potential to result in net effects to the abundance of harvested species which could impact country food consumption by Indigenous communities. Moose is understood to be an important species that is harvested by First Nations. The PDA for this	The development and operation of the road has the potential to result in net effects to the abundance of harvested species which could impact country food consumption by Indigenous communities. Moose is understood to be an important species that is harvested by First Nations. The PDA for this segment contains only 0.2 ha of high suitability moose habitat.

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Segment 2 – Albany Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – SOCIO-ECONOMIC ENVIRONMENT					
				segment contains only 0.2 ha of high suitability moose habitat. It is unknown if Caribou is currently harvested in the LSA and therefore is not considered in this evaluation in regards to country foods. All route segments cross the same number of water courses (6) involving in-water works and would have similar impact on fish that may be harvested. Information on how the quality of harvested species could be affected by the road is not known at this time and will be assessed as part of the project impact assessment. No discernable difference between alternatives	It is unknown if Caribou is currently harvested in the LSA and therefore is not considered in this evaluation in regards to country foods. All route segments cross the same number of water courses (6) involving in-water works and would have similar impact on fish that may be harvested. Information on how the quality of harvested species could be affected by the road is not known at this time and will be assessed as part of the project impact assessment. No discernable difference between alternatives
Summary of Human Health: **Overall** • **There is no preferred alternative for Segment 2 – Albany from the perspective of human health.** • All route segments will provide connection to the Marten Falls community and result in the same health impacts to the community including for example access to health services, changed to social and economic structures, mental well-being, etc. • Generally, potential effects to the human health at the local or regional scale is considered similar for all the alternative routes. • Only two human health indicators were considered to have relevance considering the character of the study area and data availability: road use accidents and country food availability. • There is a negligible difference between the two route alternatives considering public safety and changes to country food availability. • All route segments are considered equal with respect to impacts on Indigenous women including human trafficking. • There are no permanent places of residence in proximity to the route segments that could be impacted in noise and air quality changes that might result in health impacts. • Alternatives are equally ranked as both contain very limited area of moose habitat within the PDA, therefore having minimal moose habitat effects. Moose is an important country food source for local Indigenous communities. • Similarly, both routes impact same/similar amount of fish habitat and are expected to have similar impact on country food availability. **Net Effects** Both route alternatives were evaluated as having equivalent net effects. A comprehensive assessment of net effects to human health will be completed on the preferred route and may result in a different determination of predicted net effects to the valued component.					
LAND AND RESOURCE USE					
Land Use Compatibility	• Binary alignment with established planning policy requirements	• Description	• No applicable measures due to absence of land use designations.	The alternative route segments do not pass through any lands with land use designations. All route segments are on crown owned lands and are subject to the same provincial policies. No discernable difference between alternatives	The alternative route segments do not pass through any lands with land use designations. All route segments are on crown owned lands and are subject to the same provincial policies. No discernable difference between alternatives
Parks and Protected Areas	• Number and area of parks and protected areas impacted	• Number and area of Park and Protected area with natural, cultural or recreation values impacted	• Limit clearing and use of land within parks and protected lands as much as possible. Temporary work areas such as staging areas should be located outside of parks and protected areas	The development and operation of the road could result in net effects including the loss of designated parkland area and disturb use of adjacent parkland. This segment crosses into the Albany River Provincial Park and contains 109.24 hectares of park land within the PDA. Lowest relative impact on parks and protected areas. Most preferred.	The development and operation of the road could result in net effects including the loss of designated parkland area and disturb use of adjacent parkland. This segment crosses into the Albany River Provincial Park and contains 238.91 hectares of park land within the PDA. Greatest relative impact on parks and protected areas. Least preferred.
	• Accessibility to parks and protected areas	• Extent to which access to parks and protected areas is increased.	• Monitor and limit the development of any side trails/roads that might extend into parks and protected areas	The development of the road could have net effects that change access levels to existing parks. The net effects of this are dependent on the proximity of the road to the park and nature of the park.	The development of the road could have net effects that change access levels to existing parks. The net effects of this are dependent on the proximity of the road to the park and nature of the park.

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Segment 2 – Albany Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – SOCIO-ECONOMIC ENVIRONMENT					
			• Work with Ontario Parks regarding any measures to control access into parks and protected areas as applicable	This segment would provide 0.56 km of new access to Albany River Provincial Park which is a remote waterway park. Road access would contribute to a change in the character of this park. No discernable difference between alternatives	This segment would provide 0.57 km of new access to Albany River Provincial Park which is a remote waterway park. Road access would contribute to a change in the character of this park. No discernable difference between alternatives
Recreation and Tourism	• Accessibility to lands and waterways used for recreation and tourism	• Change to access to land utilized for recreation and/or tourism	• Develop a land/waterbody access plan to determine need for any access restrictions and/or access enhancements to promote recreation and tourism in the area	The development of the road could improve access levels to current remote lands and water resources that could provide new recreation and tourism opportunities. All segments provide greater access to lands that are currently inaccessible, and which could be used for recreation purposes. Lands associated with this route segment are not considered to have more recreation value than other route segments. No information has been shared by stakeholders to suggest otherwise. Recreational users (e.g. snowmobilers, hikers, canoe/kayak users, etc.) would benefit from greater access to previously inaccessible lands. No discernable difference between alternatives	The development of the road could improve access levels to current remote lands and water resources that could provide new recreation and tourism opportunities. All segments provide greater access to lands that are currently inaccessible, and which could be used for recreation purposes. Lands associated with this route segment are not considered to have more recreation value than other route segments. No information has been shared by stakeholders to suggest otherwise. Recreational users (e.g. snowmobilers, hikers, canoe/kayak users, etc.) would benefit from greater access to previously inaccessible lands. No discernable difference between alternatives
		• Change in waterway navigability including for recreation and tourism	• Navigable waterway crossings will be designed to not inhibit navigation • Navigation to be maintained during construction	The development of bridges over watercourses could negatively affect navigation. Both segments cross a similar number of water bodies (7-8). Net effects to navigation are expected to be minimal. No discernable difference between alternatives	The development of bridges over watercourses could negatively affect navigation. All segments cross a similar number of water bodies (7-8). Net effects to navigation are expected to be minimal. No discernable difference between alternatives
	• Environmental conditions	• Change in environmental conditions that could change attractiveness of the area for tourism and recreation.	• Typical mitigation and avoidance measures such as standard practices for construction, road, and water crossing construction and maintenance will be applied to both construction and operation phases of the Project. Such measures include: o Development and implementation of a Construction Environmental Management Plan (CEMP) by the Contractor. o Adherence to blasting measures in accordance with the Guidelines for the Use of Explosives in or Near Canadian Fisheries Waters (Wright, Hopky, 1998). o Measures to avoid unnecessary vehicle and machine idling to minimize emissions and greenhouse gasses. o Development and implementation of a Spill Management Plan and Sediment and Erosion Control Plan. o Proper water crossing structure design and installation to accommodate flow and drainage as well as fish passage in fish habitat, where appropriate.	The road development and its operation could result in disturbance net effects such as runoff that could negatively affect the quality of the adjacent environment and affect its attractiveness for recreation. All segments are expected to result in similar change to environmental conditions that could result in effects to lands used for recreation. No discernable difference between alternatives	The road development and its operation could result in disturbance net effects such as runoff that could negatively affect the quality of the adjacent environment and affect its attractiveness for recreation. All segments are expected to result in similar change to environmental conditions that could result in effects to lands used for recreation. No discernable difference between alternatives

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Segment 2 – Albany Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – SOCIO-ECONOMIC ENVIRONMENT					
			o Refuelling, service, and maintenance of vehicles and equipment will generally be carried out in designated areas at temporary construction camps and temporary laydown areas a minimum of 30 m from waterbodies. o Wash water from vehicles and equipment will not be allowed to enter a waterbody and will be conveyed to areas for infiltration, treated prior to discharge to the receiving environment, or hauled off site. o Minimize vegetation clearing to only what is required for construction and staging. o Incorporate standard tree protection and ESC measures. o Implement progressive reclamation and revegetation of disturbed areas no longer required following construction (e.g., temporary access roads, construction camps, and laydown areas). o Marten Falls First Nation will develop and implement an Environmental Protection Plan, which will include best management practices for vegetation protection and mitigation.		
	• Availability of species harvested for recreation purposes	• Change to target species populations harvested for recreation purposes.	• Typical mitigation and avoidance measures such as standard practices for construction, road, and water crossing construction and maintenance will be applied to both construction and operation phases of the Project. Such measures include: o Development and implementation of a Construction Environmental Management Plan (CEMP) by the Contractor. o Adherence to in-water work timing windows. o Adherence to blasting measures in accordance with the Guidelines for the Use of Explosives In or Near Canadian Fisheries Waters (Wright, Hopky, 1998). o Adherence to DFO's Measures to Protect Fish and Fish Habitat (DFO 2023). o Adherence to DFO's Interim Codes of Practice (temporary cofferdams, stream crossings, fish screens, culvert maintenance [for operations]). o Measures to avoid unnecessary idling to minimize emissions and greenhouse gasses. o Development and implementation of a Spill Management Plan and Sediment and Erosion Control Plan. o Proper water crossing structure design and installation to accommodate flow and drainage as well as fish passage in fish habitat, where appropriate.	The development and operation of the road could have net effects that change the abundance of species that are harvested for recreation. The natural science team is not able to provide an estimation regarding the extent to which the populations of species harvested might change. Change to their habitat is used as a surrogate measurement – see indicator below.	The development and operation of the road could have net effects that change the abundance of species that are harvested for recreation. The natural science team is not able to provide an estimation regarding the extent to which the populations of species harvested might change. Change to their habitat is used as a surrogate measurement – see indicator below

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Segment 2 – Albany Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – SOCIO-ECONOMIC ENVIRONMENT					
			o Measures to limit the spread and / or introduction of invasive species. • Develop a land / waterbody access plan to determine need for any access restrictions		
		• Change to the habitat for these target species	• Typical mitigation and avoidance measures such as standard practices for construction, road, and water crossing construction and maintenance will be applied to both construction and operation phases of the Project. Such measures include: o Development and implementation of a Construction Environmental Management Plan (CEMP) by the Contractor. o Adherence to in-water work timing windows. o Adherence to blasting measures in accordance with the Guidelines for the Use of Explosives In or Near Canadian Fisheries Waters (Wright, Hopky, 1998). o Adherence to DFO's Measures to Protect Fish and Fish Habitat (DFO 2023). o Adherence to DFO's Interim Codes of Practice (temporary cofferdams, stream crossings, fish screens, culvert maintenance [for operations]). o Measures to avoid unnecessary idling to minimize emissions and greenhouse gasses. o Development and implementation of a Spill Management Plan and Sediment and Erosion Control Plan. o Proper water crossing structure design and installation to accommodate flow and drainage as well as fish passage in fish habitat, where appropriate. o Measures to limit the spread and / or introduction of invasive species. • Develop a land / waterbody access plan to determine need for any access restrictions	The development and operation of the road could remove habitat of key valued species could reduce the abundance of these species for recreation harvesting. Moose is a key wildlife species that is recreationally hunted. The PDA for this segment contains minimal area of high suitability moose habitat. Impacts to this habitat could impact area moose populations. All route segments cross a similar number of water courses involving in-water works and is expected to have similar impact on fish that may be harvested. No discernable difference between alternatives	The development and operation of the road could remove habitat of key valued species could reduce the abundance of these species for recreation harvesting. Moose is a key wildlife species that is recreationally hunted. The PDA for this segment contains minimal area of high suitability moose habitat. Impacts to this habitat could impact area moose populations. All route segments cross a similar number of water courses involving in-water works and is expected to have similar impact on fish that may be harvested. No discernable difference between alternatives
Extractive Industry	• Removal of lands with potential for mineral extraction	• Area of land under mineral claim that the road segments pass through	• Engage with land claim holders in the road design stage to determine how impacts to mineral deposits can be minimized and/or access to mineral areas enhanced.	The development of the road could remove mineral resource areas from being extracted in the future. This segment: • Has 608.39 hectares of operational claims within the PDA. • Has 172.98 hectares of aggregate sites within the PDA. Least Preferred	The development of the road could remove mineral resource areas from being extracted in the future. This segment: • Has 492.32 hectares of operational claims within the PDA. • Has 311.51 hectares of aggregate sites within the PDA. Most Preferred
	• Proximity to and access to lands with future potential for mining development	• Change to access to lands with future potential for mineral extraction	• Engage with land claim holders in the road design stage to determine how impacts to mineral deposits can be minimized and/or access to mineral areas enhanced.	The development of the road could improve access to mineral resource areas and thus potentially resulting in their development for economic benefit to the region and local communities.	The development of the road could improve access to mineral resource areas and thus potentially resulting in their development for economic benefit to the region and local communities.

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Segment 2 – Albany Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – SOCIO-ECONOMIC ENVIRONMENT					
				This route segment's alignment provides 4.60 kilometres of access into potential future aggregate sites. Greater improved access to lands with future potential for mineral extraction. Most Preferred	This route segment's alignment provides 2.04 kilometres of access into potential future aggregate sites. Less improved access to lands with future potential for mineral extraction. Least Preferred
Forestry Industry	• Removal of commercial forestry lands	• Area of commercial forestry land that the road segments pass through	• No measures because there are no impacts to commercial forestry lands.	The development of the road could result in the removal of forested lands that are commercially harvested. This segment impacts no area of commercial forestry land. Both route segments have no impact on removal of commercial forestry lands. No discernable difference between alternatives	The development of the road could result in the removal of forested lands that are commercially harvested. This segment impacts no area of commercial forestry land. Both route segments have no impact on removal of commercial forestry lands. No discernable difference between alternatives
	• Proximity to and access to lands with potential for forest harvesting	• Change to access to forestry lands	• Engage with forestry companies during road design stage regarding access to potential new forestry lands	The development of the road could provide access to lands with timber that could be harvested for economic benefit to the region and local communities. This segment impacts no area of commercial forestry land. Both route segments have no impact on access to commercial forestry lands. No discernable difference between alternatives	The development of the road could provide access to lands with timber that could be harvested for economic benefit to the region and local communities. This segment impacts no area of commercial forestry land. Both route segments have no impact on access to commercial forestry lands. No discernable difference between alternatives
Remote Outfitters	• Change to operations of remote outfitters in vicinity of road routes	• Number and proximity of remote outfitters to the alternatives • Potential for impact to the outfitters from the alternatives	• During final road alignment selection and road design phase consider proximity of remote tourism outfitters to maximize separation distance • Engage with tourism outfitters during road design phase • If applicable, provide compensation to any outfitters displaced or who can no longer operate because of the road • Develop a land/waterbody access plan to determine need for any access restrictions and/or access enhancements to protect remote tourism operations	The development of the road could mean that lands and waterbodies are more accessible to the public and decrease the attractiveness of the area for remote tourism operations. This segment may increase access to two (2) remote tourism camp outfitter locations, both within 2.0 kilometres of the PDA centreline. Increased levels of access to camp locations could have a negative effect as tourism operators could see decreased value from these camp locations and may experience a decrease in species populations recreationally hunted and fished for. These camp locations could also experience noise effects from road construction and operations which could detractor from the user experience and make these cams less attractive to the outfitter. Least Preferred	The development of the road could mean that lands and waterbodies are more accessible to the public and decrease the attractiveness of the area for remote tourism operations. This segment may increase access to one (1) remote tourism outfitter camp location, within 2.0 kilometres of the PDA centreline. Increased levels of access to camp locations could have a negative effect as tourism operators could see decreased value from these camp locations and may experience a decrease in species populations recreationally hunted and fished for. These camp locations could also experience noise effects from road construction and operations which could detractor from the user experience and make these cams less attractive to the outfitter. Most Preferred
Trapping	• Change to trapping activity in vicinity of alternatives	• Length of route passing through trap lines/# of trap lines affected • Potential for change in populations of	• Provide community updates regarding the location and timing of Construction noise activities • I In selection of final road alignment and road design development, where possible, avoid high quality fur-bearing species habitat	The development of the road could result in the loss of furbearer habitat thus decreasing the populations of these species for harvesting. Alternatively, the road could improve access to lands that trappers could take advantage of. This segment:	The development of the road could result in the loss of furbearer habitat thus decreasing the populations of these species for harvesting. Alternatively, the road could improve access to lands that trappers could take advantage of. This segment:

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Segment 2 – Albany Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – SOCIO-ECONOMIC ENVIRONMENT					
		harvested fur bearing species.		• Has a length of 27.48 kilometres passing through trapline areas. • Intersects two (2) trapline areas. • Has 676.45 hectares of trapline area within the PDA. Would result in the least impact on American marten and wolverine habitat. All route segments provide increased access to trapline areas. Route passes through the lowest amount of trap line area and passes through the least amount of important furbearer habitat and is therefore ranked preferred.	• Has a length of 23.23 kilometres passing through trapline areas. • Intersects two (2) trapline areas. • Has 1,228.57 hectares of trapline area within the PDA. Would result in the highest impact on American marten and wolverine habitat. All route segments provide increased access to trapline areas. Route passes through the greatest amount of trap line area and passes through the highest amount of important furbearer habitat and is therefore ranked least preferred.
		• Change in access to lands for trapping.	• Engage with trappers regarding need for access related mitigation and or enhancements to improve access for trappers.		
Summary of Land and Resource Use: **Overall** • **Alternative 1 is the preferred route alternative for Segment 2 – Albany from the perspective of Land and Resource Use,** as it is preferred with respect to potential impacts on parks, and trapping and provides the best access to potential mineral lands. Its only disadvantage is that it is in proximity to slightly more remote tourism outfitters than Alternative 4 (2 vs 1). Roadway alignment work during the design phase may be able to mitigate this potential for greater impact to remote outfitters. **Net Effects** • Both route alternatives were evaluated as having equivalent net effects regarding land use compatibility as there are no land use compatibility policies for the affected lands. • Alternative 1 is preferred with regards to parks and protected areas as it has the lowest net effect on access to Albany River Provincial Park. • The two alternatives are considered to have similar impact with regards to recreation and tourism as both routes could provide increased access to areas that were previously inaccessible and remote. • The PDAs for both routes contain minimal area of high suitability moose habitat, a valued recreational hunting species. • Alternative 1 passes through more lands under operational mineral claim. This could result in higher impacts to mineral resource areas and/or provide greater access to future mineral extraction lands. • This segment impacts no area of commercial forestry land. Both route segments have no impact on access to commercial forestry lands. • Alternative 4 is in proximity to 1 tourism outfitter and is preferred to Alternative 1 which is in proximity to 2 tourism outfitters. • Alternative 1 passes through the lowest amount of trap line area and passes through the least amount of important furbearer habitat.					
SOCIAL					
Summary of Social: **Overall** • **There is a negligible difference between the alternative routes and are both ranked equal from a social-community perspective.** • All route segments will provide connection to the Marten Falls community and provide the same expected net social impact to the community. • Social-community impacts from the MFCAR are anticipated to be focused on the communities located with the LSA including Marten Falls First Nation, Aroland First Nation, and Greenstone. • The potential for social impacts (e.g. change in housing demand/supply, community well-being, etc.) is expected to be the same in all the LSA communities for all route alternatives. • No specific social-community features were identified in proximity to the alternative route segments that could be impacted. • See ATRI for identification of features identified through the Indigenous Knowledge collection program.					
CLIMATE ADAPTATION AND RESILIENCY					
Summary of Climate Adaptation and Resiliency: **Overall** • There is no discernible difference between the alternatives from a Climate Adaptation and Resiliency perspective. • There exists significant data gaps and uncertainty in the generation of climate projections that have the appropriate level of granularity to differentiate between alternative routes.					

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – CULTURAL ENVIRONMENT					
CULTURAL HERITAGE					

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Segment 2 – Albany Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
Archaeological Sites and Resources	• Previously identified archaeological sites	• The net effects to archaeological resources will be evaluated OR	• Complete all outstanding archaeological assessments.	No registered archaeological sites, however archaeological potential is present within much of the alternative. Most Preferred	Registered archaeological site nearby. Least Preferred
	• Areas of cultural significance raised by local Indigenous Nations	• Number of previously identified archaeological sites • Areas of cultural significance raised by local Indigenous Nations • Number of resources identified	• Complete all outstanding archaeological assessments. • Incorporate information received by Indigenous Nations in reporting. • Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous communities will be initiated in the event that archaeological resources or human remains are discovered.	Area has raised cultural significance by local Indigenous Nations. No discernable difference between alternatives	Area has raised cultural significance by local Indigenous Nations. No discernable difference between alternatives
	• Proximity to water		• Complete all outstanding archaeological assessments.	Archaeological potential is present within much of the alternative. No discernable difference between alternatives	Archaeological potential is present within much of the alternative. No discernable difference between alternatives
	• Soil texture and drainage		• Complete all outstanding archaeological assessments.	Archaeological potential is present within much of the alternative. No discernable difference between alternatives	Archaeological potential is present within much of the alternative. No discernable difference between alternatives
	• Glacial geomorphology, elevated topography		• Complete all outstanding archaeological assessments.	Archaeological potential is present within much of the alternative. No discernable difference between alternatives	Archaeological potential is present within much of the alternative. No discernable difference between alternatives
	• Resource areas including food or medicinal plants, scarce raw materials		• Complete all outstanding archaeological assessments.	Area has food or medicinal plant resources. No discernable difference between alternatives	Area has food or medicinal plant resources. No discernable difference between alternatives
	• Areas of early 19th century settlement and transportation routes		• Complete all outstanding archaeological assessments.	Archaeological potential is present within much of the alternative, Albany River is a significant potable water source. No discernable difference between alternatives	Archaeological potential is present within much of the alternative, Albany River is a significant potable water source. No discernable difference between alternatives
	• Properties that local histories or informants have identified with possible archaeological sites, historical events, activities or occupants		• Complete all outstanding archaeological assessments.	Archaeological potential is present within much of the alternative, Albany River is a significant potable water source. No discernable difference between alternatives	Archaeological potential is present within much of the alternative, Albany River is a significant potable water source. No discernable difference between alternatives

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Segment 2 – Albany Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
Built Heritage Resources/Cultural Heritage Landscapes	• Animal, Fish, and Plant Harvest Areas (MFFN)	• The net effects to built heritage resources and cultural heritage landscapes will be evaluated in the Cultural Heritage Report. • Number of resources identified.	• Where possible, avoid direct adverse impacts to Animal, Fish and Plant Harvest Areas. • If direct adverse impacts are anticipated to an Animal, Fish, and Plant Harvest Area, then complete further mitigation (i.e., Cultural Heritage Evaluation Report or Heritage Impact Assessment)	Net effects for this alternative include the potential disturbance of up to twenty (20) identified Animal, Fish, and Plant Harvest Areas. Most Preferred	Net effects for this alternative include the potential disturbance of up to twenty-five (25) identified Animal, Fish, and Plant Harvest Areas. Least Preferred
	• Cultural, Spiritual, and Sacred Areas (MFFN)		• Where possible, avoid direct adverse impacts to Cultural, Spiritual, and Sacred Areas. • If direct adverse impacts are anticipated to a Cultural, Spiritual, and Sacred Area, then complete further mitigation (i.e., Cultural Heritage Evaluation Report or Heritage Impact Assessment)	Net effects for this alternative include the potential disturbance of up to ten (10) identified Cultural, Spiritual, and Sacred Areas. Least Preferred	Net effects for this alternative include the potential disturbance of up to five (5) identified Cultural, Spiritual, and Sacred Areas Most Preferred
	• Habitation Areas (MFFN)		• Where possible, avoid direct adverse impacts to Habitation Areas. • If direct adverse impacts are anticipated to a Habitation Area, then complete further mitigation (i.e., Cultural Heritage Evaluation Report or Heritage Impact Assessment)	Net effects for this alternative include the potential disturbance of up to ten (10) identified Habitation Areas Least preferred	Net effects for this alternative include the potential disturbance of up to five (5) identified Habitation Areas Most Preferred
	• Travel (MFFN and Historical Maps)		• Where possible, avoid direct adverse impacts to Travel Areas. • If direct adverse impacts are anticipated to a Travel Area, then complete further mitigation (i.e., Cultural Heritage Evaluation Report or Heritage Impact Assessment)	Net effects for this alternative include the potential disturbance of one identified historical Indigenous Trail and one historical portage route. No discernable difference between alternatives	Net effects for this alternative include the potential disturbance of one identified historical Indigenous Trail and one historical portage route. No discernable difference between alternatives

Summary of Cultural Heritage:

Overall

- **Alternative 4 is the most preferred route alternative for Segment 2 – Albany Crossing from the perspective of cultural heritage.**
- There is a negligible difference between the alternatives.

Archaeological Sites and Resources

- No discernible difference between the alternatives is present, as the alternatives retain much archaeological potential that must be mitigated prior to ground disturbance.
- One registered archaeological site nearby Alternative 4, and no registered archaeological sites nearby Alternative 1. **Despite this indicator, archaeological potential within much of both alternatives remains to be mitigated, and as such they are equally ranked.**

Built Heritage Resources/Cultural Heritage Landscapes

- Although both alternatives have the potential to impact identified cultural heritage resources, Alternative 4 is preferred due to its lower net effects to cultural heritage resources.
- Alternative 1 has the potential to disturb more identified Cultural, Spiritual, and Sacred Areas and more Habitation Areas than Alternative 4.

Net Effects

The predicted net effects were evaluated as equivalent for both alternatives due to their effects on areas of raised cultural significance by local Indigenous nations, archaeological potential present, food/medicinal plant resources, Albany River as a potable water source, and disturbance of Harvest Areas. The predicted net effects have not considered all potential mitigation that may be applied. Net effect assessment is subject to change based on the implementation of additional mitigation. There is a negligible difference between the alternatives in terms of the cultural heritage valued component because archaeological potential is present within much of the alternatives.

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Segment 2 – Albany Crossing

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
***Notes:** **1.** For consistency, Cultural Heritage indicators have been revised from those presented in the Study Plan to be consistent with the IK data points used to develop the cultural heritage themes for the Cultural Heritage Report.					

FACTOR	INDICATOR	MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – TECHNICAL, ENGINEERING AND COST				
Design	• Roadway Alignment Length	• Km	27.48 km	23.23 km
	• Number of Water Crossings	• #	4	3
	• Length of Water Crossings	• Km	Total 412m	Total 214m
Construction Complexity	• Access to Roadway Material	• Description	Most Preferred	Least Preferred
	• Constructability of Roadway	• High to Low	Most Preferred	Least Preferred
	• Constructability of Water Crossing	• High to Low	Most Preferred	Least Preferred
Miscellaneous	• Schedule Implications	• Description	Medium impact due to slightly longer road length to construct	Lower impact due to shorter road length to construct
Operations	• Long Term Maintenance	• Description	Most Preferred	Least Preferred
Cost	• Value of construction	• $ CAD	Bridges: $133.2M Roads: $99.7878M Total: $232.98M	Bridges: $89.5M Roads: $82.1M Total: $171.6M
Summary of Technical, Engineering and Cost: **Overall** • **Alternative 1 is the most preferred route alternative for Segment 2 – Albany Crossing from the perspective of technical, engineering and cost.** • Cost estimates are based on 2023 unit prices developed through discussions with northern Contractors and best practices. • Value of Construction includes a 20% contingency factor and climate change impacts that are assumed to be 35-40% of the structures' base prices.				

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Segment 3 – North of the Albany

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – PHYSICAL ENVIRONMENT					
PEATLANDS					
Peatland Ecosystems	■ Availability (decrease / increase of overall amount of peatland area) ■ Distribution (changes to the arrangement and connectivity of Peatlands) ■ Function and Composition (change in plant species composition or ecological function).	■ Peatland area (hectares) disturbed per alternative ■ Number of peatlands type fragmented	■ Minimize vegetation clearing to only what is required for construction and staging. ■ Avoid using peatlands for staging, where possible. ■ Incorporate standard tree protection and ESC measures. ■ Implement progressive reclamation and revegetation of disturbed areas no longer required following construction (e.g., temporary access roads, construction camps, and laydown areas). ■ Marten Falls First Nation will develop and implement an Environmental Protection Plan, which will include best management practices for peatlands protection and mitigation.	This alternative is anticipated to disturb 1046.00 ha of peatland and 17 peatland ecosite types.	This alternative is anticipated to disturb 433.27 ha of peatland and 10 peatland ecosite types.
Summary of Peatlands: **Overall** • **Alternative 4 is the most preferred route alternative for Segment 3 – North of the Albany Crossing from the perspective of peatlands** as it results in smaller direct loss of peatland area and disturbance to a fewer number of peatland types. **Peatland Area** • Alternative 4 is the most preferred as it results in the least direct loss of peatland area. • Alternative 1 is the least preferred as it results in the greatest loss of peatland area. **Number of Peatland Types Fragmented** • Alternative 4 is the most preferred as it impacts the fewest number of peatland types. • Alternative 1 is the least preferred as it impacts the greatest number of peatland types. **Net Effects** Alternative 1 results in higher net effects than Alternative 4. This comparative analysis evaluated the three route alternatives based on the direct interaction of their project development areas and the representative indicator measures and did not consider the effects to peatland valued components at the local or regional scale (i.e., local study area or regional study area). The predicted net effects have not considered all potential mitigation or design elements to maintain peatland function (e.g., hydrology) that may be applied at a later stage of project design. The comprehensive assessment of net effects to the peatland valued components will be completed on the preferred route selected and may result in a different determination of predicted net effects. ***Notes:*** 1. Note that for the purposes of the alternatives assessment, only the availability (area) of peatlands disturbed and the number of peatland types fragmented were used because these measures can be quantified and are unbiased. Loss of peatlands also reduces their overall function and ability to store carbon, so those indicators are indirectly being assessed by determining the area of peatlands lost and fragmented. 2. This analysis is based on mapping that doesn't incorporate data collected during the 2023 field programs. This 2023 field information may refine the peatlands mapping that will be included in final reporting.					
PHYSIOGRAPHY, TERRAIN AND SOILS					
Physiography, Terrain and Soils	■ Quantity and distribution of terrain units	■ Area of surficial materials disturbed per alternative ■ Area of potential land with permafrost processes ■ Area of class IV and V terrain stability per alternative ■ Number of significant landforms[2] disturbed per alternative	■ Minimize areas of vegetation clearing and soil disturbance. ■ Implement progressive reclamation and revegetation of disturbed areas no longer required following construction (e.g., temporary access roads, construction camps, and laydown areas).	This alternative is anticipated to: ■ Disturb 2,427 ha of surficial materials ■ Intersect 0 ha of potential land with permafrost ■ Intersect 23 ha of Class IV (1% of alternative footprint) and 18 ha (1% of alternative footprint) of Class V terrain ■ Disturb 9 significant landforms	This alternative is anticipated to: ■ Disturb 825 ha of surficial materials ■ Intersect 0 ha of potential land with permafrost ■ Intersect 16 ha of Class IV (2% of alternative footprint) and 18 ha (2% of alternative footprint) of Class V terrain ■ Disturb 2 significant landforms
	■ Quantity and distribution of soil map units	■ Area of soil disturbed (excludes non-soils such	■ Implement progressive reclamation and revegetation of disturbed areas no longer required following construction (e.g., temporary access roads, temporary construction camps, laydown areas).	This alternative is anticipated to disturb 2,330 ha of soil (96% of the alternative footprint).	This alternative is anticipated to disturb 823 ha of soil (100% of the alternative footprint).

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Segment 3 – North of the Albany

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – PHYSICAL ENVIRONMENT					
		as bedrock and water) per alternative	■ Minimize areas of vegetation clearing and soil disturbance. ■ Marten Falls First Nation will develop and implement an Environmental Protection Plan, which will include best management practices for soil erosion, salvage and handling.		
	■ Soil Quality / Productivity	■ Area of high water erosion risk disturbed per alternative ■ Area of high wind erosion risk disturbed per alternative ■ Amount of soil that is considered suitable for reclamation[3] ■ Area of high compaction risk disturbed per alternative	■ Implement progressive reclamation and revegetation of disturbed areas no longer required following construction (e.g., temporary access roads, construction camps, and laydown areas). ■ Use clearing equipment that minimizes surface disturbance, soil compaction and topsoil loss (e.g., equipment with low ground pressure tracks or tires, blade shoes, and brushes), where feasible. ■ Where soils are prone to wind erosion, tackify, cover, seed, and/or apply water during periods of high erosion potential (e.g., summer and fall). ■ Minimize soil disturbance by building on bedrock, where feasible . ■ Marten Falls First Nation will develop and implement an Environmental Protection Plan, which will include best management practices for soil erosion, salvage and handling. ■ Construct in winter to avoid compaction, where feasible.	This alternative is anticipated to: ■ Disturb 0 ha of area with high water erosion risk ■ Disturb 355 ha (15% of alternative footprint) of area with high wind erosion risk ■ Disturb 917 ha (38% of alternative footprint) of soil that is considered suitable for reclamation ■ Intersect 161 ha (7% of alternative footprint) of area with high compaction risk	This alternative is anticipated to: ■ Disturb 0 ha of area with high water erosion risk ■ Disturb 270 ha (34% of alternative footprint) of area with high wind erosion risk ■ Disturb 124 ha (15% of alternative footprint) of soil that is considered suitable for reclamation ■ Intersect 34 ha (4% of alternative footprint) of area with high compaction risk
Summary of Physiography, Terrain and Soils: **Overall** • **Alternative 4 is the most preferred route alternative for Segment 3 – North of the Albany Crossing from the perspective of physiography, terrain and soils,** as this alternative will have lower net effects as it is anticipated to disturb fewer significant landforms and a smaller area of surficial materials, soil, areas of wind erosion risk, soil suitable for reclamation and soil with high risk of compaction than Alternative 1. o Alternative 1 would remove the largest area of surficial materials. o Although Alternative 4 would affect a larger percentage (4%) of potentially unstable ground (35 ha total), Alternative 1 is significantly larger in area and would affect a larger area of potentially unstable ground with 42 ha (2%). o No permafrost processes were identified in either of the two alternatives. o Alternative 4 would affect seven fewer significant landforms than Alternative 1. o Alternative 1 would affect a lower percentage of soil (96%), however Alternative 1 is significantly larger in area and would disturb more soil. o Neither alternative has areas identified as being at a potentially high risk for water erosion. o Although a higher percentage of Alternative 4 intersects areas of high wind erosion risk (34%. 270 ha), Alternative 1 would affect a larger area (15%, 355 ha). o Alternative 1 would affect a higher percentage of soils rated as being suitable for reclamation, and a larger area than Alternative 4. o Alternative 1 would affect a higher percentage of soils rated as having a high risk for compaction, and a larger area than Alternative 4. **Net Effects** Alternative 1 results in higher net effects than those of Alternative 4 due to higher disturbance of soil and terrain and effects on soil quality. This comparative analysis evaluated three route alternatives based on the interaction of their project development areas and the representative indicator measures, and did not consider the effects to physiography, terrain and soil valued component at the local or regional scale (i.e., local study area or regional study area). Therefore, as the project development area for each alternative is anticipated to permanently remove or disturb measures of the proposed indicators, net effects may be high for both alternatives The comprehensive assessment of net effects to the physiography, terrain and soils valued component, will be completed on the preferred route selected, and may result in a different determination of predicted net effects. ***Notes:*** 1. Some numbers are rounded for presentation purposes. Therefore, it may appear that the totals do not equal the sum of the individual values. 2. The number of significant landforms noted is subjective and may be a conservative value. This measure will be re-evaluated with indigenous knowledge input, and information from the wildlife and vegetation disciplines. As a result, the data presented here may differ from the final effects analysis. 3. Soil with a rating of Good, Fair or Poor were considered suitable for reclamation.				
GROUNDWATER AND GEOCHEMISTRY					
Groundwater	■ Groundwater Quality: Degradation of physical and chemical characteristics of groundwater	■ Areas of coarse-grained surficial deposits and bedrock that are potentially important for	■ Design stormwater management features to contain runoff and allow it to infiltrate locally ■ Restore land cover on unused parts of road construction footprint (construction camps, aggregate pits)	This alternative will intersect 1,888 ha of coarse-grained surficial deposits and bedrock that are potentially important for groundwater recharge	This alternative will intersect 485 ha of coarse-grained surficial deposits and bedrock that are potentially important for groundwater recharge

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Segment 3 – North of the Albany

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – PHYSICAL ENVIRONMENT					
	■ Groundwater Quantity: Change in groundwater levels	groundwater recharge and have elevated vulnerability to groundwater contamination. (hectares)	■ Implement spill prevention, monitoring, control and response programs for road construction and operation ■ Minimize or avoid using salt solutions for dust/ice control	and have elevated vulnerability to groundwater contamination.	and have elevated vulnerability to groundwater contamination.
Summary of Groundwater and Geochemistry: **Overall** • **Alternative 4 is the preferred route for Segment 3– North of the Albany from the perspective of groundwater and geochemistry** in terms of reducing potential for impacting areas likely to have higher rates of groundwater recharge (infiltration) and highest vulnerability to contamination. • Alternative 4 crosses over the least amount of area of coarse-grained and bedrock surficial materials. • Alternative 1 crosses over the greatest amount of area of coarse-grained and bedrock surficial materials. **Net Effects** Alternative 1 results in higher net effect than Alternative 4 due to its intersection with a higher area of coarse-grained and bedrock surficial materials. This comparative analysis evaluated two route alternatives based on the interaction of their project development areas and the representative indicator measures and did not consider the effects to groundwater and geochemistry at the local or regional scale (i.e., local study area or regional study area). The comprehensive assessment of net effects to groundwater will be completed on the preferred route selected and may result in a different determination of predicted net effects.					
SURFACE WATER					
Surface Water	■ Surface Water Quantity ■ Surface Water Quality	■ Total number of waterbody crossings ■ Flow regime (permanent vs. intermittent or ephemeral) ■ Channel length and/or width or wetted area within the proposed corridor (to be tallied as a total for all of the crossing locations within a given segment) ■ Number of waterbodies targeted for crossing structure installation /maintenance and associated in-water work with potential effects to flow conveyance and erosion and sedimentation processes ■ Number of waterbodies targeted for crossing structure installation /maintenance and associated in-water work with potential effects to sensitive receptors or features (e.g., sensitive fish communities, areas of known channel instability, etc.)	Typical mitigation and avoidance measures such as standard practices for construction, road, and water crossing construction and maintenance will be applied to both construction and operation phases of the Project. Such measures include: ■ Development and implementation of a Construction Environmental Management Plan (CEMP) by the Contractor. ■ Adherence to blasting measures in accordance with the Guidelines for the Use of Explosives in or Near Canadian Fisheries Waters (Wright, Hopky, 1998). ■ Measures to avoid unnecessary vehicle and machine idling to minimize emissions and greenhouse gasses. ■ Development and implementation of a Spill Management Plan and Sediment and Erosion Control Plan. ■ Proper water crossing structure design and installation to accommodate flow and drainage as well as fish passage in fish habitat, where appropriate. ■ Refuelling, service, and maintenance of vehicles and equipment will generally be carried out in designated areas at temporary construction camps and temporary laydown areas a minimum of 30 m from waterbodies. ■ Wash water from vehicles and equipment will not be allowed to enter a waterbody and will be conveyed to areas for infiltration, treated prior to discharge to the receiving environment, or hauled off site.	This alternative is anticipated to: ■ Cross 18 waterbodies, all of which are inferred as permanent ■ Intersect 22,804 m^2 of wetted area within the proposed corridor ■ Cross 12 waterbodies (10,634 m^2 of wetted area) that are targeted for crossing structure installation /maintenance and associated in-water work ■ Cross 3 waterbodies (9,191 m^2 of wetted area) that are targeted for crossing structure installation /maintenance and associated in-water work with potential effects to sensitive receptors or features	This alternative is anticipated to: ■ Cross 9 waterbodies, all of which are inferred as permanent ■ Intersect 12,185 m^2 of wetted area within the proposed corridor ■ Cross 5 waterbodies (8,502 m^2 of wetted area) that are targeted for crossing structure installation /maintenance and associated in-water work ■ Cross 3 waterbodies (8,302 m^2 of wetted area) that are targeted for crossing structure installation /maintenance and associated in-water work with potential effects to sensitive receptors or features

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Segment 3 – North of the Albany

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – PHYSICAL ENVIRONMENT					
Summary of Surface Water: **Overall** • **Alternative 4 is the preferred alternative for Segment 3 – North of Albany Crossing for surface water quality and quantity,** given that Alternative 4 includes nine less crossings than Alternative 1 and includes seven less crossings targeted for crossing structure installation / maintenance and associated in-water work. **Net Effects** The predicted net effect for each of the alternatives were evaluated to be equivalent, based on the understanding that, with the implementation of the recommended avoidance, mitigation, compensation, and enhancement measures (including properly sized and designed water crossing structures, installation and maintenance of appropriate erosion and sediment controls, and implementation of construction best management practices), the potential effects on surface water receivers are expected to be limited. As such, there is a negligible difference between the alternatives from the perspective of surface water. ***Notes:*** The requirement for in-water determined as follows: • For waterbody crossings with bankfull widths less than 5 m, it is assumed that culverts would be used (requiring in-water work) • For waterbody crossings with bankfull widths greater than or equal to 5 m and less than 25 m, it is assumed that clear span bridges would be used (no in-water work) • For waterbody crossings greater than or equal to 25 m, it is assumed that bridges with piers and abutments would be used (requiring in-water work) • For waterbody crossings in flooded/impounded wetlands where wetted widths were greater than bankfull width at the time of the assessment, it is assumed that in-water work would be required.				
VISUAL					
Visual	■ Change in landscape character	■ Visibility of project from identified valued/sensitive receptor locations.	■ Minimize disturbance to the surrounding landscape including; Peatland. Vegetation. Terrain and Surface Water. ■ Minimize the creation on open vistas to reduce visibility of proposed community access road/ ■ Implement progressive reclamation and revegetation of disturbed areas no longer required following construction	Greater number of River crossings has potential for greater visual impact Least Preferred See below anticipated impacts to changes in landscape character	Fewer number of River crossings has potential for less visual impact Most Preferred See below anticipated impacts to changes in landscape character
	■ Proximity to and number of sensitive receptors	■ Alteration / change in or loss of culturally important sites and areas (e.g., ceremonial sites, place names, teaching sites, archaeological sites ■ Visibility of Cultural, Spiritual, and Sacred Areas (MFFN)	■ Avoid and/or screen sensitive sites and features ■ Minimize disturbance and proximity of road to sensitive receptors including known cultural and spiritual significant places	Requires IK Team Input and Cultural Heritage Team Input	Requires IK Team Input and Cultural Heritage Team Input
	■ Degree of Visual Contrast	■ Amount of visual disturbance	■ Minimize disturbance and extent of infrastructure	Requires visibility mapping/modeling	Requires visibility mapping/modeling
	■ Change in Landscape Character: Physiography, Terrain and Soils	■ Area of surficial materials disturbed per alternative ■ Number of Surface features disturbed per alternative	■ Implement progressive reclamation and revegetation of disturbed areas no longer required following construction (e.g., temporary access roads, construction camps, and laydown areas).	This alternative is anticipated to: ■ Disturb 2,427 ha of surficial materials. ■ Intersect 0 ha of potential land with permafrost ■ Intersect 23 ha of Class IV (1% of alternative footprint) and 18 ha (1% of alternative footprint) of Class V terrain ■ Disturb 9 significant landforms	This alternative is anticipated to: ■ Disturb 825 ha of surficial materials. ■ Intersect 0 ha of potential land with permafrost ■ Intersect 16 ha of Class IV (2% of alternative footprint) and 18 ha (2% of alternative footprint) of Class V terrain ■ Disturb 2 significant landforms
	■ Change in Landscape Character: Surface Water Features	■ Total number of waterbody crossings ■ Number of waterbodies targeted for crossing structure installation /maintenance and	■ Typical mitigation and avoidance measures such as standard practices for construction, road, and water crossing construction and maintenance will be applied to both construction and operation phases of the Project. Such measures include:	This alternative is anticipated to: ■ Cross 18 waterbodies, all of which are inferred as permanent ■ Intersect 22,804 m^2 of wetted area within the proposed corridor	his alternative is anticipated to: ■ Cross 9 waterbodies, all of which are inferred as permanent ■ Intersect 12,185 m^2 of wetted area within the proposed corridor

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Segment 3 – North of the Albany

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – PHYSICAL ENVIRONMENT					
		associated in-water work with potential effects to sensitive receptors or features (e.g., traditional landuses)	■ Proper water crossing structure design and installation to accommodate flow and drainage as well as fish passage in fish habitat, where appropriate. ■ Refuelling, service, and maintenance of vehicles and equipment will generally be carried out in designated areas at temporary construction camps and temporary laydown areas a minimum of 30 m from waterbodies.	■ Cross 12 waterbodies (10,634 m^2 of wetted area) that are targeted for crossing structure installation /maintenance and associated in-water work ■ Cross 3 waterbodies (9,191 m^2 of wetted area) that are targeted for crossing structure installation /maintenance and associated in-water work with potential effects to sensitive receptors or features	■ Cross 5 waterbodies (8,502 m^2 of wetted area) that are targeted for crossing structure installation /maintenance and associated in-water work ■ Cross 3 waterbodies (8,302 m^2 of wetted area) that are targeted for crossing structure installation /maintenance and associated in-water work with potential effects to sensitive receptors or features
	■ Change in Landscape Character: Vegetation and Ecosystems	■ Area (hectares) of wetland, riparian and upland ecosystems disturbed per alternative1 ■ Peatland area (hectares) disturbed per alternative ■ Number of peatlands type fragmented	■ Minimize vegetation clearing to only what is required for construction and staging. ■ Avoid using wetland and riparian areas for staging, where possible. ■ Incorporate standard tree protection and ESC measures. ■ Implement progressive reclamation and revegetation of disturbed areas no longer required following construction (e.g., temporary access roads, construction camps, and laydown areas).	This alternative is anticipated to disturb 1178.96 ha of wetland and riparian ecosystems This alternative is anticipated to disturb 16 upland ecosite types This alternative is anticipated to disturb 1046.00 ha of peatland and 17 peatland ecosite types.	This alternative is anticipated to disturb 430.45 ha of wetland and riparian ecosystems This alternative is anticipated to disturb 12 upland ecosite types This alternative is anticipated to disturb 433.27 ha of peatland and 10 peatland ecosite types.
Summary of Visual: **Overall** • **Alternative 4 is the preferred alternative for Segment 3 – North of Albany Crossing from the perspective of visual** as it is a shorter route with lower impact to surrounding sensitive receptors. • Alternative 4 has a lower number of significant water crossing reducing visual impact. • The landscape terrain for both Alternative 1 and 4 is similar, characterized by fen and marsh conditions. However, Alternative 1 exhibits a geological composition with a higher proportion of sand and gravel, thereby reducing the construction impact compared to wetlands and consequently resulting in a more moderately reduced visual impact. • Alternative 1 is depicted as being in closer proximity to and intersecting with a greater number of traditional Indigenous pathways, which would have a more significant and higher impact on traditional land uses. **Net Effects** Alternative 1 is predicted to result in higher net effects than Alternative 4 from the perspective of the visual valued component.					
ACOUSTIC AND VIBRATION ENVIRONMENT					

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Segment 3 – North of the Albany

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – PHYSICAL ENVIRONMENT					
Acoustic and Vibration Environment	■ Change to noise and vibration	■ Project Development Area (PDA) footprint area ■ Total road length ■ # of sensitive points of reception (PORs) within 500 m of the roadway	■ Comply with local municipal noise by-laws and the MECP Model Municipal Noise Control Bylaw (i.e., NPC-115). ■ Generally limit construction activities to the daytime period (i.e., 07:00 to 19:00) where possible. If nighttime construction activities are required, a review of whether additional mitigation measures are needed should be carried out. ■ Maintain equipment and machinery used on site in good working conditions through regular maintenance and inspection. ■ Design access roads to minimize reversing, which is expected to minimize use of backup beepers, where possible. ■ Locate and operate construction equipment as far as possible from points of reception (PORs). ■ Notify Indigenous communities, landowners, and relevant stakeholders of the planned construction schedule before the start of construction and prior to specific activities that may be noisy or generate vibration. ■ Investigate noise or vibration concerns as they arise through a complaint resolution mechanism whereby persons can contact the proponent if there are perceived noise or vibration issues. ■ Operate vehicles and equipment such that impulsive noise is minimized, where possible. ■ Develop a construction vibration workplan prior to the start of construction describing the construction schedule, list of construction equipment, list of POR locations, applicable guidance documents including criteria and municipal by-laws (i.e., residential, heritage structures and utilities) and control measures. ■ Avoid operating equipment expected to be a significant source of vibration simultaneously. Vibration levels could be less when operating separately. ■ Construction blasting will be carried out in compliance with OPSS 120 and NPC-119. All blasts which might impact local structures or disrupt humans should be monitored for ground and air vibrations. ■ Aggregate pit blasting will be carried out to comply with the conditions provided in the license or aggregate permit. ■ Blasting delays and blast mats will be used, as appropriate, to control vibration and fly rock as required.	The project development area for this alternative is 2,427 ha, with a total road length of 67.5 km. There are 77 potential PORs within 500 m of the roadway that could be impacted by noise and vibration.	The project development area for this alternative is 825 ha, with a total road length of 34 km. There are 57 potential PORs within 500 m of the roadway that could be impacted by noise and vibration.

Summary of Acoustic and Vibration Environment:

Overall

- **Alternative 4 is the most preferred route alternative from the perspective of the acoustic and vibration environment for Segment 3 – North of the Albany** as it has the smallest PDA footprint, shortest road length and smallest number of potential PORs within 500 m of the roadway.
- Alternative 1 is the least preferred route alternative for Segment 3 – North of the Albany from the perspective of acoustic and vibration environment as it has the largest PDA footprint, longest road length, and largest number of potential PORs within 500 m of the roadway.
- In general, the larger the PDA footprint, the higher the likelihood of a larger number of potential PORs located in the acoustic environment study areas.

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Segment 3 – North of the Albany

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – PHYSICAL ENVIRONMENT					
• In general, the longer the road, the higher the likelihood of a larger number of potential PORs exposed to noise from Project operations (i.e., a longer-term effect). • In general, the more potential PORs within 500 m of the roadway, the higher the likelihood of a larger number of potential PORs exposed to noise from the Project. Note that the POR counts above are based on a preliminary review and the specific land uses have not been confirmed to be noise or vibration sensitive. **Net Effects** It is expected that each of the route alternatives can be designed such that the outcome of the acoustic and vibration environment assessment of net effects would be equal. As such, net effects from each alternative to the noise and vibration environment are predicted to be equivalent. This comparative analysis evaluated the route alternatives based on the PDAs, road length, and a preliminary analysis of the number of potential PORs within 500 m of the roadway and did not consider the expected Project noise and vibration levels in the LSA or the proximity of potential PORs to the Project. The comprehensive review of potential PORs and assessment of net effects for the acoustic and vibration environment will be completed on the preferred route selected and may result in a different determination of predicted net effects.					
ATMOSPHERIC AND GHG					
Air Quality and GHG	■ # of sensitive receptors within 500 m of the roadway	■ #	**Air Quality Mitigation Options:** ■ Maintain and keep equipment in proper working order ■ Use fuel efficient equipment where possible ■ Avoid idling where possible and develop an anti idling policy ■ Optimize material selection, procurement and shipping ■ Implement fugitive dust controls such as scheduled road watering, stockpile watering or covering erodible surfaces where appropriate ■ Implement proper storage and handling procedures of fuel ■ Optimize blasting and land clearing activities to reduce overall fuel and explosive usage ■ Where possible reuse or salvage wood materials to prevent burning activities for disposal **GHG Mitigation Options:** ■ Maintain and keep equipment in proper working order ■ Use fuel efficient equipment where possible ■ Avoid idling where possible and develop an anti-idling policy ■ Optimize material selection, procurement and shipping ■ Consider carbon offsets through reforestation ■ Where possible reduce the amount of land clearing or disturbance activities ■ Strategically develop construction and equipment usage schedules to reduce overall fuel consumption	77	57
	■ Land use type which is disturbed based on route selection (i.e., wetland, forest type, peatlands, etc.)	■ Bedrock (Ha)		-	-
		■ Treed (Ha)		1,547	405
		■ Water (Ha)		38	7
		■ Wetland (Ha)		842	414
	■ Operating equipment needed for each route selection (if one route selection requires increased construction efforts)	■ Length of Road (km)		67.69	34.17
	■ Overall road/clearing area of each route selection	■ Area (Ha)		2,426.60	824.99
Summary of Atmospheric and GHG: **Overall** • **Alternative 4 is the most preferred route alternative – this is based on Alternative 4 having the least number of sensitive receptors and least amount of project area disturbed.** • The total number of receptors which may be impacted by air quality emissions from the project is lowest for Alternative 4. It should be noted that receptor location may influence the magnitude of effects experienced at each receptor. • At this time, it is unknown based on land classification changes the potential impacts that carbon sinks and sequestrations will have on overall GHG emissions. Based on data available at this time, Alternative 4 has the least disturbed area of carbon sinks. The magnitude of loss of carbon sinks will vary based on the specifics of each land use characteristics. • The length of road segment is lower for Alternative 4, this may result in a decrease in air quality and GHG emissions during construction phases. Total road length may or may not influence operating equipment duration based on route specific construction requirements. • Total area required to be cleared is lowest for Alternative 4, and this may result in a decrease in air quality and GHG emissions during the construction phase. **Net Effects**					

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Segment 3 – North of the Albany

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – PHYSICAL ENVIRONMENT					
The net effects on the atmospheric and GHG valued component were predicted to be equivalent for both alternatives. Detailed modelling is required to determine potential net effects. At this time, emission rates for both air quality pollutants and GHGs are not estimated due to uncertainty in equipment usage and land cover changes. It should be noted that sensitive receptor location and meteorological data inputs may influence the severity of net effects. The net effect rating is subject to change pending on detailed modelling/calculations as well as implementation of additional mitigation.					

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Segment 3 – North of the Albany

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – NATURAL ENVIRONMENT					
WILDLIFE					
Bats *(including SAR – Little Brown Myotis, Northern Myotis, Tri-colored Bat)*	■ Species presence ■ Relative abundance (spatially and temporally) ■ Habitat availability and distribution (spatially and temporally) including critical habitat for SAR	■ Area (hectares) of moderate to high suitability bat maternity roost habitat disturbed per alternative. ■ Area (hectares) of foraging habitat (open wetlands and waterbodies adjacent to roosting habitat).	■ Avoid clearing of suitable maternity roost habitat during the bat active season. ■ Limit the Project footprint to the extent feasible. ■ Minimize disturbances during sensitive periods. ■ Minimize risk of mortality during construction and operations.	This alternative is anticipated to disturb: • 146.06 ha of moderate to high suitability bat maternity roost habitat • 259.32 ha of foraging habitat	This alternative is anticipated to disturb: • 230.42 ha of moderate to high suitability bat maternity roost habitat • 110 ha of foraging habitat
Fur Bearers *(American Marten)*	■ Species presence ■ Relative abundance (spatially and temporally) ■ Habitat availability and distribution (spatially and temporally) including critical habitat for SAR	■ Relative abundance of furbearers (American Marten)[2] ■ Area (hectares) of moderate/high quality American Marten habitat disturbed per alternative.	■ Limit the Project footprint to the extent feasible. ■ Minimize disturbances during sensitive periods. ■ Minimize risk of mortality during construction and operations.	This alternative has a relative abundance of 0.74 American Marten and is anticipated to disturb 1,926.47 ha of moderate/high quality American Marten habitat	This alternative has a relative abundance of 1.49 American Marten and is anticipated to disturb 620.8 ha of moderate/high quality American Marten habitat
Fur Bearers *(SAR Wolverine)*		■ Presence/relative abundance of wolverine females and individuals of unknown sex per alternative. Presence of observed denning areas (from field observations).[1] ■ Relative abundance of wolverine.[2]	■ If a denning area is identified, avoid construction activities within 4 km during the wolverine denning season. ■ Limit the Project footprint to the extent feasible. ■ Minimize disturbances during sensitive periods. ■ Minimize risk of mortality during construction and operations.	This alternative has a relative abundance of 1.33 wolverine, the presence or abundance of 1 female wolverine and 10 wolverine individuals of unknown sex	This alternative has a relative abundance of 0.83 wolverine, the presence or abundance of 1 female wolverine and 5 wolverine individuals of unknown sex
Amphibians and Reptiles	■ Species presence ■ Relative abundance (if possible both spatially and temporally) ■ Habitat availability and distribution (spatially and temporally)	■ Area (hectares) of high suitability breeding ecosites per alternatives (amphibians).	■ Limit the Project footprint to the extent feasible. ■ Minimize disturbances during sensitive periods. ■ Minimize risk of mortality during construction and operations.	This alternative is anticipated to disturb 1,158.83 ha of high suitability breeding ecosites	This alternative is anticipated to disturb 423.19 ha of high suitability breeding ecosites

Summary of Wildlife:

Overall

- **Alternative 4 is the most preferred alternative for Segment 3 – North of the Albany, as it is anticipated that it would result in lower effects on American marten, wolverine, and amphibians.**
- Alternative 1 is the least preferred for alternative of Segment 3 – North of Albany, as it is anticipated that it would result in higher net effects on American marten, wolverine, and amphibians.

Bats

- It is anticipated that Alternative 1 and Alternative 4 would have similar net effects on Bats. Alternative 1 would result in a lower direct loss of bat maternity roost habitat, and Alternative 4 would result in a lower direct loss of bat foraging habitat.

Furbearers (American Marten)

- Alternative 4 is the most preferred for American Marten, as it results in the least direct loss of moderate/high quality American marten habitat.
- Alternative 1 West is the least preferred for American Marten, as it results in the greatest direct loss of moderate/high quality American marten habitat.

Furbearers (Wolverine)

- Alternative 4 is the most preferred for Wolverine, as it has the lowest wolverine relative abundance and has the fewest number of observations of female wolverine and wolverines of unknown sex.
- Alternative 1 West is the least preferred for Wolverine, as it the highest wolverine relative abundance and has the largest number of observations of female wolverine and wolverines of unknown sex.

Amphibians and Reptiles

- Alternative 4 is the most preferred for Amphibians and Reptiles, as it results in the least direct loss of suitable amphibian breeding habitat.
- Alternative 1 West is the least preferred for Amphibians and Reptiles, as it results in the greatest direct loss of suitable amphibian breeding habitat.

Net Effects

Alternative 1 is predicted to result in higher net effects than Alternative 4 due to its effects on American marten, wolverine, and amphibians/reptiles. The predicted net effects have not considered all potential mitigation that may be applied. It is important to note that all route segments that bisect wolverine habitat have a direct effect as this species utilizes large home ranges and they rely on intact areas of wilderness directly or indirectly for life processes. Indirect effects of habitat removal for this species at risk, including sensory disturbance and increased vehicle traffic, cannot be fully mitigated regardless of the Alternative segment. Until the mitigation measures are confirmed, and the design of the project is further determined, all alternative routes are

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Segment 3 – North of the Albany

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – NATURAL ENVIRONMENT					
assessed as having potentially high net effects for wildlife. Net effect assessment is subject to change based on the implementation of additional mitigation. The comprehensive review of net effects for wildlife and wildlife habitat will be completed on the preferred route selected and may result in a different determination of predicted net effects. ***Notes:*** *1.* Female observations are split into the total number of known female animals observed per route segment. Wolverines of unknown sex are the sum of the total known animals with unknown sex and unidentifiable individuals. Unidentifiable individuals are assumed to be unique individuals. *2.* Relative abundance metrics are calculated as the average number of sightings (wolverine) or tracks (American marten) per station for stations that overlap route alternatives.					
FISH, FISH HABITAT					
Fish and fish habitat valued components (VC): • Lake Sturgeon • Walleye • Brook Trout • Northern Pike • Lake Whitefish Burbot	■ Habitat Quantity and Quality ■ Distribution and connectivity to habitat and migration ■ Survival and reproduction	■ Total number of waterbody crossings ■ Number of crossings requiring in-water work (e.g., culverts, bridge piers or abutments below the high-water mark) ■ Number of crossings requiring in-water work below the high-water mark with potential for sensitive fish communities (i.e., coldwater species or Lake Sturgeon	Typical mitigation and avoidance measures such as standard practices for construction, road, and water crossing construction and maintenance will be applied to both construction and operation phases of the Project. Such measures include: ■ Development and implementation of a Construction Environmental Management Plan (CEMP) by the Contractor. ■ Adherence to in-water work timing windows. ■ Adherence to blasting measures in accordance with the Guidelines for the Use of Explosives In or Near Canadian Fisheries Waters (Wright, Hopky, 1998). ■ Adherence to DFO's Measures to Protect Fish and Fish Habitat (DFO 2023). ■ Adherence to DFO's Interim Codes of Practice (temporary cofferdams, stream crossings, fish screens, culvert maintenance [for operations]). ■ Measures to avoid unnecessary idling to minimize emissions and greenhouse gasses. ■ Development and implementation of a Spill Management Plan and Sediment and Erosion Control Plan. ■ Proper water crossing structure design and installation to accommodate flow and drainage as well as fish passage in fish habitat, where appropriate. ■ Measures to limit the spread and / or introduction of invasive species.	This alternative is anticipated to: ■ Cross 18 waterbodies ■ Cross 14 waterbodies requiring in-water work ■ Cross 3 waterbodies requiring in-water work below the high-water mark with potential for sensitive fish communities (i.e., coldwater species or Lake Sturgeon)	This alternative is anticipated to: ■ Cross 9 waterbodies ■ Cross 5 waterbodies requiring in-water work ■ Cross 2 waterbodies requiring in-water work below the high-water mark with potential for sensitive fish communities (i.e., coldwater species or Lake Sturgeon)
Summary of Fish, Fish Habitat: **Overall:** • **Alternative 4 is the most preferred alternative for Segment 3 – North of Albany** from the perspective of fish and fish habitat. o The route has the least number of waterbody crossing locations where instream work would be required in areas with potential habitat for sensitive fish communities/coldwater VC fish species (Brook Trout, Lake Whitefish, Burbot) or Lake Sturgeon. • Alternative 1 is the least preferred (moderately) alternative of Segment 3 – North of Albany from the perspective of fish and fish habitat, because it has the greatest number of waterbody crossing locations where instream work would be required in areas with potential habitat for sensitive fish communities/coldwater VC fish species (Brook Trout, Lake Whitefish, Burbot) or Lake Sturgeon. • There is a negligible difference between the alternatives. **Net Effects** The predicted net effect for each of the alternatives were evaluated to be equivalent, based on the understanding that, with the implementation of the recommended avoidance, mitigation, compensation, and enhancement measures, minor change to baseline habitat and conditions, without loss of function or individuals are predicted. The comprehensive review of fish and fish habitat and assessment of net effects will be completed on the preferred route selected and may result in different determination of predicted net effects. ***Notes:***					

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Segment 3 – North of the Albany

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – NATURAL ENVIRONMENT					
The requirement for in-water works were determined as follows: • For waterbody crossings with bankfull widths less than 5 m, it is assumed that culverts would be used (requiring in-water work) • For waterbody crossings with bankfull widths greater than or equal to 5 m and less than 25 m, it is assumed that clear span bridges would be used (no in-water work) • For waterbody crossings greater than or equal to 25 m, it is assumed that bridges with piers and abutments would be used (requiring in-water work) For waterbody crossings in flooded/impounded wetlands where wetted widths were greater than bankfull width at the time of the assessment, it is assumed that in-water work would be required.					

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Segment 3 – North of the Albany

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – NATURAL ENVIRONMENT					
VEGETATION					
Wetland and Riparian Ecosystems	■ Availability (abundance spatially and temporally) ■ Distribution ■ Function and Composition	■ Area (hectares) of wetland and riparian ecosystems disturbed per alternative[1]	■ Minimize vegetation clearing to only what is required for construction and staging. ■ Avoid using wetland and riparian areas for staging, where possible. ■ Incorporate standard tree protection and ESC measures. ■ Implement progressive reclamation and revegetation of disturbed areas no longer required following construction (e.g., temporary access roads, construction camps, and laydown areas). ■ Marten Falls First Nation will develop and implement an Environmental Protection Plan, which will include best management practices for vegetation and wetland protection and mitigation.	This alternative is anticipated to disturb 1178.96 ha of wetland and riparian ecosystems	This alternative is anticipated to disturb 430.45 ha of wetland and riparian ecosystems
Upland Ecosystems	■ Availability (abundance spatially and temporally) ■ Distribution ■ Function and Composition	■ Number of upland ecosite types disturbed per alternative2	■ Minimize vegetation clearing to only what is required for construction and staging. ■ Incorporate standard tree protection and ESC measures. ■ Minimize vegetation clearing to only what is required for construction and staging. ■ Incorporate standard tree protection and ESC measures. ■ Implement progressive reclamation and revegetation of disturbed areas no longer required following construction (e.g., temporary access roads, construction camps, and laydown areas). ■ Marten Falls First Nation will develop and implement an Environmental Protection Plan, which will include best management practices for vegetation protection and mitigation.	This alternative is anticipated to disturb 16 upland ecosite types	This alternative is anticipated to disturb 12 upland ecosite types
Traditional Use Plants and SAR Plant Populations *(Including species with special conservation status or rarity in the province)*	■ Species presence ■ Accessibility to traditional use of plants ■ Accessibility to traditional use of plants	■ Area (hectares) of highly suitable and highly accessible (High = score of 1.5 – 2.0) habitat for Traditional Use Plants disturbed per alternative. ■ Area (hectares) of suitable habitat for SAR/SCC Plants (Black Ash, Northern Marsh Violet) disturbed per alternative.	■ Minimize vegetation clearing to only what is required for construction and staging. ■ Incorporate standard tree protection and ESC measures. ■ Marten Falls First Nation will develop and implement an Environmental Protection Plan, which will include best management practices for vegetation protection and mitigation.	This alternative is anticipated to disturb 735.81 ha of highly suitable and highly accessible habitats for Traditional Use Plants and 2431.46 ha of suitable SAR/SCC habitat	This alternative is anticipated to disturb 269.91 ha of highly suitable and highly accessible habitats for Traditional Use Plants and 828.26 ha of suitable SAR/SCC habitat

Summary of Vegetation:

Overall

- **Alternative 4 is the most preferred route alternative for Segment 3 – North of the Albany Crossing from the perspective of vegetation** as it has lower net effects through a smaller direct loss of wetland and riparian ecosystems, disturbance of fewer upland ecosite types, smaller direct loss of highly suitable and highly accessible habitats for Traditional Use Plants, and it has the least impact on areas of suitable habitat for these species (i.e., Black Ash and Northern Marsh Violet).

Wetlands and Riparian Ecosystems

- Alternative 4 is the most preferred as it results in the least direct loss of wetland and riparian ecosystems.
- Alternative 1 is the least preferred as it results in the greatest direct loss of wetland and riparian ecosystems.

Upland Ecosystems

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Segment 3 – North of the Albany

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – NATURAL ENVIRONMENT					
• **Alternative 4 is the most preferred** as it disturbs the fewest upland ecosite types. • Alternative 1 is the least preferred as it disturbs the greatest number of ecosite types. **Traditional Use Plants and SAR/SCC Plant Populations** • Alternative 4 is the most preferred as it results in the least direct loss of highly suitable and highly accessible habitats for Traditional Use Plants. • Alternative 1 is the least preferred as it results in the greatest direct loss of highly suitable and highly accessible habitats for Traditional Use Plants. • Alternative 4 is the most preferred for SAR/SCC Plant Populations as it has the least impact on areas of suitable habitat for these species (i.e., Black Ash and Northern Marsh Violet). • Alternative 1 is the least preferred SAR/SCC Plant Populations as it has the greatest impact on areas of suitable habitat for these species (i.e., Black Ash and Northern Marsh Violet). **Net Effects** Alternative 1 results in higher net effects than Alternative 4. This comparative analysis evaluated the two route alternatives based on the interaction of their project development areas and the representative indicator measures and did not consider the effects to vegetation valued components at the local or regional scale (i.e., local study area or regional study area). Therefore, as the project development area for each alternative is anticipated to permanently remove or disturb wetland, riparian and upland ecosystems, as well as highly suitable and highly accessible habitats for Traditional Use Plants and suitable habitat for SAR/SCC, net effects of both alternatives may be high. The predicted net effects have not considered all potential mitigation that may be applied. The comprehensive assessment of net effects to the vegetation valued components will be completed on the preferred route selected and may result in a different determination of predicted net effects to these individual valued components. ***Notes:*** 1. Note that for the purposes of the alternatives assessment, only the availability of wetland and riparian ecosystems indicator was included. Area of loss as a metric was used because the area of direct impact would be the most important on the ecosystem. The more area that is removed, the less likely the ecosystem would be able to maintain it's functions. The Distribution, Function and Composition Indicators will be addressed for the preferred alternative in the EA/IA Document. 2. Number of ecosite types as a metric is proposed because this provides a measure of impact on forest biodiversity rather than just area which could be attributed to the overall length of the route alternative rather than where the alternative is specifically located**.** 3. We have taken a preliminary conservative approach to classifying SAR and SCC habitats and the mapping is based on a limited amount of field information. The mapping that informed this evaluation is expected to be refined for final reporting. 4. This analysis is based on mapping that doesn't incorporate data collected during the 2023 field programs. This 2023 field information may refine the vegetation mapping that will be included in final reporting.					
BIRDS					
Species at risk forest and wetland birds **(e.g., Canada warbler, chimney swift, eastern whip-poor-will, eastern wood-pewee, evening grosbeak, olive-sided flycatcher, bank swallow, barn swallow, black tern, rusty blackbird, yellow rail).**	■ Species presence ■ Relative abundance (spatially and temporally) of species at risk ■ Habitat availability and distribution (spatially and temporally) including critical habitat (where known), were defined for SAR	■ Area (hectares) of moderate to high suitability bird species at risk habitat disturbed in the PDA ■ Area of provincial ESA regulated habitat or federal SARA critical habitat for SAR birds	■ Avoid clearing of suitable bird nesting habitat during the breeding bird period. ■ Limit the Project footprint to the extent feasible. ■ Minimize disturbances during the breeding bird period. ■ Minimize risk of mortality during construction and operations.	This alternative is anticipated to disturb the moderate to high suitability habitat of the following bird species at risk: • Canada warbler: 1,296.8 ha • Chimney swift: 0.0 ha • Common nighthawk: 866.4 ha • Eastern whip-poor-will: 12.1 ha • Eastern wood-pewee: 138.7 ha • Evening grosbeak: 1,265.5 ha • Lesser yellowlegs: 1,567.4 ha • Olive-sided flycatcher: 1,531.3 ha • Bald eagle: 474.8 ha • Peregrine falcon: 0.0 ha • Short-eared owl: 13.6 ha • Bank swallow: 0.0 ha • Barn swallow: 0.0 ha • Black tern: 3.5 ha • Rusty blackbird: 1,213.5 ha • Yellow rail: 13.6 ha This alternative is not anticipated to disturb any known provincial ESA regulated habitat[1] or federal SARA critical habitat for SAR birds.	This alternative is anticipated to disturb the moderate to high suitability habitat of the following bird species at risk: • Canada warbler: 655.1 ha • Chimney swift: 0.0 ha • Common nighthawk: 267.3 ha • Eastern whip-poor-will: 11.2 ha • Eastern wood-pewee: 231.8 ha • Evening grosbeak: 399.7 ha • Lesser yellowlegs: 449.6 ha • Olive-sided flycatcher: 263.1 ha • Bald eagle: 251.8 ha • Peregrine falcon: 0.0 ha • Short-eared owl: 5.5 ha • Bank swallow: 0.0 ha • Barn swallow: 0.0 ha • Black tern: 1.5 ha • Rusty blackbird: 433.9 ha • Yellow rail: 2.3 ha This alternative is not anticipated to disturb any known provincial ESA regulated habitat[1] or federal SARA critical habitat for SAR birds.
Raptors (e.g., bald eagle)	■ Species presence	■ Number of habitat features and area (hectares) disturbed:	■ Limit the Project footprint to the extent feasible.	The alternative is not anticipated to disturb any stopover sites, but is	The alternative is not anticipated to disturb known raptor nests or stopover sites.

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Segment 3 – North of the Albany

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – NATURAL ENVIRONMENT					
	■ Relative abundance (spatially and temporally) ■ Habitat availability and distribution (spatially and temporally)	• Raptor nest locations • Stopover sites (if present)	■ Avoid sensory disturbances within 800 m of known bald eagle nests. ■ Minimize risk of mortality during construction and operations.	anticipated to disturb 1 bald eagle nests (10.6 ha)	
Shorebirds	■ Species presence ■ Relative abundance (spatially and temporally) ■ Habitat availability and distribution (spatially and temporally)	■ Number and area of confirmed and suitable habitat features disturbed (e.g., stopover sites)[2,3,4]	N/A	The alternative is not anticipated to disturb confirmed or suitable shorebird habitat features	The alternative is not anticipated to disturb confirmed or suitable shorebird habitat features
Waterfowl	■ Species presence ■ Relative abundance (spatially and temporally) ■ Habitat availability and distribution (spatially and temporally)	■ Number and area of confirmed and suitable habitat features disturbed (e.g., stopover sites) [2,3,4]	N/A	The alternative is not anticipated to disturb confirmed or suitable waterfowl habitat features	The alternative is not anticipated to disturb confirmed or suitable waterfowl habitat features

Summary of Birds:

Overall

- **Alternative 4 is the most preferred alternative for Segment 3 – North of the Albany,** as it is anticipated that it would result in the lowest net effect on bird species at risk and raptors. No difference in potential effects to shorebirds or waterfowl based on Alternatives was found with the selected measures.

Species at Risk

- Alternative 4 is the most preferred for Species at Risk, as it results in the least direct loss of moderate to high suitability habitat for bird species at risk.
- Alternative 1 is the least preferred for Species at Risk, as it results in the greatest direct loss of moderate to high suitability habitat for bird species at risk.
- Alternatives 1 and 4 both avoid the direct loss of any provincial ESA regulated habitat or federal SARA critical habitat for species at risk birds.
- Alternative 4 minimizes the amount of moderate to high suitability bird species at risk habitat that will be removed (avoidance measure).

Raptors

- Alternative 4 is the most preferred for Raptors, as it results in no direct loss of habitat features for raptors (i.e., raptor nest locations and their associated buffers, stopover sites).
- Alternative 1 is the least preferred for Raptors, as it results in the greatest direct loss of habitat features for raptors.
- Alternative 4 avoids the removal of known raptor nests.
- Alternatives 1 and 4 avoid the removal of potential stopover sites[1].

Shorebirds

- Both Alternative 1 and Alternative 4 avoid removing suitable habitat features for Shorebirds (e.g., stopover sites)[2,3,4].

Waterfowl

- Both Alternative 1 and Alternative 4 avoid removing suitable habitat features for Waterfowl (e.g., stopover sites) [2,3,4].

Net Effects

Alternative 1 results in higher net effects than Alternative 4 due to its effects on bird species at risk and raptors. This comparative analysis evaluated the two route alternatives based on the direct interaction of their project development areas and the representative indicator measures and did not consider the effects to bird valued components at the local or regional scale (i.e., local study area or regional study area). The predicted net effects have not considered all potential mitigation that may be applied. The comprehensive assessment of net effects to the bird valued components will be completed on the preferred route.

Notes:

1. Stopover sites for raptors were defined as waterbodies and watercourses surveyed during baseline field surveys with greater than 2 observations of raptors.
2. The Natural Heritage Information Centre (NHIC) was searched for known provincial waterfowl and shorebird staging areas. No data were found for these measures.
3. Suitable habitat features for shorebirds and waterfowl were defined as waterbodies and watercourses surveyed during baseline field surveys.
4. Confirmed habitat features for shorebirds and waterfowl were defined as waterbodies and watercourses surveyed during baseline field surveys plus a 100 m buffer where shorebirds or waterfowl were observed during baseline field surveys.

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Segment 3 – North of the Albany

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – NATURAL ENVIRONMENT					
UNGULATES					
Moose	■ Habitat availability ■ Habitat distribution	■ Number and area of confirmed and suitable habitat features disturbed per segment alternative (e.g., area of high suitability habitat, number of suitable moose aquatic feedings areas, known mineral licks).	■ Limit the Project footprint to the extent feasible. ■ Minimize disturbances during sensitive periods. ■ Minimize risk of mortality during construction and operations. ■ Alternative 4 minimizes the amount of high suitability that will be removed.	This alternative is anticipated to disturb 85 ha of high suitability habitat within the PDA, 911 ha of high suitability habitat within the PDA including a 500-meter buffer[1] and is not anticipated to disturb any suitable habitat features.	This alternative is anticipated to disturb 5 ha of high suitability habitat within the PDA, 45 ha of high suitability habitat within the PDA including a 500-meter buffer[1] and is not anticipated to disturb any suitable habitat features.
Caribou	■ Habitat availability ■ Habitat distribution – includes spatial extent and distribution of GHD Category 1, 2, and 3 habitats (MNR 2013d) and availability and distribution of habitat which contain biophysical attributes necessary for caribou seasonal and life stage activities (ECCC 2019).	■ Area (hectares) of known and potential Category 1 General Habitat Description **WINTER USE AREAS** that would be impacted per segment alternative. ■ Area (hectares) of known and potential Category 1 General Habitat Description **NURSERY AREAS** that would be impacted per segment alternative. ■ Area (hectares) of known and potential Category 1 General Habitat Description **TRAVEL CORRIDOR AREAS** that would be impacted per segment alternative.	■ Limit the Project footprint to the extent feasible. ■ Avoid sensory disturbances within 10 km of known high-use areas during sensitive periods. ■ Minimize risk of mortality during construction and operations. ■ Alternative 4 minimizes the amount of winter use habitat that will be removed. ■ Alternative 4 avoids the core areas (50% KDE) of known or potential nursery areas.	This alternative is anticipated to disturb the following known and potential Category 1 General Habitat Description winter use areas, nursery areas and travel corridors: • **Winter Use Areas:** 820 ha within the PDA, 5,315 ha within the PDA including a 500-meter buffer[1] • **Nursery Areas:** 0 ha within the PDA, 6 ha within the PDA including a 500-meter buffer[1] • **Travel Corridors:** 95 ha within the PDA, 1203 ha within the PDA including a 500-meter buffer[1]	This alternative is not anticipated to disturb any known and potential Category 1 General Habitat nursery areas or travel corridors, however it is anticipated to disturb the following known and potential Category 1 General Habitat Description winter use areas: • **Winter Use Areas:** 228 ha within the PDA, 1,932 ha within the PDA including a 500-meter buffer[1]

Summary of Ungulates:

Overall

- **Alternative 4 is the most preferred route alternative from the perspective of Ungulates for Segment 3 – North of the Albany Crossing**, as it is predicted to have higher net effects through the anticipated removal of a larger area of high suitability moose and caribou habitat compared to Alternative 1.
- Both alternatives have the potential to affect ungulate habitat, including removal of sensitive areas and reducing connectivity.
- Alternative 1 will directly remove more moose high suitability habitat than Alternative 4 (85 ha compared to 5 ha).
- Alternative 1 will remove more caribou winter use areas than Alternative 4 (820 ha compared to 228 ha direct habitat loss).
- Alternative 1 will remove more travel corridors than Alternative 4 (95 ha direct habitat loss compared to zero).
- When the 95% Kernel Density Estimation (KDE) polygons are evaluated, Alternative 1 removes substantially more Category 1 areas than Alternative 4), which are areas within the range which have lowest tolerance to alteration before their function in supporting caribou is compromised (MNR 2013).

Net Effects

Alternative 1 results in higher net effects for ungulates, both moose and caribou. It is important to note that both alternative segments will remove caribou habitat, which may be depended on directly or indirectly for life processes, even if it is not considered Category 1. Indirect effects of habitat removal, including sensory disturbance, increased mobility for predators and hunters, and increased vehicle traffic, cannot be fully mitigated regardless of the Alternative segment. As a result, both alternative routes for the North of Albany Crossing may potentially have high net effects for caribou. This comparative analysis evaluated the two route alternatives based on the direct interaction of their project development areas and the representative indicator measures and did not consider the effects to moose or caribou at the local or regional scale (i.e., local study area or regional study area). The predicted net effects have not considered all potential mitigation that may be applied. The comprehensive assessment of net effects to the ungulates will be completed on the preferred route selected and may result in a different determination of predicted net effects.

Notes:

1. A 500 m buffer is used to capture indirect disturbances to habitat features such as noise and dust.
2. Known Category 1 areas are derived from Ontario Government Caribou General Habitat Description for Forest-dwelling caribou (MNRF 2019). The identification of "potential new" Category 1 winter use areas and nursery areas is based on 50% KDE polygons derived from MFFN and MNRF collar data between 2020 to 2023. The 50% KDE represents the core area used during the date periods identified by Ontario for the current GHD Category 1 areas. "Potential new" travel corridors are derived

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Segment 3 – North of the Albany

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – NATURAL ENVIRONMENT					
from 95% KDE derived from MFFN and MNRF collar data between 2020 and 2023. The 95% KDE was used for the travel corridors because travel corridors are more linear in extent and do not have core areas relative to winter use and nursery areas. In areas where travel corridors overlap winter use or nursery areas, they are not double counted in the calculation of habitat removed. *3.* This information may be re-evaluated with Indigenous knowledge input and/or additional collar data, when available. As a result, the data presented here may differ from the final effects analysis.					

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Segment 3 – North of the Albany

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – SOCIO-ECONOMIC ENVIRONMENT					
ABORIGINAL AND TREATY RIGHTS AND INTERESTS					
Indigenous Current Use of Lands and Resources for Traditional Purposes	■ Alteration / change in or loss of sites and areas used for traditional activities (e.g., hunting, trapping, fishing, gathering). ***IK Maps available to assist with review – need a secure folder to upload to*** *IK data locations referenced in this table are not exact and have not been ground-truthed.* *Study Area refers to the general Project Study Area.* *LSA refers to the ATRI LSA.*	■ High Impacts to Low Impacts	■ Develop an Indigenous-led environmental monitoring program during the construction and operation of the road. ■ Secure funding for Indigenous community-based (MFFN) training program for local youth to be educated and hired as environmental monitors. ■ Work with Indigenous communities (MFFN) to establish a set of benchmarks or Indigenous Environmental Standards for reclamation (e.g., specific diversity, vegetation) to monitor and measure construction and operation activities and reclamation success. ■ Avoid, where possible, preferred hunting/fishing/harvesting areas identified by communities. ■ Route the all-season road to avoid areas of high-quality habitat where feasible. ■ Following construction, make use of native vegetation/ re-vegetation during site rehabilitation. ■ Maintain vegetative buffer zones between the all-season road and lakes or ponds along the right-of-way. ■ Maintain water (i.e., river/lake/etc.) access during design, construction and operation. ■ Engage with Indigenous communities regarding watercourse crossing design to facilitate navigation and fish passage. ■ Watercourse crossings to be designed for boat passage or to include portages. ■ Utilize signage (Indigenous and English language) to identify trapping areas. ■ Implement programs to encourage and help finance trapping as a livelihood. ■ Provide appropriate compensation to trappers who use the area(s) along the road.	■ Animal Harvesting throughout the Alternative, particularly in the southern half (within the Study area and overlapping the Alternative) ■ Fishing sites (within the Study area and LSA – Participant felt that with appropriate mitigation the values in the area could be protected) ■ Plant Harvesting areas (within the Study area and throughout southern extent of the Alterative) ■ Fish Netting Site (within Study area but closer to Alternative 4) ■ Commercial Trapping Area *(within Study area and overlaps with sections of the Alternative)* Requires further input from MFFN and IK/ILRU Studies from additional communities. No discernable difference between alternatives	■ Animal Harvesting throughout the Alternative, particularly in the southern half (within the Study area and overlapping the Alternative) ■ Fish Netting Site (within Study area, in proximity to the route alignment) ■ Plant Harvesting areas (within the Study area and throughout southern extent of the Alterative) ■ Commercial Trapping Area *(within Study area and overlaps with sections of the Alternative)* Requires further input from MFFN and IK/ILRU Studies from additional communities. No discernable difference between alternatives
	■ Changes in the availability or quantity of resources (e.g., wildlife, fish, vegetation) for traditional activities (e.g., harvesting and gathering). List of key species to be provided to Nat Sci Team.	■ High Impacts to Low Impacts	■ Work with other governing bodies to develop hunting and trapping regulations that minimize non-local Indigenous access to and harvesting pressure on local animal populations. ■ Work with other governing bodies to develop fishing restrictions to minimize non-Indigenous access to and pressure on fish populations. ■ Work with other governing bodies to develop regulations for wood harvesting along the road. ■ Implement an Indigenous-led environmental monitoring program (construction and post-construction) utilizing Indigenous knowledge to continue to assess changes in availability or quantity of resources so that mitigation measure can be employed more effectively and in “real time”. ■ Avoid, where possible, preferred hunting/fishing/harvesting areas identified by communities. ■ Maintain water (i.e., river/lake/etc.) access during design, construction and operation.	Requires input from Nat Sci team regarding potential for impact on culturally significant animal, plant and bird species. No data – to be determined at a future date	Requires input from Nat Sci team regarding potential for impact on culturally significant animal, plant and bird species. No data – to be determined at a future date

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Segment 3 – North of the Albany

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – SOCIO-ECONOMIC ENVIRONMENT					
			■ Engage with Indigenous communities regarding watercourse crossing design to facilitate navigation and fish passage. ■ Watercourse crossings to be designed for boat passage or to include portages. ■ Design and route the all-season road to avoid areas of high-quality habitat where feasible. ■ Develop a response plan in case of spills or other environmental emergencies along the road. ■ Collaborate with Indigenous communities to identify areas for future cultural use and support grant applications to develop cultural camps that support on-the-land learning and use ■ Following construction, make use of native vegetation/ re-vegetation with a focus on valued species during site rehabilitation.		
	■ Changes in access to sites and areas used for traditional activities.	■ High Impacts to Low Impacts	■ Involve local Indigenous communities (MFFN) in the development of access management measures or plans. Access should prioritize Indigenous communities' ability to harvest resources over non-Indigenous land users. ■ Use Indigenous (MFFN) land users (e.g., hunters and trappers) to monitor the Project area to support the enforcement of access management measure. ■ Provide access ramps to traditional travel routes bisected by the all-season road. ■ Create temporary detours for snowmobiles and ATVs during construction. ■ Identify and sign detour routes and portages (in Indigenous and English languages). ■ Construction contract provision requiring key travel routes be maintained ■ Engage with Indigenous communities on construction schedule to identify key hunting/fishing/harvesting times and areas that should be avoided. ■ Provide community updates regarding location and timing of construction activities. ■ Time construction activities to avoid key traditional use windows (e.g., moose hunting season, gees hunting season) ■ Restrict/limit non-Indigenous hunting/fishing/harvesting in the area. ■ Blocking and re-vegetating temporary access routes and other disturbed areas immediately after construction using native vegetation.	All Alternatives provide greater access to lands for harvesting purposes – this can be viewed as both a positive and a negative effect. No discernable difference between alternatives	All Alternatives provide greater access to lands for harvesting purposes – this can be viewed as both a positive and a negative effect. No discernable difference between alternatives
Cultural Continuity and Wellbeing (ability to practice and transmit cultural traditions)	■ Alteration / change in or loss of culturally important sites and areas (e.g., ceremonial sites, place names, teaching sites, archaeological sites).	■ High Impacts to Low Impacts	■ Conduct HRIAs to identify archaeological and heritage sites. ■ Engage with Indigenous communities to identify undocumented culturally important sites. ■ Design and align the all-season road to avoid known cultural, heritage and archaeological sites and objects. ■ Flag construction exclusion areas around discovered/previously unknown cultural, heritage and archaeological sites.	■ 2 Traditional Gathering Areas (along the east and west side Study Area boundaries) ■ Burial Site (within Study area and in proximity to the route alignment) ■ Traditional Gathering Site (within Study area) ■ Birth Site (within Study area) ■ 2 Hunting Camps (within the Study area) ■ Multiple camps (some may not be for traditional use) around Venton Lake between the two Alternatives ■ Several lakes (e.g., Maxey Lake) and numerous tributaries are identified as "Points of Interest"	■ 3 Camps (within the LSA) ■ Multiple camps (some may not be for traditional use) around Venton Lake between the two Alternatives ■ Many cabins and camps located along the Albany River to the east of the route alignment ■ Venton Lake has several "Points of Interest" (between the two Alternatives) ■ There is the potential for a Historical Tail to transect Alternative 4 at the south ■ Multiple trails transect Alternative 4 ■ 2 Portage sites (within the Study area and LSA)

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Segment 3 – North of the Albany

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – SOCIO-ECONOMIC ENVIRONMENT					
			■ Relocate heritage resources that would be destroyed by construction activities (only with consent from Indigenous communities and Archaeology Branch) ■ Consult with the local Indigenous communities (MFFN) on culturally appropriate measures if archaeological sites or objects are exposed during construction (i.e., co-develop Chance Find Procedures). ■ Provide instructions to contractors on procedures if archaeological sites or objects are exposed during construction. ■ Support Indigenous communities in developing on the land programming for Youth and Members to increase opportunities for cultural continuity and well-being. ■ Support the facilitation of Indigenous youth (MFFN) travelling to other First Nations/Thunder Bay/etc. in the region to learn about cultural and traditional land and resource use activities. ■ Develop all road signs in local Indigenous language(s).	■ Venton Lake has several "Points of Interest" (between the two Alternatives) ■ Canoe Route area (within Study area and overlaps a portion of the route alignment) ■ There is the potential for a Historical Tail to transect Alternative 1 at the north and comes close again at the south ■ Multiple trails transect Alternative 1 ■ Cultural Heritage Team has noted that the area has raised cultural significance by Indigenous Communities. ■ Alternative 1 includes more Points of Interests, and Cultural, Spiritual, Sacred Value Area(s). ■ Requires input from MFFN and IK/ILRU Studies from additional communities (e.g., Eabametoong First Nation) ■ Insufficient data – to be determined at a future date	■ Cultural Heritage Team has noted that the area has raised cultural significance by Indigenous Communities. ■ Requires input from MFFN and IK/ILRU Studies from additional communities (e.g., Eabametoong First Nation) ■ Insufficient data – to be determined at a future date
Summary of Aboriginal and Treaty Rights and Interests: There is little IK/ILRU data available for much of Segment 3. MFFN has provided some IK/ILRU for the northern extent of Segment 3 but there is limited to no information in the southern extent. It is anticipated that Eabametoong First Nation (and other Indigenous Communities) may have IK/ILRU related to the southern extent that would be advantageous in assessing route alternatives, provided this is shared. Requires input from Natural Science team regarding potential for impact on animal, plant and bird species (e.g., harvesting and gathering).					
ECONOMIC					
Regional Economy	■ Traditional Economies	■ Change in Ability to Undertake Traditional Economic Activities	■ Communicate information on planned and active construction activities to facilitate local planning of traditional economies such as trapping. ■ In selection of final road alignment as part of road design development, where possible, avoid high-quality fur-bearer habitat.	The development of the road has the potential to result in net effects to traditional economies such as trapping. Trapping is the only identified traditional economic activity that may be occurring in the study area. Trapping activity has declined significantly throughout Canada due to low fur prices. Anecdotal input suggests that trapping activity in the LSA has also declined and is no longer an important economic activity. The development of the road may support trapping activity through providing better access to lands used for trapping or result in negative impacts by loss of habitat for targeted species. Despite trappers being requested for information, at this time, we have no input from the trappers on the level of activity in the intersected traplines or their opinions regarding potential impact from this route segment or road development in general. See Trapping indicator under Land and Resource Use for ranking of routes in regards to trapline area covered and furbearer habitat impacted.	The development of the road has the potential to result in net effects to traditional economies such as trapping. Trapping is the only identified traditional economic activity that may be occurring in the study area. Trapping activity has declined significantly throughout Canada due to low fur prices. Anecdotal input suggests that trapping activity in the LSA has also declined and is no longer an important economic activity. The development of the road may support trapping activity through providing better access to lands used for trapping or result in negative impacts by loss of habitat for targeted species. Despite trappers being requested for information, at this time, we have no input from the trappers on the level of activity in the intersected traplines or their opinions regarding potential impact from this route segment or road development in general. See Trapping indicator under Land and Resource Use for ranking of routes in regards to trapline area covered and furbearer habitat impacted.

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Segment 3 – North of the Albany

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – SOCIO-ECONOMIC ENVIRONMENT					
				It is also possible that some fishing occurs in local rivers for commercial purposes but we have no specific information to support this. No discernable difference between alternatives	It is also possible that some fishing occurs in local rivers for commercial purposes but we have no specific information to support this. No discernable difference between alternatives
Summary of Economic: **Overall** • **There is no preferred alternative for Segment 3 – North of Albany crossing from the perspective of the economic valued component.** • There is a negligible difference between the two route alternatives. • All route segments will provide connection to the Marten Falls community and provide the same expected economic benefit to the community including, for example, a decrease in the price of goods. • Similarly, all route segments are expected to provide similar employment opportunities and would have similar impact on government expenditure and taxation. • There are no specific economic features (e.g. businesses) identified in the PDA of the alternative route segments. • The opportunities for economic development including resource extraction activities such as mining are also identified to be similar amongst the alternative routes (see Land and Resource Use) and mineral claim holders indicated that all route options provide them greater access to their site of future potential for extraction and that all routes would benefit their economic potential. • As no information from trappers is available regarding the level of trapping activity along the route segments, the routes are identified to be similar with respect to impact on traditional economies. **Net Effects** The predicted net effects from both alternatives are equivalent due to their similar predicted decrease in price of goods, employment opportunities, government expenditures, and opportunities for economic development.					
HUMAN HEALTH					
Public Safety	■ Road Use Accident	■ Potential for roadway related accidents as a result of the road project including vehicles and pedestrians.	• "Post "no entry", warning signs and barricades (e.g., gates, fences), where necessary, around active construction sites; warning signs and reduced speed limits to be established at known wildlife crossing locations; warning signs and lights to be displayed for road maintenance equipment and trail crossings. • Provide for safe access for trappers and other traditional users.	The development and use of the road has the potential to result in net effects to public safety including road related accidents. All route segments are considered to have relatively equal potential for accidents. No discernable difference between alternatives	The development and use of the road has the potential to result in net effects to public safety including road related accidents. All route segments are considered to have relatively equal potential for accidents. No discernable difference between alternatives
Environmental Factors Influencing Human Health	■ Country Foods	■ Potential for change in the quality and quantity (abundance) of country foods.	• Reclaim and rehabilitate areas disturbed by construction to encourage natural regeneration/regrowth of vegetation and habitat restoration. • Community input into alignment routing, component siting and road design avoid important areas of botanical and wildlife resources that serve as country foods to the extent feasible.	The development and operation of the road has the potential to result in net effects to the abundance of harvested species which could impact country food consumption by Indigenous communities. Moose is understood to be an important species that is harvested by First Nations. The PDA for this segment contains no area of high suitability moose habitat. Impacts to this habitat could impact area moose populations. It is unknown if Caribou is currently harvested in the LSA and therefore is not considered in this evaluation in regards to country foods. This alternative would result in the crossing of a greater number of watercourses requiring in-water works (16) and therefore has a greater potential for impact to fish species that may be harvested for country foods. No IK information has been provided regarding the actual uses of these watercourses for fish harvesting. Information on how the quality of harvested species could be affected by the road is not known at this time	The development and operation of the road has the potential to result in net effects to the abundance of harvested species which could impact country food consumption by Indigenous communities. Moose is understood to be an important species that is harvested by First Nations. The PDA for this segment contains no area of high suitability moose habitat. Impacts to this habitat could impact area moose populations. It is unknown if Caribou is currently harvested in the LSA and therefore is not considered in this evaluation in regards to country foods. This alternative would result in the crossing of a lower number of watercourses requiring in-water works (7) and therefore has a lower potential for impact to fish species that may be harvested for country foods. No IK information has been provided regarding the actual uses of these watercourses for fish harvesting. Information on how the quality of harvested species could be affected by the road is not known at this time and will be assessed as part of the project impact assessment.

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Segment 3 – North of the Albany

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – SOCIO-ECONOMIC ENVIRONMENT					
				and will be assessed as part of the project impact assessment. Higher potential for net effects (due to fish habitat effects). Least Preferred	 Lower potential for net effects (due to fish habitat effects). Most Preferred
Summary of Human Health: **Overall** • **Alternative 4 is the preferred route alternative for Segment 3- North of Albany from the perspective of human health.** • Alternative 4 results in less impact to fish habitat, and fish is an important country food source for local Indigenous communities. • All route segments will provide connection to the Marten Falls community and result in the same health impacts to the community including for example access to health services, changed to social and economic structures, mental well-being, etc. • Generally, potential effects to the human health at the local or regional scale is considered similar for all the alternative routes. • Only two human health indicators were considered to have relevance considering the character of the study area and data availability: road use accidents and availability of country foods. • All route segments are considered equal with respect to impacts on Indigenous women including human trafficking. • Further, there are no permanent places of residences in proximity to the route segments that could be impacted in noise and air quality changes that might result in health impacts. **Net Effects** Alternative 4 results in lower net effects than Alternative 1 due to impacts on fish and fish habitat. Although, to date, no IK information has been provided regarding the actual uses of these watercourses for fish harvesting. A comprehensive assessment of net effects to human health will be completed on the preferred route and may result in a different determination of predicted net effects to the valued component.					
LAND AND RESOURCE USE					
Land Use Compatibility	■ Binary alignment with established planning policy requirements	■ Description	■ No applicable measures due to absence of land use designations.	The alternative route segments do not pass through any lands with land use designations. All route segments are on crown owned lands and are subject to the same provincial policies. No discernable difference between alternatives	The alternative route segments do not pass through any lands with land use designations. All route segments are on crown owned lands and are subject to the same provincial policies. No discernable difference between alternatives
Parks and Protected Areas	■ Number and area of parks and protected areas impacted	■ Number and area of Park and Protected area with natural, cultural or recreation values impacted	■ Limit clearing and use of land within parks and protected lands as much as possible. Temporary work areas such as staging areas should be located outside of parks and protected areas	The development and operation of the road could result in net effects including the loss of designated parkland area and disturb use of adjacent parkland. The alternative route segments do not pass through parks or protected areas. No discernable difference between alternatives	The development and operation of the road could result in net effects including the loss of designated parkland area and disturb use of adjacent parkland. The alternative route segments do not pass through parks or protected areas. No discernable difference between alternatives
	■ Accessibility to parks and protected areas	■ Extent to which access to parks and protected areas is increased.	■ Monitor and limit the development of any side trails/roads that might extend into parks and protected areas ■ Work with Ontario Parks regarding any measures to control access into parks and protected areas as applicable	The development of the road could have net effects that change access levels to existing parks. The net effects of this are dependent on the proximity of the road to the park and nature of the park. The alternative route segments do not pass through parks or protected areas. Accessibility to parks and protected areas is not affected. No discernable difference between alternatives	The development of the road could have net effects that change access levels to existing parks. The net effects of this are dependent on the proximity of the road to the park and nature of the park. The alternative route segments do not pass through parks or protected areas. Accessibility to parks and protected areas is not affected. No discernable difference between alternatives
Recreation and Tourism	■ Accessibility to lands and waterways used for recreation and tourism	■ Change to access to land utilized for recreation and/or tourism	■ Develop a land/waterbody access plan to determine need for any access restrictions and/or access enhancements to promote recreation and tourism in the area	The development of the road could improve access levels to current remote lands and water resources that could provide new recreation and tourism opportunities. All segments provide greater access to lands that are currently inaccessible.	The development of the road could improve access levels to current remote lands and water resources that could provide new recreation and tourism opportunities. All segments provide greater access to lands that are currently inaccessible.

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Segment 3 – North of the Albany

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – SOCIO-ECONOMIC ENVIRONMENT					
				All segments provide greater access to lands that are currently inaccessible and which could be used for recreation purposes. Lands associated with this route segment are not considered to have more recreation value than other route segments. No information has been shared by stakeholders to suggest otherwise. Recreational users (e.g. snowmobilers, hikers, canoe/kayak users, etc.) would benefit from greater access to previously inaccessible lands. No discernable difference between alternatives	All segments provide greater access to lands that are currently inaccessible and which could be used for recreation purposes. Lands associated with this route segment are not considered to have more recreation value than other route segments. No information has been shared by stakeholders to suggest otherwise. Recreational users (e.g. snowmobilers, hikers, canoe/kayak users, etc.) would benefit from greater access to previously inaccessible lands. No discernable difference between alternatives
		■ Change in waterway navigability including for recreation and tourism	■ Navigable waterway crossings will be designed to not inhibit navigation ■ Navigation to be maintained during construction	The development of bridges over watercourses could negatively affect navigation. Route alternative to cross 18 waterbodies. Net effects to navigation are expected to be minimal. Least Preferred	The development of bridges over watercourses could negatively affect navigation. Route alternative to cross 9 waterbodies. Net effects to navigation are expected to be minimal. Most Preferred
	■ Environmental conditions	■ Change in environmental conditions that could change attractiveness of the area for tourism and recreation.	■ Typical mitigation and avoidance measures such as standard practices for construction, road, and water crossing construction and maintenance will be applied to both construction and operation phases of the Project. Such measures include: o Development and implementation of a Construction Environmental Management Plan (CEMP) by the Contractor. o Adherence to blasting measures in accordance with the Guidelines for the Use of Explosives in or Near Canadian Fisheries Waters (Wright, Hopky, 1998). o Measures to avoid unnecessary vehicle and machine idling to minimize emissions and greenhouse gasses. o Development and implementation of a Spill Management Plan and Sediment and Erosion Control Plan. o Proper water crossing structure design and installation to accommodate flow and drainage as well as fish passage in fish habitat, where appropriate. o Refuelling, service, and maintenance of vehicles and equipment will generally be carried out in designated areas at temporary construction camps and temporary laydown areas a minimum of 30 m from waterbodies. o Wash water from vehicles and equipment will not be allowed to enter a waterbody and will be conveyed to areas for infiltration, treated prior to discharge to	The road development and its operation could result in disturbance net effects such as runoff that could negatively affect the quality of the adjacent environment and affect its attractiveness for recreation. All segments are expected to result in similar change to environmental conditions that could result in effects to lands used for recreation. No discernable difference between alternatives	The road development and its operation could result in disturbance net effects such as runoff that could negatively affect the quality of the adjacent environment and affect its attractiveness for recreation. All segments are expected to result in similar change to environmental conditions that could result in effects to lands used for recreation. No discernable difference between alternatives

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Segment 3 – North of the Albany

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – SOCIO-ECONOMIC ENVIRONMENT					
			the receiving environment, or hauled off site. o Minimize vegetation clearing to only what is required for construction and staging. o Incorporate standard tree protection and ESC measures. o Implement progressive reclamation and revegetation of disturbed areas no longer required following construction (e.g., temporary access roads, construction camps, and laydown areas). o Marten Falls First Nation will develop and implement an Environmental Protection Plan, which will include best management practices for vegetation protection and mitigation.		
	■ Availability of species harvested for recreation purposes	■ Change to target species populations harvested for recreation purposes.	■ Typical mitigation and avoidance measures such as standard practices for construction, road, and water crossing construction and maintenance will be applied to both construction and operation phases of the Project. Such measures include: o Development and implementation of a Construction Environmental Management Plan (CEMP) by the Contractor. o Adherence to in-water work timing windows. o Adherence to blasting measures in accordance with the Guidelines for the Use of Explosives In or Near Canadian Fisheries Waters (Wright, Hopky, 1998). o Adherence to DFO's Measures to Protect Fish and Fish Habitat (DFO 2023). o Adherence to DFO's Interim Codes of Practice (temporary cofferdams, stream crossings, fish screens, culvert maintenance [for operations]). o Measures to avoid unnecessary idling to minimize emissions and greenhouse gasses. o Development and implementation of a Spill Management Plan and Sediment and Erosion Control Plan. o Proper water crossing structure design and installation to accommodate flow and drainage as well as fish passage in fish habitat, where appropriate.	The development and operation of the road could have net effects that change the abundance of species that are harvested for recreation. The natural science team is not able to provide an estimation regarding the extent to which the populations of species harvested might change. Change to their habitat is used as a surrogate measurement – see indicator below.	The development and operation of the road could have net effects that change the abundance of species that are harvested for recreation. The natural science team is not able to provide an estimation regarding the extent to which the populations of species harvested might change. Change to their habitat is used as a surrogate measurement – see indicator below.

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Segment 3 – North of the Albany

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – SOCIO-ECONOMIC ENVIRONMENT					
			o Measures to limit the spread and / or introduction of invasive species. ■ Develop a land / waterbody access plan to determine need for any access restrictions		
		■ Change to the habitat for these target species	■ Typical mitigation and avoidance measures such as standard practices for construction, road, and water crossing construction and maintenance will be applied to both construction and operation phases of the Project. Such measures include: o Development and implementation of a Construction Environmental Management Plan (CEMP) by the Contractor. o Adherence to in-water work timing windows. o Adherence to blasting measures in accordance with the Guidelines for the Use of Explosives In or Near Canadian Fisheries Waters (Wright, Hopky, 1998). o Adherence to DFO's Measures to Protect Fish and Fish Habitat (DFO 2023). o Adherence to DFO's Interim Codes of Practice (temporary cofferdams, stream crossings, fish screens, culvert maintenance [for operations]). o Measures to avoid unnecessary idling to minimize emissions and greenhouse gasses. o Development and implementation of a Spill Management Plan and Sediment and Erosion Control Plan. o Proper water crossing structure design and installation to accommodate flow and drainage as well as fish passage in fish habitat, where appropriate. o Measures to limit the spread and / or introduction of invasive species. ■ Develop a land / waterbody access plan to determine need for any access restrictions	The development and operation of the road could remove habitat of key valued species and could reduce the abundance of these species for recreation harvesting. Moose is a key wildlife species that is recreationally hunted. The PDA for this segment contains no area of high suitability moose habitat. Impacts to this habitat could impact area moose populations. This route segment to cross a higher number of water courses involving in-water works (16) and has greater potential for impact to fish habitat. Least Preferred	The development and operation of the road could remove habitat of key valued species and could reduce the abundance of these species for recreation harvesting. Moose is a key wildlife species that is recreationally hunted. The PDA for this segment contains no area of high suitability moose habitat. Impacts to this habitat could impact area moose populations. This route segment to cross a lower number of water crossings involving in-water works (7) and has lower potential for impact of fish habitat. Most Preferred
Extractive Industry	■ Removal of lands with potential for mineral extraction	■ Area of land under mineral claim that the road segments pass through	■ Engage with land claim holders in the road design stage to determine how impacts to mineral deposits can be minimized and/or access to mineral areas enhanced.	The development of the road could remove mineral resource areas from being extracted in the future. This segment: • Has 2,154.36 hectares of operational claims within the PDA. • Has 907.05 hectares of aggregate sites within the PDA. Least Preferred	The development of the road could remove mineral resource areas from being extracted in the future. This segment: • Has 779.48 hectares of operational claims within the PDA. • Has 366.08 hectares of aggregate sites within the PDA. Most Preferred

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Segment 3 – North of the Albany

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – SOCIO-ECONOMIC ENVIRONMENT					
	■ Proximity to and access to lands with future potential for mining development	■ Change to access to lands with future potential for mineral extraction	■ Engage with land claim holders in the road design stage to determine how impacts to mineral deposits can be minimized and/or access to mineral areas enhanced.	The development of the road could improve access to mineral resource areas and thus potentially resulting in their development for economic benefit to the region and local communities. This route segment's alignment provides 5.22 kilometres of access into potential future aggregate sites. Greatest change in access to lands with future potential for mineral extraction. Most Preferred	The development of the road could improve access to mineral resource areas and thus potentially resulting in their development for economic benefit to the region and local communities. This segment provides no additional access to potential future aggregate sites. Lowest change in access to lands with future potential for mineral extraction. Least Preferred
Forestry Industry	■ Removal of commercial forestry lands	■ Area of commercial forestry land that the road segments pass through	■ No measures because there are no impacts to commercial forestry lands.	The development of the road could result in the removal of forested lands that are commercially harvested. This segment impacts no area of commercial forestry land. Both route segments have no impact on removal of commercial forestry lands. No discernable difference between alternatives	The development of the road could result in the removal of forested lands that are commercially harvested. This segment impacts no area of commercial forestry land. Both route segments have no impact on removal of commercial forestry lands. No discernable difference between alternatives
	■ Proximity to and access to lands with potential for forest harvesting	■ Change to access to forestry lands	■ Engage with forestry companies during road design stage regarding access to potential new forestry lands	The development of the road could provide access to lands with timber that could be harvested for economic benefit to the region and local communities. This segment impacts no area of commercial forestry land. Both route segments have no impact on access to commercial forestry lands. No discernable difference between alternatives	The development of the road could provide access to lands with timber that could be harvested for economic benefit to the region and local communities. This segment impacts no area of commercial forestry land. Both route segments have no impact on access to commercial forestry lands. No discernable difference between alternatives
Remote Outfitters	■ Change to operations of remote outfitters in vicinity of road routes	■ Number and proximity of remote outfitters to the alternatives ■ Potential for impact to the outfitters from the alternatives	■ During final road alignment selection and road design phase consider proximity of remote tourism outfitters to maximize separation distance ■ Engage with tourism outfitters during road design phase ■ If applicable, provide compensation to any outfitters displaced or who can no longer operate because of the road ■ Develop a land/waterbody access plan to determine need for any access restrictions and/or access enhancements to protect remote tourism operations	The development of the road could mean that lands and waterbodies are more accessible to the public and decrease the attractiveness of the area for remote tourism operations. This segment provides increased access to zero (0) remote tourism camp outfitter locations. There is no potential for impact to outfitters from this route alternative. No discernable difference between alternatives	The development of the road could mean that lands and waterbodies are more accessible to the public and decrease the attractiveness of the area for remote tourism operations. This segment provides increased access to zero (0) remote tourism camp outfitter locations. There is no potential for impact to outfitters from this route alternative. No discernable difference between alternatives
Trapping	■ Change to trapping activity in vicinity of alternatives	■ Length of route passing through trap lines/# of trap lines affected ■ Potential for change in populations of harvested fur bearing species. ■ Change in access to lands for trapping.	■ Provide community updates regarding the location and timing of Construction noise activities. ■ In selection of final road alignment and road design development, where possible, avoid high quality fur-bearing species habitat ■ Engage with trappers regarding need for access related mitigation and or enhancements to improve access for trappers.	The development of the road could result in the loss of furbearer habitat thus decreasing the populations of these species for harvesting. Alternatively the road could improve access to lands that trappers could take advantage of. This segment: • Has a length of 67.69 kilometres passing through trapline areas. • Intersects five (5) traplines. • Has a total of 2,426.60 hectares of trapline area land within the PDA. Would result in the greatest impact on American marten and wolverine habitat.	The development of the road could result in the loss of furbearer habitat thus decreasing the populations of these species for harvesting. Alternatively the road could improve access to lands that trappers could take advantage of. This segment: • Has a length of 34.0 kilometres passing through trapline areas. • Intersects four (4) traplines. • Has a total of 824.99 hectares of trapline area land within the PDA. Would result in the lowest impact on American marten and wolverine habitat.

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Segment 3 – North of the Albany

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – SOCIO-ECONOMIC ENVIRONMENT					
				All route segments provide increased access to trapline areas. Route passes through the greatest amount of trap line area and passes through the highest amount of important furbearer habitat and is therefore ranked least preferred. Least Preferred	All route segments provide increased access to trapline areas. Route passes through the lowest amount of trap line area and passes through the least amount of important furbearer habitat and is therefore ranked preferred. Most Preferred
Summary of Land and Resource Use: **Overall** **Alternative 4 is the slightly preferred route alternative for Segment 3 – North of Albany Crossing** from the perspective of Land and Resource Use due to less potential impact on fishing (from fewer water crossings and fish habitat impacts), less potential for impact on navigation, less potential for direct effects on mineral/aggregate resources, and less potential for impact to trapping activity. **Net Effects** • The predicted net effects from both alternatives are equivalent with regard to land use compatibility. • Neither alternative intersects with any parks nor protected areas. • Both alternatives would have similar impact with regards to recreation and tourism as both route alternatives would provide increased access to areas that are inaccessible and remote. • Alternative 1 slightly preferred with regards to extractive industries as it would provide greater access to lands with potential for future mineral extraction activities. • There is no intersect of either alternative with forestry activity. • There are no remote tourism operators in the vicinity of either alternative. • Trappers would be least affected by Alternative 4 as it and affects the lowest area of high value furbearer habitat.					
SOCIAL					
Summary of Social: **Overall** • All route segments will provide connection to the Marten Falls community and provide the same expected net social impact to the community. • Social-community impacts from the MFCAR are anticipated to be focused on the communities located with the LSA including Marten Falls First Nation, Aroland First Nation and Greenstone. • The potential for social impacts (e.g. change in housing demand/supply, community well-being, etc.) is expected to be the same in all the LSA communities for all route alternatives. • No specific social-community features were identified in proximity to the alternative route segments that could be impacted. • As such, both alternatives are equally preferred from a social-community perspective.					
CLIMATE ADAPTATION AND RESILIENCY					
Summary of Climate Adaptation and Resiliency: **Overall** • As outlined in the Climate Overview Report, there exists significant data gaps and uncertainty in the generation of climate projections that have the appropriate level of granularity to differentiate between alternative routes. • As such, currently, there is no discernible difference for the alternatives from a Climate Adaptation and Resiliency perspective.					

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – CULTURAL ENVIRONMENT					
CULTURAL HERITAGE					
Archaeological Sites and Resources	■ Previously identified archaeological sites	■ The net effects to archaeological resources will be evaluated. OR ■ Number of previously identified archaeological sites	Complete all outstanding archaeological assessments.	No registered archaeological sites, however archaeological potential is present within much of the alternative. No discernable difference between alternatives	No registered archaeological sites, however archaeological potential is present within much of the alternative. No discernable difference between alternatives
	■ Areas of cultural significance raised by local Indigenous Nations		Complete all outstanding archaeological assessments.	Area has raised cultural significance by local Indigenous Nations.	Area has raised cultural significance by local Indigenous Nations.

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Segment 3 – North of the Albany

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
		■ Areas of cultural significance raised by local Indigenous Nations ■ Number of resources identified.	■ Incorporate information received by Indigenous Nations in reporting. ■ Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous communities will be initiated in the event that archaeological resources or human remains are discovered.	No discernable difference between alternatives	No discernable difference between alternatives
	■ Proximity to water		■ Complete all outstanding archaeological assessments.	Archaeological potential is present within much of the alternative. No discernable difference between alternatives	Archaeological potential is present within much of the alternative. No discernable difference between alternatives
	■ Soil texture and drainage		■ Complete all outstanding archaeological assessments.	Archaeological potential is present within much of the alternative. No discernable difference between alternatives	Archaeological potential is present within much of the alternative. No discernable difference between alternatives
	■ Glacial geomorphology, elevated topography		■ Complete all outstanding archaeological assessments.	Archaeological potential is present within much of the alternative. No discernable difference between alternatives	Archaeological potential is present within much of the alternative. No discernable difference between alternatives
	■ Resource areas including food or medicinal plants, scarce raw materials		■ Complete all outstanding archaeological assessments.	Area has food or medicinal plant resources. No discernable difference between alternatives	Area has food or medicinal plant resources. No discernable difference between alternatives
	■ Areas of early 19th century settlement and transportation routes		■ Complete all outstanding archaeological assessments.	Archaeological potential is present within much of the alternative, Albany River is a significant potable water source. No discernable difference between alternatives	Archaeological potential is present within much of the alternative, Albany River is a significant potable water source. No discernable difference between alternatives
	■ Properties that local histories or informants have identified with possible archaeological sites, historical events, activities or occupants		■ Complete all outstanding archaeological assessments.	Archaeological potential is present within much of the alternative, Albany River is a significant potable water source. No discernable difference between alternatives	Archaeological potential is present within much of the alternative, Albany River is a significant potable water source. No discernable difference between alternatives
Built Heritage Resources/Cultural Heritage Landscapes	■ Animal, Fish, and Plant Harvest Areas (MFFN)	■ The net effects to built heritage resources and cultural heritage resources will be evaluated in the Cultural Heritage Report. ■ Number of resources identified.	■ Where possible, avoid direct adverse impacts to Animal, Fish and Plant Harvest Areas. ■ If direct adverse impacts are anticipated to an Animal, Fish, and Plant Harvest Area, then complete further mitigation (i.e, Cultural Heritage Evaluation Report or Heritage Impact Assessment)	Net effects for this alternative include the potential disturbance of up to fifty-five (55) identified Animal, Fish, and Plant Harvest Areas. Least Preferred	Net effects for this alternative include the potential disturbance of up to thirty (30) identified Animal, Fish, and Plant Harvest Areas. Most Preferred

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Segment 3 – North of the Albany

FACTOR	INDICATOR	MEASURES	AVOIDANCE / MITIGATION / COMPENSATION / ENHANCEMENT MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
	■ Cultural, Spiritual, and Sacred Areas (MFFN)		■ Where possible, avoid direct adverse impacts to Cultural, Spiritual, and Sacred Areas. ■ If direct adverse impacts are anticipated to a Cultural, Spiritual, and Sacred Area, then complete further mitigation (i.e, Cultural Heritage Evaluation Report or Heritage Impact Assessment)	Net effects for this alternative include the potential disturbance of up to fifteen (15) identified Cultural, Spiritual, and Sacred Areas. Least Preferred	This alternative is not anticipated to impact any identified Cultural, Spiritual, or Sacred Areas. Most Preferred
	■ Habitation Areas (MFFN)		■ Where possible, avoid direct adverse impacts to Habitation Areas. ■ If direct adverse impacts are anticipated to a Habitation Area, then complete further mitigation (i.e, Cultural Heritage Evaluation Report or Heritage Impact Assessment)	Net effects for this alternative include the potential disturbance of up to ten (10) Habitation Areas. Least Preferred	Net effects for this alternative include the potential disturbance of up to five (5) Habitation Areas. Most Preferred
	■ Travel (MFFN and Historical Maps)		■ Where possible, avoid direct adverse impacts to Travel Areas. ■ If direct adverse impacts are anticipated to a Travel Area, then complete further mitigation (i.e, Cultural Heritage Evaluation Report or Heritage Impact Assessment)	Net effects for this alternative include the potential disturbance of two Historical Indigenous Trails. No discernable difference between alternatives	Net effects for this alternative include the potential disturbance of two Historical Indigenous Trails. No discernable difference between alternatives

Summary of Cultural Heritage:

Overall

Alternative 4 is the most preferred alternative from the perspective of cultural heritage for Segment 3 – North of the Albany Crossing due to its overall lower Net Effects to cultural heritage resources.

- There is a negligible difference between the alternatives

Archaeological Sites and Resources

- No discernible difference between the alternatives is present, as the alternatives retain much archaeological potential that must be mitigated prior to ground disturbance.

Built Heritage Resources/ Cultural Heritage Resources

- Although both alternatives have the potential to impact identified cultural heritage resources, Alternative 4 is preferred due to its overall lower Net Effects to cultural heritage resources.
- Alternative 1 has the potential to disturb more identified Cultural, Spiritual, and Sacred Areas, more Harvest Areas, and more Habitation Areas than Alternative 4.

Net Effects

The predicted net effects are evaluated as equivalent for both alternatives due to their effects on areas of raised cultural significance by local Indigenous nations, archaeological potential present, food/medicinal plant resources, Albany River as a potable water source, and disturbance of Harvest Areas. The predicted net effects have not considered all potential mitigation that may be applied. Net effect assessment is subject to change based on the implementation of additional mitigation. There is a negligible difference between the alternatives in terms of the cultural heritage valued component because archaeological potential is present within much of the alternatives.

Notes:

1. For consistency, Cultural Heritage indicators have been revised from those presented in the Study Plan to be consistent with the IK data points used to develop the cultural heritage themes for the Cultural Heritage Report.

FACTOR	INDICATOR	MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
CATEGORY – TECHNICAL, ENGINEERING AND COST				

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Segment 3 – North of the Albany

FACTOR	INDICATOR	MEASURES	ALTERNATIVE 1	ALTERNATIVE 4
Design	■ Roadway Alignment Length	■ Km	67.69 km	34.17 km
	■ Number of Water Crossings	■ #	8	5
	■ Length of Water Crossings	■ Km	Total 425m	Total 467m
Construction Complexity	■ Access to Roadway Material	■ Description	Most preferred	Least preferred
	■ Constructability of Roadway	■ High to Low	Most preferred	Least preferred
	■ Constructability of Water Crossing	■ High to Low	Most preferred	Least preferred
Miscellaneous	■ Schedule Implications	■ Description	Medium impact due to longer road to construct and more water crossings than Alternative 4 but with good access to aggregate sources	High impact due to longer road to construct and less water crossings than Alt 1 but less access to aggregate resources and longer haul distances
Operations	■ Long Term Maintenance	■ Description	Most preferred due to access to aggregate and good substrate	Least preferred due to longer haul, less access to aggregate and poorer substrates
Cost	■ Value of construction	■ $ CAD	Bridges:$153.8M Roads: $242.02M Total: $395.82M	Bridges:$182.8M Roads: $276.9M Total: $459.7M

Summary of Technical, Engineering and Cost:

Overall

- **Alternative 1 is the most preferred route alternative from the perspective of technical, engineering and cost for Segment 3 – North of the Albany Crossing.**
- Alternative 4 is the least preferred.
- Cost estimates are based on 2023 unit prices developed through discussions with northern Contractors and best practices
- Value of Construction includes a 20% contingency factor and climate change impacts that are assumed to be 35-40% of the structures' base prices.
- Alternative 4 includes costs to construct the N/S west segment that is part of the NRL

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Marten Falls First Nation Community Access Road Update

Poulakas, Demetri [redacted]

Wed 2023-11-08 1:43 PM

To: [redacted]

1 attachments (4 MB)

Invitation ATRI Second Forum - November 2023.pdf;

Good afternoon Chief Bruce Achneepineskum and Council Members,
Hope this email finds you well. I would like to provide you with an update of the upcoming activities that will be occurring regarding the Community Access Road.

Route Selection Webinar

- You are invited to join us for a webinar on Route Selection, that will take place Thursday, November 16, 2023, at 4:00 p.m. EST.
- Please Register HERE.

ATRI Forum #2

- The ATRI Forum #2 will be held at the Valhalla Inn, in Thunder Bay from November 21 - 23. (Invitation attached)
- Building on the first Forum held in February 2023, this follow-up Forum provides an opportunity to identify and discuss potential impacts to northern Indigenous communities' Aboriginal and/or Treaty Rights and interests as they relate to the above Projects.
- Day 1 and 2 of the Forum will focus on Aboriginal and / or Treaty Rights and Interests. On Day 3, we will be hosting a half-day discussion on Cumulative Effects as they relate to the Projects.
- In addition, join us Tuesday Nov 21 at 7:00 at the Valhalla Inn for the movie screening of Bridges to the North - a story about Webequie and Marten Falls First Nation. Check out the Movie Trailer here: https://www.youtube.com/watch?v=TDk14SrDdgo

Climate Change Workshop

- Workshop on Climate Change to be held in Q1 2024 with interested Indigenous Communities. Dates and a more formal notice will be shared soon.

Thank you and please let me know if you have any questions,

Demetri Poulakas
Senior Indigenous Engagement Specialist, Communication and Community Engagement
[redacted]

From: **Nokleby, Andrea** [redacted]
Date: Wed, Nov 29, 2023, 7:50 a.m.
Subject: For Review - Draft Preliminary Aboriginal and / or Treaty Rights and Interests Existing Conditions Report
To: [redacted] Maria Baxter [redacted] corrina baxter [redacted] Bob Baxter [redacted]
Cc: Bob Baxter [redacted], Lawrence Baxter [redacted] Qasim Saddique [redacted] Jennifer Bruin [redacted], McEwen, Kate [redacted]

Booshoo / Wachea,

The Project Team has prepared the attached ***Draft Preliminary Aboriginal and / or Treaty Rights and Interests Existing Conditions Report***, which describes our current understanding of your Marten Falls First Nations Aboriginal and / or Treaty Rights and Interests as they relate to the proposed Project. ***Information received from your community was included in this report and some of it is confidential.***

This report is important because it will be used for the future impact / environmental assessment (i.e., this report is not the assessment). In order to do a meaningful impact assessment in the future, the Project Team really needs to understand your community's rights and / or interests with respect to the proposed Project.

The Report has been prepared based on any information provided directly to Marten Falls FIrst Nation and publicly available sources of information.

We want to work with you to update the Draft Preliminary Existing Conditions Report with information your community chooses to share with Marten Falls First Nation. Important dates to note:

- We are asking for communities to provide input on the draft report by **January 19, 2024**, where possible, so it can be woven into the Draft Impact Statement / Environmental Assessment Report (2024).
- Additional information, feedback, comments and edits can be shared after this date. This Draft Preliminary Existing Conditions Report will not be finalized until later in 2024.
- Information **received after January 19, 2024** will be woven into the next phases of the assessment processes including the Final Environmental Assessment / Impact Statement Report (2025).

We would be more than happy to meet with you to:

- Hear your feedback - what did we miss, what did we get wrong, what is correct?
- Discuss the best way to update the report; and
- Review and discuss the Project schedule and next steps.

It is important to note that this is an iterative process, and we will continue to update our understanding of your rights and / or interests as we work towards completing the Impact Statement / Environmental Assessment.

We hope all is well with you and your community.

Andrea

Andrea Nokleby
Partner
Dillon Consulting Limited
[redacted]
www.dillon.ca

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From: Poulakas, Demetri
Sent: December 7, 2023 2:49 PM
To: [redacted]
Cc: Trimble, Ingrid; Haalboom, Bethany; Fisken, Avril; McKinnon, Don; Qasim Saddique; Jennifer Bruin; lawrencebax
Subject: MFFN CAR Socio-Economic Interests Letter
Attachments: Marten Falls First Nation Socio-econ IC interest check letter - Dec 7.pdf

Dear Chief Bruce Achneepineskum,

As we continue the provincial Environmental Assessment (EA) and Federal Impact Assessment (IA) for the proposed Marten Falls Community Access Road (MFCAR) Project, we are looking to identify if Marten Falls First Nations has any additional interests or concerns regarding possible social-community and/or economic impacts as a result of the MFCAR project. Please also note that this request is different from other requests sent to your community regarding the collection of Indigenous Knowledge and information pertaining to the assessment of impacts to Indigenous rights.

Should Marten Falls First Nation have socio-economic interests or concerns related to the MFCAR project we would like to hear from you by December 30, 2023.

thank you,

Demetri Poulakas
Senior Indigenous Engagement Specialist, Communication and Community Engagement
[redacted]

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December 7, 2023

Chief Bruce Achneepineskum
Marten Falls First Nation
[redacted]

Marten Falls First Nation Community Access Road Project – Socio-economic Assessment Interest

Dear Chief Achneepineskum:

Marten Falls First Nation (MFFN) is continuing the provincial Environmental Assessment (EA) and Federal Impact Assessment (IA) for the proposed Marten Falls First Nation Community Access Road (MFFN CAR) Project that is to provide all season access to the community. As per previous correspondence sent to your community, the Project is currently in the process of assessing alternative routes for the proposed access road. Most recently, Public Information Centres and webinars have been held to present information related to alternative route assessment. A preferred route is to be confirmed in early 2024.

Once the preferred route is selected, an assessment of possible Project impacts is to be undertaken. This impact assessment is to be completed in spring 2024 and a draft EA Report / IA Statement is to be completed and released in summer 2024.

The purpose of this letter is to again request **if your community has any interests or concerns regarding possible social-community and / or economic impacts as a result of the MFFN CAR project.** The construction of the Community Access Road has the potential to result in various social and economic effects, particularly for those communities that would be connected to or have access to the proposed road. This could include both potential positive and negative effects. Attached to this letter are a list of the possible social and economic effects of the Project that are to be assessed.

To meet the requirements of the federal IA process, we are required to assess potential social and economic effects of the MFFN CAR project on all communities that have been identified for engagement. If your community has interests or concerns regarding possible social and/or economic effects from the MFFN CAR Project then we would like to hear from you. We would like to understand your concerns and explore related information collection that might include interviews with community representatives and / or community surveys.

Please also note that this request is different than other requests sent to your community regarding the collection of Indigenous Knowledge and information pertaining to the assessment of impacts to Indigenous rights.

Please get in touch with Demetri Poulakas at [redacted] should you have interest in and or would like to talk about concerns related to potential social and/or economic impacts of the MFFN CAR project.

Yours truly

[redacted]

Lawrence Baxter
MFFN CAR Project Team Member/MFFN Community Member

What Are the Possible Social and Economic Effects of the Marten Falls First Nation Community Access Road Project?

Social:

- Community populations.
- Supply and demand for housing and community services like education and childcare.
- Change in volume of traffic on existing roads that would connect with the Marten Falls Community Access Road.
- Change in local air quality and noise levels that could result in nuisance effects.
- Changes to community wellbeing.

Economic:

- New business opportunities.
- Change in regional economic activity.
- Project procurement opportunities (goods and services required for the project).
- Changes to the price of goods in local communities, traditional economies, job opportunities and training opportunities.
- Government expenditures and tax revenue.
- Regional economy, including changes to: prices for goods and services.
- Impact to local business operations, the labour market including employment and training, and public finances.

On Thu, Dec 7, 2023 at 4:18 PM Poulakas, Demetri <[redacted]> wrote:

Dear Councillor Moonias,
Thank you for your response regarding the Socio-Economic interest letter for the MFFN CAR. To date, we have administered Socio-Economic surveys to MFFN community members in person in July 2023, as well as at the most recent PIC in October 2023. In addition, Socio-Economic surveys were made available online to MFFN community members to complete from July 17 to October 31, 2023. Socio-economic interviews have also been conducted with community members. Community interests and concerns about the potential Socio-Economic impacts of the MFFN CAR are being included in the EA. The purpose of the Socio-Economic interest letter was to make sure that MFFN Chief and Council do not have any additional Socio-Economic interests and concerns they wished to share with the Project Consultants at this stage for inclusion in the EA. I apologize for any confusion this may have caused, and please let us know if you'd like to discuss.

Regards,

Demetri Poulakas
Senior Indigenous Engagement Specialist, Communication and Community Engagement
[redacted]
[redacted]
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On Fri, 8 Dec 2023 at 16:29, Poulakas, Demetri [redacted] wrote:

Dear Councillor Moonias,

Thank you for your thoughts on a report that could be presented to MFFN Chief and Council, and community members from the survey results and interviews that were undertaken regarding the MFFN CAR EA. We would look forward to speaking with Chief and Council in the new year regarding what this report could look like and how to best present it.

Please let us know what dates might be suitable to discuss this with Chief and Council in the new year.

Meegwetch,

Demetri Poulakas
Senior Indigenous Engagement Specialist, Communication and Community Engagement
[redacted]
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From: Poulakas, Demetri
Sent: December 11, 2023 1:19 PM
To: [redacted]
Cc: Qasim Saddique; Jennifer Bruin
Subject: Marten Falls First Nation Community Access Road Update

Dear Chief Bruce Achneepineskum and Council,
Hope this email finds you well. I would like to provide you with an update of the upcoming activities that will be occurring regarding the Community Access Road.

- Route Selection Webinar
  - The webinar on Route Selection took place Thursday, November 16, 2023, at 4:00 p.m. EST.
  - Recording of the Webinar can be accessed HERE.
- ATRI Forum #2.
  - The ATRI Forum #2 was held at the Valhalla Inn, in Thunder Bay on November 21 - 23.
  - During the forum we heard from various Indigenous communities' on their Aboriginal and/or Treaty Rights and interests as they relate to the Project.
- Milestone #2 Progress Report
  - An updated link to your Milestone #2 Progress Report was shared with you on 29 November, 2023.
  - The Milestone #2 Progress Report covers all consultation with Marten Falls First Nation from July 1, 2022, to May 31, 2023.
  - We welcome any edits or comments to your community-specific section by February 15, 2024, before the reports are finalized and shared publicly with the Draft Environmental Assessment Report / Impact Statement.
  - If you have any questions or would like to schedule a meeting to discuss the reports and timeline, please let me know, or reply to the email you received on 29 November, 2023.
- Webinar Series
  - Webinars regarding Climate Change, Engineering and Cumulative Effects will be held in Q1 2024 with interested Indigenous Communities. Dates and a more formal notice will be shared soon.
- Community Coordinators
  - Candidates regarding the Community Coordinator Program in community have been interviewed. Information will be shared with Chief and Council in order to determine who to hire.

thank you and I wish you all happy holidays!

Demetri Poulakas
Senior Indigenous Engagement Specialist, Communication and Community Engagement
[redacted]
[redacted]
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From: Poulakas, Demetri
Sent: January 11, 2024 1:07 PM
To: [redacted]Yvonne Baxter
Cc: qsaddique; jennifer
Subject: Marten Falls First Nation CAR - Report Comments

Good afternoon Chief Bruce Achneepineskum and Council,

I hope this email finds you well.

I'm sending you a quick email to follow up on two reports sent to Marten Falls First Nation before the holidays.

Milestone #2 Progress Report

On November 27, 2023, we sent the Milestone #2 Progress Report for the Marten Falls First Nation Community Access Road (MFFN CAR Project), with an updated link to Marten Falls First Nation's community-specific report on November 29, 2023, for your review.

The Milestone #2 Progress Report covers engagement that occurred for the MFFN CAR Project between July 1, 2022, to May 31, 2023.

We welcome any edits or comments to the report by February 15, 2024.

ATRI Existing Conditions Report

On November 29, 2023, Andrea Nokleby sent the draft ATRI Existing Conditions Report to Marten Falls First Nation. The ATRI Existing Conditions Report describes our current understanding of Marten Falls First Nation's Aboriginal and/or Treaty Rights and Interests, as they relate to the proposed Project.

We are asking for communities to provide input on the draft report by January 19, 2024, where possible, so it can be included into the draft Impact Statement / Environmental Assessment Report.

If you have any questions or would like to schedule a meeting to discuss the reports and/or timelines, please let me know. I will reach out to you next week to discuss the reports as well as provide Project updates.

Thank you,

Demetri Poulakas
Senior Indigenous Engagement Specialist, Communication and Community Engagement
[redacted]

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From: Poulakas, Demetri
Sent: Monday, January 15, 2024 12:56 PM
To: Rob Moonias [redacted]
Cc: Bethany Haalboom <[redacted]; Bob Baxter <[redacted]; Fisken, Avril <[redacted]; Jennifer Bruin <[redacted]; Maria Baxter <[redacted]; McKinnon, Don <[redacted]; Qasim Saddique <[redacted]; Robert Moonias <[redacted]>; Trimble, Ingrid <[redacted]>; Yvonne Baxter <[redacted]>; [redacted]; lawrencebax <[redacted]>; [redacted]
Subject: RE: MFFN CAR Socio-Economic Interests Letter

Dear Councillor Moonias,

Thank you for providing dates where we could discuss the Socio-Economic survey results and interviews with Chief and Council. The team that is reviewing this Socio-Economic information collected to date, has indicated that they would be able to report and share their findings later in 2024 (May/June). Due to this, the MFFN CAR Project Team propose meeting closer to this date, so we can ensure we maximize Chief and Councils time and can present how we can share this information to Chief and Council effectively.

Please let me know if you have any questions.

Meegwetch,

Demetri Poulakas
Senior Indigenous Engagement Specialist, Communication and Community Engagement
[redacted]

[redacted]
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Sent: Thursday, January 25, 2024 12:25 PM
To: b[redacted]
Subject: Marten Falls First Nation Community Access Road Update

Good afternoon Chief Bruce Achneepineskum and Council,
Hope this email finds you well. I would like to provide you with an update of the upcoming activities that will be occurring regarding the Community Access Road.

- Climate Change Adaptation Webinar and Webinar Series
  - The Community Access Road webinar series is back. Our next webinar is on Climate Change Adaptation and the Community Access Road. The Climate Change Adaptation and Resiliency Study looks at the future climate to ensure the Community Access Road is prepared for and can withstand the future climate. We are also eager to hear about changes you have observed or experienced on the land over time.
  - Join us for the Climate Change Adaptation Webinar on Thursday, February 8 from 4:00 p.m. to 5:00 p.m. EST.
  - You can register for the webinar at this link: https://us06web.zoom.us/webinar/register/WN_ze04DSZmSqSZS8c5kI9vRQ
  - If there is someone else at Marten Falls First Nation who may be interested in this topic, please forward this information to them, or let me know and I can reach out to them.
  - Webinars regarding Engineering and Cumulative Effects will be held in Q1 2024 with interested Indigenous Communities. Dates and a more formal notice will be shared soon.

- Milestone #2 Progress Report
  - An updated link to your Milestone #2 Progress Report was shared with you on 29 November, 2023.
  - The Milestone #2 Progress Report covers all consultation with Marten Falls First Nation from July 1, 2022, to May 31, 2023.
  - We welcome any edits or comments to your community-specific section by February 15, 2024, before the reports are finalized and shared publicly with the Draft Environmental Assessment Report / Impact Statement.
  - If you have any questions or would like to schedule a meeting to discuss the reports and timeline, please let me know, or reply to the email you received on 29 November, 2023.

thank you,

Demetri Poulakas
Senior Indigenous Engagement Specialist, Communication and Community Engagement
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Zielbauer, Kyla < [redacted]

Aroland First Nation review of Draft Preliminary Aboriginal and/or Treaty Rights and Interests Preliminary Existing Conditions Report

Zielbauer, Kyla < [redacted]

Hi Andrew,

Thank you for the letter.

We appreciate Aroland First Nation taking the time to provide their feedback. We will review the letter and provide a response shortly.

Sincerely,
Kyla
On behalf of the MFFN CAR Project Team

Kyla Zielbauer
Dillon Consulting Limited
[redacted]
www.dillon.ca

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[Quoted text hidden]

From: Angelis, Niki <[redacted]
Sent: Wednesday, 21 February 2024 00:07
To: [redacted]
Subject: MFFN CAR: Community Coordinator Role - Chief and Council Approval
Attachments: MFCAR Community Coordinator Interview - Savannah Baxter.docx; MFCAR Community Coordinator Interview - Kayla Loon.docx

Good afternoon Chief Bruce Achneepineskum and Council members,

I hope this email finds you well. My name is Niki Angelis and I am a Project Team consultant for the Community Access Road and involved in the Community Coordinator Program for the project. This email is a request to fill the vacant position of Community Coordinator in Ogoki.

Over the past few months we collected emails from various MFFN Community members who are interested in position. We had interest from the following seven MFFN Community members:

Kayla Loon (Resume Received and interviewed)
P. Marilyn Wenjack
Shania Dawn
Greg Achneepineskum
Sara Achneepineskum (Resume Received)
Sandra Achneepineskum
Savannah Baxter (Resume Received and interviewed)

Resumes were requested from all interested MFFN Community members, and three were received (indicated in list above). Various emails were sent in order to obtain resumes from all, however additional resumes were not received from the remaining MFFN Community members. Those interested, who also provided resumes had interviews arranged. (NOTE: an interview was scheduled with Sara Achneepineskum however she did not attend).

The summaries of the interviews are attached. We hope that Chief and Council will consider the candidates and put forth a decision to hire a candidate to fill the role of Community Coordinator.

Sincerely
Niki Angelis

Niki Angelis
Communication and Community Engagement
[redacted]
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Community Coordinator Interview

Marten Falls First Nation

Candidate Name: Savannah Baxter

Overview:

- Introductions
- Overview of the position
- Questions
- Opportunity for interviewee to ask questions

Position:

- $25/hour about 16 hours / week for up to 3 years
- Community Coordinator: We need someone to help with engagement with Marten Falls. Working closely with us and community members throughout the process.
    - Share advice on ways to engage in-person and virtually
    - Help keep community members up to date on activities (events, documents to look at, ways to share feedback) – knocking on doors, sharing Facebook posts
    - Join meetings, help with note taking
    - Help with events (logistics like booking meeting spaces, help with accommodations, arranging transportation and food)
    - Ways to engage with youth, elders or other groups that can share information

Questions:

D. Do you live in-community?

Yes I live in community. Looking for work. Only for appointments. Dad has given me apartment in community.

a. If no, where do you live? How often are you in-community?
b. And if no, do you have a place to stay in the community when visiting?

J. Tell us about yourself and your background.

D. What languages do you speak?

Only speak English. Some words in Ojibway.

J. How fa.miliar are you with the Community Access Road project?

I started looking into it and learning about it.

D. Why are you interested in the Community Coordinator position?

I would like to learn more about the road. Curious about it especially as its my community. Wanting to learn more about it. Its going right outside my grand parents house.

J. Have you been to any in-person or virtual community meetings about the Community Access Road project?

I attended one during the time I worked as a homemaker.

D. Do you have any experience working with Chief and Council?

No experience directly. But spoke to them as part of family

a. If no, how do you feel about helping with C&C meetings and speaking to Council members?

I would like to try.

J. How familiar are you with other MFFN community members/families? Would in-community members generally know who you are?

Im pretty close with atleast half. Most community members know me.

a. Would you be comfortable engaging with community members / families to share information / updates on the CAR (e.g. via door-knocking, attending community events etc.)?

Yes. Comfortable.

D. Do you have experience participating in / organizing small group discussions?

No experience in this. Helping kids with their work.

a. Have you helped arrange transportation in the community before?

Know how to do this and help people.

J. Are you comfortable using a computer, have an internet connection and have basic computer skills?

Yes. My computer is older. Internet coming through Star link.

E. This position is part time (16 hours per week for up to three years). What is your availability like?

I have full availability as not working.

a. For Consideration: Public Information Centres and other engagement activities might take place during the day or in the evenings, would you be able to assist in this situation?

Yes, and able to attend all events.

J. What would you describe as the most important issue for Marten Falls right now?

Recently got the store which is exciting. Use of the store has been great.

D. What is the most important issue/ thoughts regarding the CAR?

I think it would be good as we can go into town. Used to have to vehicle and would get one.

Community Coordinator Interview

Marten Falls First Nation

Candidate Name: Kayla Loon

Overview:

- Introductions
- Overview of the position
- Questions
- Opportunity for interviewee to ask questions

Position:

- $25/hour about 16 hours / week for up to 3 years
- Community Coordinator: We need someone to help with engagement with Marten Falls. Working closely with us and community members throughout the process.
    - Share advice on ways to engage in-person and virtually
    - Help keep community members up to date on activities (events, documents to look at, ways to share feedback) – knocking on doors, sharing Facebook posts
    - Join meetings, help with note taking
    - Help with events (logistics like booking meeting spaces, help with accommodations, arranging transportation and food)
    - Ways to engage with youth, elders or other groups that can share information

Questions:

1. Do you live in-community?
    a. If no, where do you live? How often are you in-community?
    Yes, Full Time
    b. And if no, do you have a place to stay in the community when visiting?
2. Tell us about yourself and your background.
    Grew up In MFFN. Lived in thunder bay and went to school. Went back to raise her family.
3. What languages do you speak?
    English and understand Ojibway.
4. How familiar are you with the Community Access Road project?
    Attended most of the meeting they have in Ogoki. Have been following from day 1. Have not looked at website.
5. Why are you interested in the Community Coordinator position?
    Want to engage in my community more and find the position interesting. Want to educate myself and also assist in working and coordinating with community members.
6. Have you been to any in-person or virtual community meetings about the Community Access Road project?
    Yes, have attended in person.
7. Do you have any experience working with Chief and Council?
    Yes. Worked as a student with the Band. Did not attend in person meeting.
    a. If no, how do you feel about helping with C&C meetings and speaking to Council members?
8. How familiar are you with other MFFN community members/families? Would in-community members generally know who you are?

Very familiar with a lot of people. Comfortable with walking around and talking to everyone. Worked as an attendance monitor for schools and went around talking to everyone.

   a. Would you be comfortable engaging with community members / families to share information / updates on the CAR (e.g. via door-knocking, attending community events etc.)?

      Yes. Comfortable with sharing all types of information.

9. Do you have experience participating in / organizing small group discussions?
   a. Have you helped arrange transportation in the community before?

   Have helped many people in community arrange transportation.

10. Are you comfortable using a computer, have an internet connection and have basic computer skills?

    Fairly comfortable with computers. Have access to steady internet connection. Don't have a computer but was going to get one.

11. This position is part time (16 hours per week for up to three years). What is your availability like?

    Available for all days and times. Able to attend PIC events.

    a. For Consideration: Public Information Centres and other engagement activities might take place during the day or in the evenings, would you be able to assist in this situation?

       Yes can attend all day.

12. What would you describe as the most important issue for Marten Falls right now?

    The lack of services and access to services for people.

13. What is the most important issue/ thoughts regarding the CAR?

    Would benefit the community greatly. Don't have any concerns.

From: Cugnet, Jaimie <[redacted]
Sent: Friday, 28 June 2024 19:20
To: [redacted]
Cc: Angelis, Niki
Subject: Marten Falls First Nation Community Access Road (MFFN CAR) - June Update

Dear Chief Bruce Achneepineskum,

I hope this finds you well.

My name is Jaimie Cugnet, and I am a consultant with MFFN CAR Project. Niki Angelis is currently out of office, and I am sending the June 2024 update on her behalf.

Please find an update of the upcoming activities occurring regarding the Community Access Road below:

Three Road Projects Gathering & Expo
Thank you for attending the Three Road Project Gathering & Expo from June 11 – 13, 2024. If you have any questions or feedback, please feel welcome to respond to this email directly.

Stage 1 Archaeological Assessment Report

The Stage 1 Archaeological Assessment Report documents the archaeological and land use history, to determine whether there is potential for archaeological sites in the additional areas required for aggregate impacts. It incorporates a review of recent mapping, previous archaeological reports, and incorporation of any information collected from Indigenous communities.

The Stage 1 Archaeology Assessment Report was sent out to communities on June 3, 2024. The reports are available for download here: Draft Stage 1 Archaeological Assessment_May 2024 – Google Drive

Feedback and comments on the report is requested by August 2, 2024.

To support your review, we encourage setting up a meeting with our team to help walk you through the reports, answer any questions you may have or as an opportunity to provide feedback.

Please let me know if you have any questions, and I will be happy to assist.

Warm regards,

Jaimie Cugnet

Communication & Community Engagement Specialist, Environment
[redacted]

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B13.2 Incoming Community Specific Correspondence

From: Bruce Achneepineskum [redacted]
Sent: August 18, 2023 1:31 PM
To: MFFN Community Access Road Project Team
Subject: Re: Complete the Socio-Economic and Health Survey and enter to win a $250 Visa Gift Card!

Good day how is this engagement being done ?

From: Rob Moonias <[redacted]
Sent: Thursday, December 7, 2023 3:07 PM
To: Poulakas, Demetri[redacted]
Cc: Bethany Haalboom <[redacted] Bob Baxter <[redacted] Fisken, Avril <[redacted]>; Jennifer Bruin <[redacted] Maria Baxter <[redacted]>; McKinnon, Don <[redacted]>; Qasim Saddique <[redacted]>; Robert Moonias <[redacted] Trimble, Ingrid <[redacted]>; Yvonne Baxter [redacted]>; [redacted]
Subject: Re: MFFN CAR Socio-Economic Interests Letter

Hello good afternoon thank you for the letter, well first of the bullet points you stated are very true, MFFN will definitely feel the impacts that you mentioned in the letter. This would require additional meeting and discussion. I dont want to leave it as is and carrying on business. Please provide time for discussion with council and community to continue to identify additional impacts as mentioned

Thanks

Robert Moonias
Marten Falls First Nation

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From: Rob Moonias <
Sent: Thursday, December 7, 2023 4:22 PM
To: Poulakas, Demetri <
Cc: Bethany Haalboom Bob Baxter < Fisken, Avril < Jennifer Bruin Maria Baxter
McKinnon, Don < Qasim Saddique < Robert Moonias Trimble, Ingrid
Yvonne Baxter
Subject: Re: MFFN CAR Socio-Economic Interests Letter

Thank you for that perhaps a detailed report on findings on the surveys and reports that you can present to chief and council and community members in marten falls and with our members in greenstone and thunder bay. Thank you
If this can be done in the new year that would be great. As you our schedules get filled up pretty quick and suggest start looking at dates in feb or middle jan 2024

Robert Moonias
Marten Falls First Nation

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From: Rob Moonias [redacted]
Sent: December 11, 2023 10:55 AM
To: Poulakas, Demetri
Cc: Bethany Haalboom; Bob Baxter; Fisken, Avril; Jennifer Bruin; Maria Baxter; McKinnon, Don; Qasim Saddique; Robert Moonias; Trimble, Ingrid; Yvonne Baxter; [redacted] lawrencebax; [redacted]
Subject: Re: MFFN CAR Socio-Economic Interests Letter

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possblie dates on week of Jan 16-19 2024

B13.3 Draft Aboriginal and / or Treaty Rights and Interests Preliminary Existing Conditions Report

Marten Falls First Nation

Marten Falls First Nation

Aboriginal and / or Treaty Rights and Interests:

Preliminary Existing Conditions Report

Marten Falls First Nation Community
Access Road Project

WORKING DOCUMENT

Contacts

Bob Baxter, MFFN Community Advisor
Email: [redacted]
Phone: [redacted]
Website: martenfallsaccessroad.ca

Andrea Nokleby, Project Consultant
Email: [redacted]
Phone: [redacted]

November 29, 2023

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01

Introduction

Marten Falls First Nation is the Proponent of a proposed all-season Community Access Road (the Project). The Project would connect the community to the Ontario provincial highway network (**Figure 1-1**). The Project is subject to the federal *Impact Assessment Act* and the *Ontario Environmental Assessment Act* and associated regulatory processes. As part of these regulatory processes, the Proponent is required to assess the potential impacts of the Project on the rights and interests of Indigenous peoples, including on Aboriginal and / or Treaty Rights which are recognized and affirmed in Section 35 of the *Constitution Act, 1982.* The Project Team is currently consulting with 23 Indigenous communities, including Marten Falls First Nation, who may have Aboriginal and / or Treaty Rights and Interests that have the potential to be adversely impacted by the Project. As a First Nation Proponent, constitutionally protected rights are of the upmost importance and significance to Marten Falls First Nation.

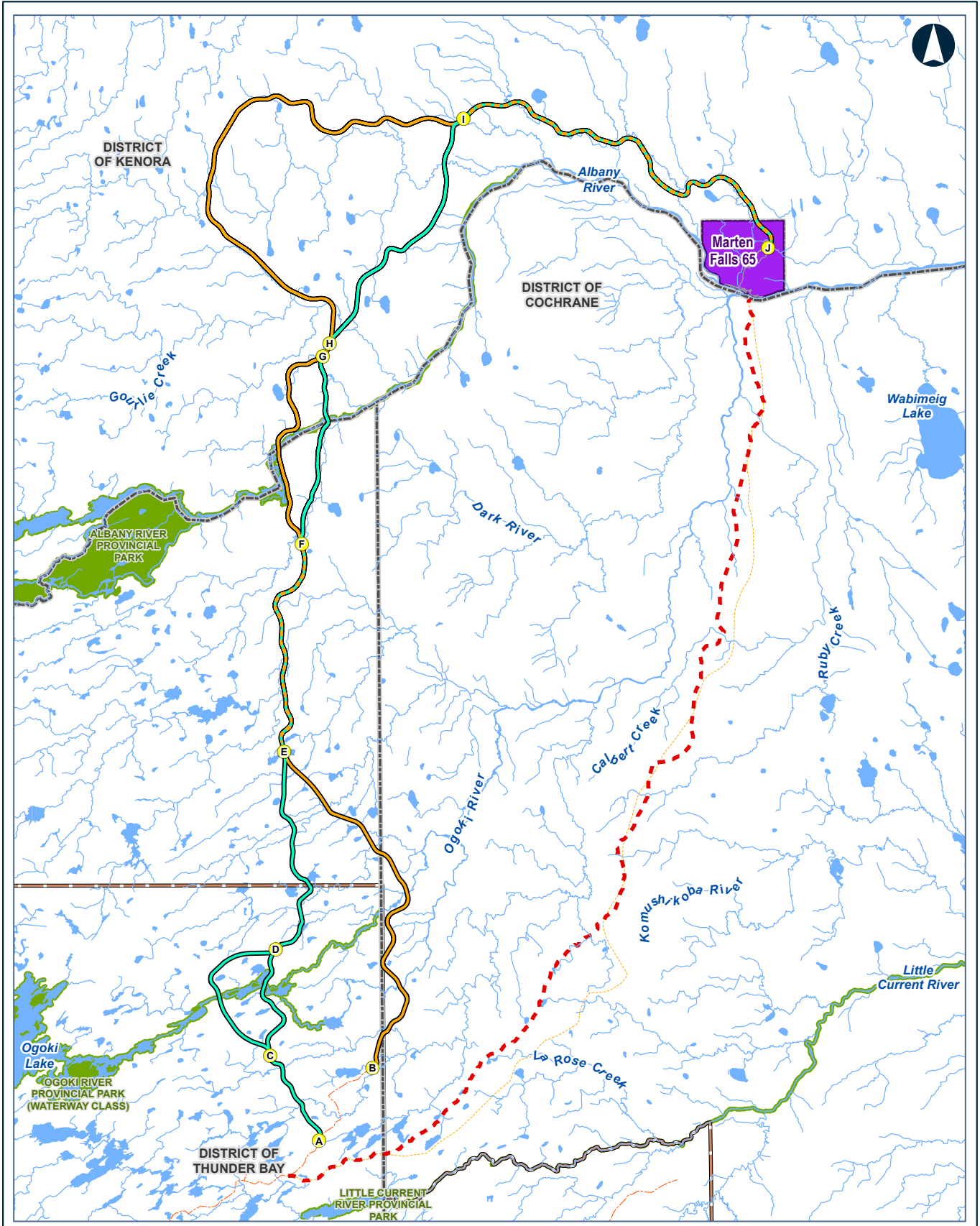
The purpose of this *Preliminary Aboriginal and / or Treaty Rights and Interests Existing Conditions Report* is to:

Share our current understanding of rights and interests within the Project area specific to each Indigenous community;

Provide our understanding of how rights are currently being exercised within the Project area; and

Seek your review and feedback on our current understanding.

The report begins with background information about the proposed Project and Aboriginal and / or Treaty Rights and Interests, and why it is so important to have a strong understanding of rights and interests relevant to the proposed Project (**Section 1**). This is followed by our understanding of the historical and regional context with respect to Aboriginal and / or Treaty Rights and Interests and how they have been cumulatively impacted to date (**Section 2**). The next section includes our understanding of your community today, including Aboriginal and / or Treaty Rights and Interests that have the potential to be impacted by the proposed Project (**Section 3**). The report concludes with an overview of the next steps in the regulatory processes and how Marten Falls First Nation will continue to work with Indigenous communities on assessing the potential impacts of the Project on the Aboriginal and / or Treaty Rights and Interests of Indigenous peoples (**Section 4**).



Legend

- Route Alternative Node
- Route Label
  - Alternative 1
  - Alternative 4
  - Alternative 1 and Alternative 4
- General Features
  - Local Road
  - Winter Road
  - Resource / Recreation Road
- Existing Winter Access Road
- Railway
- Watercourse
- First Nation Reserve
- Far North Boundary
- District Municipal Boundary
- Waterbody
- Provincial Park

DRAFT

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MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Project Overview

0 5 10 20
Kilometres
Datum: NAD 1983 CSRS UTM Zone 16N

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Figure 1-1

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1.1 Imagining Access – Why the Project?

The Project will offer Marten Falls First Nation the opportunity to grow as a community but also be part of the social and economic fabric of the region and country. The Community Access Road will reduce transportation costs for goods and services, making food, gas, and other supplies cheaper. It will help families be together in the community and increase social interactions with other communities. It will also provide a vital connection to emergency, health, and social services.

The development of the Community Access Road will mean that Marten Falls First Nation can begin to forge partnerships with businesses and governments to grow social and economic development opportunities. Opportunities will mean more training and jobs for youth in the region. In the near future, Marten Falls First Nation members will be able to work from their home community and spend or save their hard-earned money at the nearest urban centres. The road will also allow for the continuation of Marten Falls First Nation people on the land because community members will be able to access the lands and waters at a fraction of the price it is now for transportation.

Presently, many Marten Falls First Nation members, especially the youth, have migrated to the cities and towns in search of a better life. It only makes sense that they get a chance at a better life right in their own territory. The Community Access Road will support Marten Falls First Nation in repatriating their members and youth, and in continuing to honour their role as stewards of the lands, waters, and resources as their ancestors did.

1.2 Aboriginal and Treaty Rights and Interests Overview

For the purpose of this report, Aboriginal and Treaty Rights and Interests are defined as follows.

Aboriginal Rights refer to the collective rights to practice traditions and customs that distinguish the unique culture of Indigenous groups and societies, which have been practiced since prior to European contact. These rights are grounded in the recognition of the status of Indigenous groups and societies as the original peoples of Canada, and their continued use and occupation of the land since before European contact; these rights flow to the descendants of Indigenous groups and societies on this basis. Aboriginal rights are not specifically defined under Section 35 as they can vary from group to group depending on the customs, practices and traditions that have formed part of their distinctive cultures, but they may include (CIRNAC, 2023):

- Indigenous title or ownership rights to land;
- Right to occupy and use lands and resources, such as hunting and fishing rights;
- Self-determination and self-government rights; and
- Cultural and social rights.

Treaty Rights are rights that are set out in historic and modern treaty agreements, including Treaty 9 and the Robinson-Superior Treaty, where the proposed Project is located. Treaties define specific rights, benefits, and obligations for the signatories of them, and vary depending on the time and circumstances in which they were negotiated (CIRNAC, 2023).

Aboriginal Interests refer to all requirements relating to Indigenous peoples required by both the federal *Impact Assessment Act* and the *Ontario Environmental Assessment Act*. In addition to an assessment on potential impacts to Section 35 Aboriginal and Treaty Rights, Interests also include impacts under federal jurisdiction with respect to Indigenous peoples, including impacts on (i) physical and cultural heritage, (ii) current use of land and resources for traditional purposes, (iii) any structure, site or thing that is of historical, archaeological, paleontological or architectural significance, and any change occurring in Canada to the health, social or economic conditions of Indigenous peoples in Canada (IAAC & BCEAO, 2022). Therefore, Interests include those identified by Indigenous groups with respect to potential economic, social, health, heritage, or environmental effects of the proposed Project, which may or may not be directly related to specific Aboriginal and / or Treaty Rights.

Note: Interests related to Aboriginal and / or Treaty Rights only are presented in this **Preliminary Existing Conditions Report**. Interests that are not specifically related to Aboriginal and / or Treaty Rights are presented in the existing conditions reports prepared by other disciplines (e.g., Socio-Economic, Land and Resource Use). Relevant information prepared by other disciplines will be used to inform the assessment on Aboriginal and / or Treaty Rights and Interests.

1.2.1 What is the Aboriginal and / or Treaty Rights and Interests Assessment Process?

The assessment of the potential impacts of the proposed Project on Aboriginal and / or Treaty Rights and Interests is intended to be flexible and adaptable. The impact assessment process is generally undertaken as a series of seven steps (IAAC, 2022), as shown in **Figure 1-2**. Steps may need to be revisited and revised based on inputs from, and the specific context of, potentially affected Indigenous communities.

Dialogue (and ideally collaboration) with Indigenous communities throughout the process enables modifications to the process, if and as needed, and promotes a holistic understanding and consideration of Indigenous community needs, protocols, rights, and interests.

It important to note that the steps of the Aboriginal and / or Treaty Rights and Interests impact assessment are not completed in isolation of each other (i.e., step 1 does not need to be fully completed before moving onto the next step). This is because of the interconnectedness of the steps, the iterative nature of the process, the volume of information that is collected during the process, and the dialogue with Indigenous communities throughout the process.

Figure 1-2: Aboriginal and / or Treaty Rights and Interests Impact Assessment Process

The Marten Falls First Nation Project Team is currently working through Steps 1 to 3. This **Preliminary Existing Conditions Report** is a working document that has been developed based on dialogue with and inputs received from Indigenous communities to date and an extensive literature review of publicly available documents. By sharing this Preliminary Existing Conditions Report, we are wanting to work with Indigenous communities to validate, build on and / or revise our understanding of:

- Aboriginal and / or Treaty Rights and Interests relevant to the proposed Project (Step 1);
- The context in which impacts on these rights and interests have already occurred, and how the proposed Project may further impact rights and interests (Step 2); and
- The guiding values and topics associated with community well-being, cultural expression, and the preferred means of exercising rights (Step 3).

The next steps in the Aboriginal and / or Treaty Rights and Interests Impact Assessment process is to collaborate with Indigenous communities to grow the Proponent's understanding of:

- Pathways of potential impacts from the proposed Project (Step 4);
- Anticipated levels of impact that the Project may have (Step 5); and
- Measures and / or actions that can be taken to address potential impacts including the associated pathways (Step 6).
- The final step (Step 7) is to engage with communities to validate the outcomes of the Aboriginal and / or Treaty Rights and Interests Impact Assessment.

1.2.2 Proposed Study Areas for the Aboriginal and / or Treaty Rights and Interests Assessment

Study areas identify the geographic areas within which potential effects of the Project may occur. These study areas are used to guide the data collection and assessment processes.

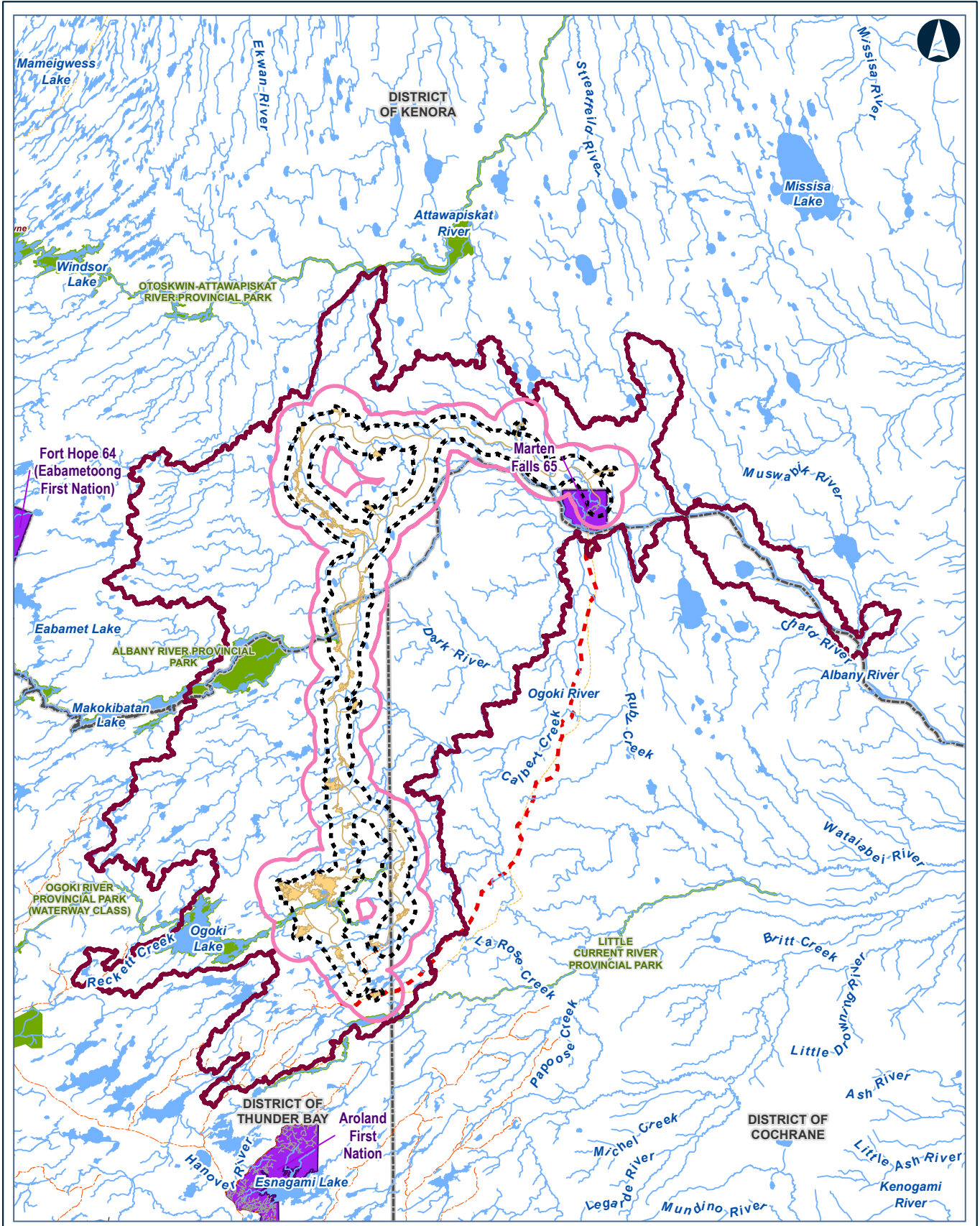
The Project has both a general Study Area and a Project Development Area which are defined as follows:

- Project Study Area- includes the area within 2.5 km of each side of the centreline of each alternative route (resulting in a 5 km wide Study Area). The preliminary Study Area generally allows for the documentation of existing conditions and prediction of potential effects for the Project. A 5 km wide Study Area provides flexibility for route refinements that may arise during the Environmental Assessment process through advancement of design (e.g., adjustment of the road alignment to avoid features). The specific location of Project components, including the roadway, quarries, borrow areas, aggregate source areas and temporary infrastructure, are not yet known and will be determined in the Environmental Assessment.
- Project Development Area – encompasses the 100-metre-wide Community Access Road right-of-way, temporary construction access roads, work areas, worker camps, and pits, quarries and associated access roads.

In addition to the Project Study Area and the Project Development Area, study areas have been identified for the Aboriginal and / or Treaty Rights and Interests assessment. Information on the proposed study areas for the Aboriginal and / or Treaty Rights and Interests impact assessment and associated requests for input have been previously shared with all potentially affected Indigenous communities, as follows:

- **August 2020:** The Project Team shared the Preliminary Aboriginal and / or Treaty Rights and Interests Study Areas Memo with Indigenous communities for review and comment.
- **September 2020:** The Project Team received valuable feedback from Indigenous communities on the preliminary study areas.
- **January 2021:** The Project Team revised the proposed study areas for the assessment based on feedback received and distributed an Update on the Proposed Aboriginal and / or Treaty Rights and Interests Study Areas Memo outlining the changes and requesting any feedback.
- **August 2022:** The Project Team revised the proposed study areas based on changes to the proposed Project Development Area for the Project. Changes to the Project Development Area resulted to changes in the proposed Local Study Area for the Aboriginal and / or Treaty Rights and Interests assessment only; there were no changes to the proposed Regional Study Area for the assessment. An Update on the Proposed Aboriginal and / or Treaty Rights and Interests Study Areas Memo, outlining the changes and requesting any feedback, was distributed to Indigenous communities.

The current study areas for the Aboriginal and Treaty Rights and / or Interests assessment (as of September 2023) are shown in **Figure 1-3**.



Legend

- Project Study Area
- ATRI Local Study Area
- ATRI Regional Study Area
- Project Development Area

General Features

- Local Road
- Winter Road
- Resource / Recreation Road
- Existing Winter Access Road
- Railway
- Watercourse
- First Nation Reserve
- District Municipal Boundary
- Waterbody
- Provincial Park

Notes:
1. Local and Regional Study Areas are Preliminary.

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MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Study Areas for the Aboriginal and Treaty Rights and Interests Impact Assessment

0 5 10 20 30
Kilometres
Datum: NAD 1983 CSRS UTM Zone 16N

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Figure 1-3

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1.3 A Shared Understanding – Working Together

Marten Falls First Nation is committed to developing a shared understanding of Aboriginal and / or Treaty Rights and Interests within the assessment study areas. The Project Team recognizes that there are things that may have been missed or misunderstood with respect to community Aboriginal and / or Treaty Rights and Interests, and the intent in preparing and sharing this **preliminary report** is to encourage the community to validate, build-on, and /or correct any misunderstandings.

This report sets the stage for the Project Team's understanding of community Aboriginal and / or Treaty Rights and Interests and will be foundational to the impact assessment that will be completed in the future. By understanding the Aboriginal and / or Treaty Rights and Interests of communities in relation to the proposed Project, the Project Team will be better positioned to have informed conversations with potentially impacted Indigenous communities and their members.

It is the objective of the Project Team to avoid, mitigate or reduce potential negative impacts associated with the proposed Project while enhancing potential positive impacts related to Aboriginal and / or Treaty Rights and Interests.

02

Historical and Regional Context

The culture, knowledge, and history of Indigenous peoples is passed down through oral stories and accounts from generation to generation. The following chapter presents an historical and regional overview of the Indigenous peoples in the region. The information presented below was collected from written academic articles, journals, and other publicly available documents, many of which were informed by oral history. Indigenous authors and publishers were sought where possible to capture a more authentic understanding of the history, culture, rights, and interests of Indigenous peoples, both pre- and post-contact, and how Indigenous peoples and their rights and interests have been cumulatively impacted to date.

Note: the term "Indian", which is the historical term used by the Crown for First Nations peoples in Canada, is used throughout **Section 2** when referencing historical documents and associated content.

2.1 Pre-Contact Context

Section 2.1.1 to **2.1.6** describe aspects of the societies of Indigenous peoples of the region prior to more consistent contact with Europeans (pre-contact), which occurred in the mid- to late-17th century.

The Indigenous peoples of what is now known as northern Ontario primarily consisted of the Anishinaabeg (which translates to 'Original People') and the Cree peoples (The Canadian Encyclopedia, 2023).

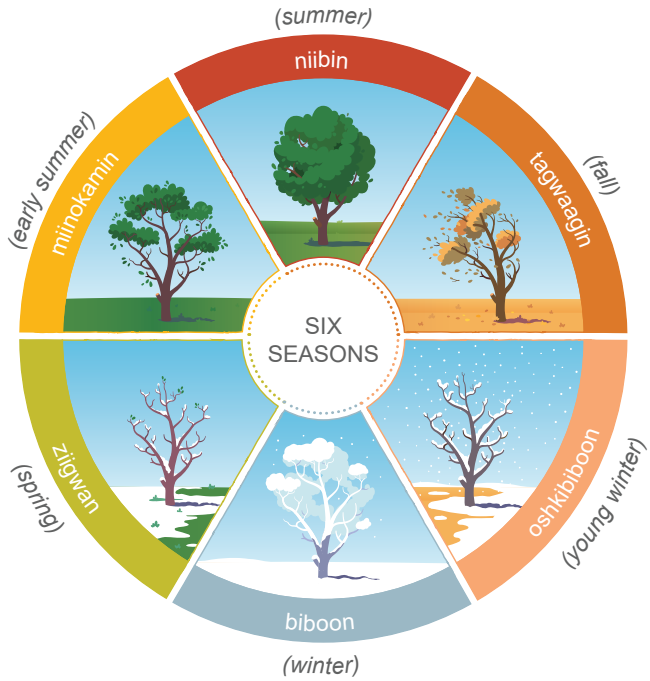
The Anishinaabeg in this region of Ontario have been referred to as the Northern Ojibwa. The Cree people of this region are known as the Omushkegowuk ('People of the Muskeg'). Throughout **Section 2.1.1** to **2.1.6**, 'Indigenous peoples' refers to the Anishinaabeg and the Omushkegowuk peoples of the region specifically, unless otherwise stated. Information on the community as it is today – is provided in **Section 3**.

2.1.1 Seasonal Lifeways

Indigenous lifeways are typically shared and nurtured through culture, language, stories, and ceremony, and rooted in place and scared relationship with the Earth, sky, sun, plants, animals, and water (Robertson, 2023). Prior to contact, Indigenous peoples lived their lives following the animals they hunted and according to the seasons. As noted by Davidson-Hunt and Berkes (2003), the Anishinaabeg have six seasons:

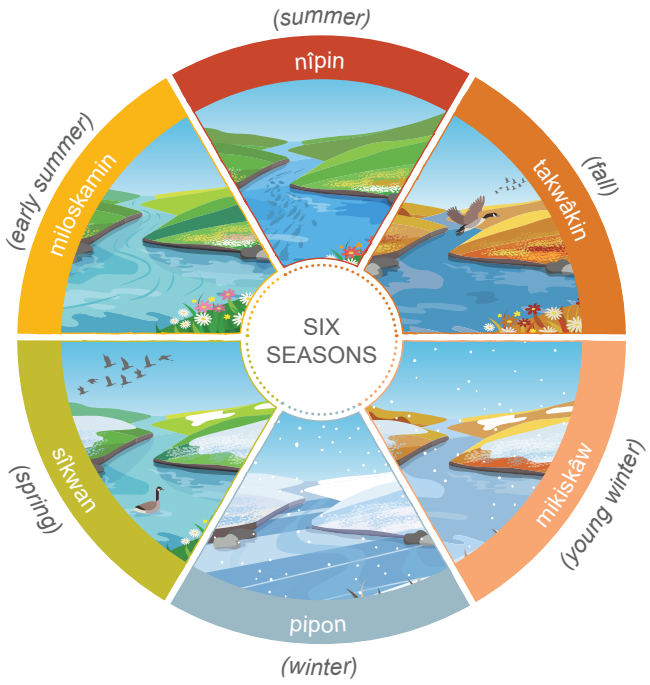
- *Ziigwan* (spring);
- *Miinokamin* (early summer);
- *Niibin* (summer);
- *Tagwaagin* (fall);
- *Oshkibiboon* (young winter); and
- *Biboon* (winter).

The seasons were denoted according to changes in the landscape. For example, *tagwaagin* begins when the leaves start to change colour and fall from the trees and turns into *oshkibiboon* when all the leaves have fallen off the trees and the first snows have fallen, while *biboon* turns to *ziigwan* when the ice on the lakes begin to melt and break up (Davidson-Hunt and Berkes, 2003).



The Omushkegowuk have described six seasons with several seasons reflecting the yearly melting and freezing of the waterways given their reliance on lakes and rivers for their livelihoods (Honigmann, 1948; Six Seasons of the Asiniskaw Ithiniwak, n.d.):

- *Sîkwan* (breakup, translates to "rattling feathers" because the geese fly in and it sounds like rattling);
- *Miloskamin* (spring, translates to "good moving water");
- *Nîpin* (summer, translates to "gifts from the water" because of the fish that are offered);
- *Takwâkin* (fall, translates to "gathering up" becaus e this is the season in which birds and people prepare for the coming winter);
- *Mikiskâw* (freeze-up, translates to "plenty of beads" because of the forming frost); and
- *Pipon* (winter).



Both the Anishinaabeg and the Omushkegowuk used the moon cycles to mark temporal dynamics of seasonal change, and to provide a more standardized way to note the passage of time during the year (Davidson-Hunt and Berkes, 2003; Six Seasons of the Asiniskaw Ithiniwak, n.d.).

Indigenous peoples of the region were hunters and gatherers who travelled seasonally, following the important resources that sustained them in each season. They used birch bark canoes, rafts, snowshoes, and toboggans for easier travel depending on the season (Long, 2010). A rich variety of foods were available, including birds (e.g., duck, goose, and partridge), big game (e.g., bear, deer, moose, and caribou), furbearers (e.g., beaver, muskrat, marten, and wolverine), and fish (e.g., whitefish, pickerel, pike, trout and sturgeon) (Dawson, 1976; Long, 2011; Long *et al*., 2017). Indigenous peoples also gathered berries, plants, medicines, and fuels (Long, 2011). *Manoomin* (wild rice) was an important staple food among the Anishinaabeg in the Great Lakes region (Desmarais, 2019). Kuhnlein and Turner (1991) noted that plants used in the Hudson Bay Lowlands, further north, included: the roots and sweet sap of large tamarack trees; rock tripe lichen; angelica (wild celery); wapato (arrowhead); the shoots, roots, and stems of fireweed; cattails; wild onions; and, the buds of juniper and spruce trees. Early accounts indicate that the Omushkegowuk spent much of the year pursuing game over large areas in the north, while areas to the south provided food the Anishinaabeg were able to harvest in large quantities including fish, deer, moose, and caribou, requiring less travel (Bishop & Smith, 1975).

The division of labour was based on gender. The men were hunters and trappers (and butchers prior to returning to the group), and makers of toboggans, sleds and snowshoe and wigwam frames. The women fished and hunted and trapped small game, gathered plant foods and medicines, collected firewood, prepared meals, and created material goods for family and trade, in addition to their child caregiver duties (McMillan and Yellowhorn, 2004, as cited in Soloway, 2015). The role of women in preparing geese for future use by drying and smoking, and in preparing feathers and quills for sale, was especially important among the Omushkegowuk, (Lytwyn, 2002).

Indigenous lifeways were intimately tied to the family (Long, 2010). The social organization consisted of community groups composed of immediate and extended families, which may have inhabited single or several drainage basins. Settlements consisted of small habitation sites and associated hunting camps (Dawson, 1987). Up to ten families lived and shared together, typically a group of brothers and their wives and children (Bohaker, 2020), depending on the season and circumstances (Long, 2011). Families resided in cone-shaped wigwams made of wood and moss, covered in moose or caribou hides (MFFN & OMNRF, 2020).

When studying traditional Omushkegowuk (Attawapiskat) land tenure, Cummins (1992) reported that two to five Omushkegowuk families lived and travelled together as a 'microband', and up to 15 families connected as a 'macroband'. The macrobands in the region were aware of each other as they completed their seasonal rounds (Cummins, 1992).

Communities would come together in the summer, usually at a lake or shore within the territory where food was abundant; these areas were occupied annually for extended periods by clustered groups (Dawson, 1987). Summer gatherings were the largest, and hundreds of people (sometimes over a thousand) from several 'bands' would assemble for visiting, trade, marriage negotiations and to discuss issues of common concern (Leacock, 1981; Bohaker, 2020).

Small camps used on a temporary basis by community members to harvest resources in both summer and winter were also present around the larger summer gathering sites. Groups would disperse in the winter to their hunting areas (Dawson, 1987), and each family had a hunting territory (Oldmixon, 1931, as cited in Long *et al*., 2017). According to anthropologist Edward Rogers (1963), hunting ranges (territories) were loosely managed and hunting groups returned to the same general area each year. Trapping was done mostly for subsistence as the hunter-gatherer lifestyle required seasonal movement to avoid resource depletion (Rogers, 1963).

Indigenous land use, cultural practices, and settlement systems were shaped primarily by the seasonal cycles of the region. During the summer, time was spent fish harvesting and drying, berry picking and drying, and collecting materials for building homes and utility items including wigwams, snowshoes and fish baskets (MFFN & OMNRF, 2020). Furbearer snaring and small bird hunting was also common (Long *et al*., 2017). Summer was also a time for traditional gatherings for ceremonies including marriages, feasts, new friendships, naming ceremonies, and celebrations for community members who passed away (MFFN & OMNRF, 2020).

Fall was spent preparing for the winter hunting camps and season. This involved preserving food and preparing hides, making any utility items needed (e.g., moccasins and snowshoes), and making sure the dogs were fattened up for the coming winter sledding when it was time to move to the winter

areas (Omushkego Education & OCCC, 2006; MFFN & OMNRF, 2020). Fish were an important source of food during this time (Omushkego Education & OCCC, 2006), as were a variety of birds including waterfowl, grouse, and ptarmigan (Omushkego Education & OCCC, 2006; Long *et al*., 2017). Caribou and moose provided additional sources of food during this time (Omushkego Education & OCCC, 2006).

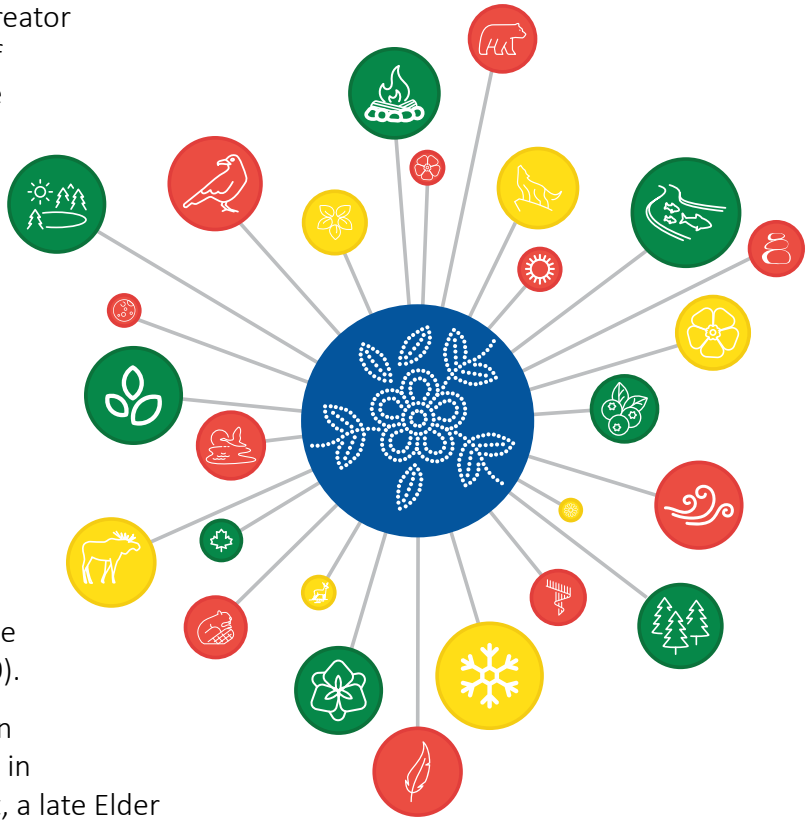
During the early winter or freeze up, travel was limited until the rivers and streams were frozen and fishing and trapping were important for sustenance (Omushkego Education and OCCC, 2006). Winter was a prime time for hunting caribou and trapping furbearers (Long *et al*., 2017). Winter gave people freedom as they could travel all over the land, and not worry about food spoiling (MFFN and OMNRF, 2020).

Breakup and spring (early summer) brought warmth. Areas for new shelters away from winter homes were scouted to prepare for the spring hunt (MFFN and OMNRF, 2020). Among the lowland Omushkegowuk, the spring harvesting of goose and duck was significant and was seen as a celebration for the survival of the family through the harsh winter conditions (Cummins, 1992). Canoes were used as a mode of travel as the waters of the rivers and streams started to flow again (Omushkego Education & OCCC, 2006). After the ice breakup was a time for fish harvesting and drying, and muskrat hunting and trapping (MFFN & OMNRF, 2020).

2.1.2 Culture and Worldview

Indigenous peoples of the region practiced a cultural way of living. The culture was, and continues to be, grounded in relationships with and knowledge of the environment, and shared through oral stories and practices (MFFN & OMNRF, 2020). When Europeans started to travel into the region, many viewed the land as something to be explored, owned, developed, and used for profit – this view was in contrast to the Indigenous' world view that the land and its resources is something to be shared, cared for, and honoured (Tsuji & Tsuji, 2021). From an Indigenous way of life, Indigenous peoples did not own the land; they were connected to it and depended on its generation and empowerment of all life, including the intangible aspects like culture, language, and dream (Tsuji & Tsuji, 2021). Indigenous worldview and identity were, and continue to be, grounded in intimate relationships with the land and the natural world, and the principles of kinship, respect, reciprocity, and responsibility (Bell, 2013; Guido, 2021).

The perspectives of many Indigenous peoples were, and continue to be, rooted in a recognition of the inter-relation of all of creation – everything is considered to be connected, like the strands of a spider's web (Bell, 2013). Moreover, many Indigenous peoples' beliefs on the origin of humankind framed their perspectives on relationships between humans and other beings: plants and animals inhabited the land before humankind and assisted humans when they arrived on earth (Johnston, 2005; Luby *et al*., 2021); and, all things in the natural world are valuable and equal (Simpson, 2000a).



According to the Anishinaabe origin story, the Creator envisioned humankind in response to feelings of loneliness. However, the Creator did not provide humankind dominion over Creation, and instructed that humankind was to take care of Mother Earth (Luby *et al*., 2021). The order of creation in the Anishinaabe creation story places humans last, as well as least in the order of dependence, and weakest in terms of bodily powers (Johnston, 1976). In addition, for the Anishinaabeg, all living beings were understood to have souls (and not just humans), and therefore personhood. Understanding the natural world and its inhabitants as kin, as brothers and sisters, was a critical piece of Anishinaabe culture and law; this is reflected in their presence in almost all Anishinaabe stories (Fontaine, 2020).

The important relationships and kinship between humans and the natural world are also reflected in Omushkego oral history. As told by Simeon Scott, a late Elder from Fort Albany First Nation, the first people were living in *the land above* when an unseen voice asked a man and a woman if they would like to go down and see *the land below*. They went to go see *the great net-maker*, a spider, to lower them down onto the land now called northern Ontario, but they did not heed his warnings that only one person may look down from the spider's line – they both looked down and fell. They were rescued from the eagle's nest in which they had landed by a bear and a wolverine. The first peoples then followed the bear, who taught them everything they needed to know to survive in their new home (Ellis, 1995).

The oral histories of Indigenous peoples of the region speak to the importance of respect, reciprocity, and responsibility.

- Among the Anishinaabeg, respect entails "a reverence for the diversity of life and peoples, for different ways of knowing, and for different ways of being" (Simpson in Bell *et al.,* 2010, p. 14). A deep respect for the natural world and the balance of all components of it underpins the worldview of Cree peoples (Preston, 2002), including the Omushkegowuk. The land and its resources had to be respected and sustainably utilized for the benefit of all, including ancestors and future generations (Honor the Earth, 2017).
- Indigenous peoples' relations with the land were primarily reciprocal in nature as this was considered critical to establishing and maintaining healthy relationships with the natural environment (Preston, 2002; Bell, 2013; Honour the Earth, 2017, Tsuji & Tsuji, 2021). If something

was taken or received, something had to be given back to give thanks. Gifts were offered for successful hunts and harvests; these included specific offerings that were often very private to the individual or group but they also entailed actions to sustain the life of a moose or caribou population from which they hunted (Tapestry Institute, n.d.).

- Indigenous stories also indicate important responsibilities to ensure healthy and balanced relationships with Creation. Anishinaabe teachings describe the gifts that each person is born with and responsibility of each person to "use their gifts to the best of their ability for the good of the community, and for the good of creation" (Bell, 2013, p. 103).

The perception of environments as social-ecological systems is an underpinning of an Indigenous worldview, and the spatial and temporal dynamics of the land were included in both memory and language (Davidson-Hunt & Berkes, 2003). As noted by Davidson-Hunt and Berkes (2003), Anishinaabe ways of remembering can be described as an experience of journeying within the land that is situated in both space and time: the journey is structured temporally according to the practices, seasons, moons, and ceremonies that mark of the passing of time and life stages, and spatially based on what is encountered and observed. This is evident in Indigenous place names, which provide a mental image of how a particular place in the landscape looks, how it relates to other places, and what occurred or might be found at the place (e.g., *Aagimakobawatig* describes a place where black ash grows beside a rapid). As noted by Berkes et al. (1998), the Anishinaabe notion of "land" is more akin to the concept of "ecosystem" but with the added dimensions of peoples, their culture and their history.

In addition to providing sustenance, the lands, waters, and their resources provided, and continue to provide, spiritual connection and well-being. Everything could be considered alive – both animate and inanimate objects were believed to have a spirit life (Simpson, 2000a). Many Anishinaabeg understood the world to be inhabited by spiritual beings known as *manidoos*, and these were known to be associated with places and seasons (Johnston, 2005). Moreover, the spiritual world was believed to exist as parallel world or plane of existence that could be accessed through prayer

or ceremony or that could manifest when it decided to do so (Honour the Earth, 2017). These beliefs remain an important part of Anishinaabe culture today.

In Anishinaabe culture, Johnston (2005, p. 17) describes that "there is an ongoing relationship between the Dead and the Living; between Ancestors and Descendent." It was considered the obligation of the living to bury their relatives in a proper manner (in marked graves with commemorative and symbolic items placed on them) and in a proper place (in their place of origin and/or near their ancestors), and to protect them from disturbance or desecration; failure to do so was thought to harm both the dead and the living (Johnston, 2005). Many Anishinaabe believed that bodies have several souls: one of them remains in the bones after death and only leaves when it is "recycled" into a descendant; the other leaves the body after death and travels to rejoin other relatives who have died (Johnston, 2003, as cited in Bohaker, 2020). Feasting to celebrate the dead (Feast of the Dead) was important for the care and protection of deceased souls (Johnston, 2005). The feasts also had a function of perpetuating alliances among kin and initiating alliances with outsiders (Bishop, 1976). Based on available records, the Jesuit missionaries were "mystified by the care and attention that Aboriginal people showed toward their dead" (Johnston, 2005, p. 8).

Prior to contact, Indigenous lifeways were based on a deep connection with the lands and all its inhabitants. As noted by Cajete (2000), "Native people expressed a relationship with the natural world that could only be called ensoulment" (p. 186). They spent so much time on the land, interacting with the natural world, that "their landscapes became reflections of their very souls" (Cajete, 2000, p. 187). The mutual relationships between, and the value of, all things in the natural world (including celestial bodies, spirits, and natural forces), as well as the need for balance among them, were recognized and honoured (Honor the Earth, 2017).

2.1.3 Language

Indigenous culture is rooted in language (Wastesicoot, 2015). Both the Anishinaabeg and Omushkegowuk are Algonquian in terms of their language group, one of the most populous and widespread Indigenous linguistic and cultural groups in North America. *Anishinaabemowin* (Ojibwe) was the language of the Anishinaabeg, while the Omushkegowuk spoke *Inilîmowin* (Swampy Cree).

Both languages are considered polysynthetic, which means that they have long, compound words to express complex meanings that would require many words, or even an entire sentence, in other languages (Oxford, 2019). A typical word is made up of several, or many small parts, with a variety of combinations that mean different things. For example:

- *Boozhoo* ("hello") in *Anishinaabemowin* acknowledges the original spirit of *Nanaboozhoo*, and also conveys the process of using the breath of life ("*boo*") to express the feeling of life ("*zhoo*") (Horton, 2021); and,
- The *Inilîmowin* word *niwanahikân* means "I am setting my traps" (Omushkego Education, 2016).

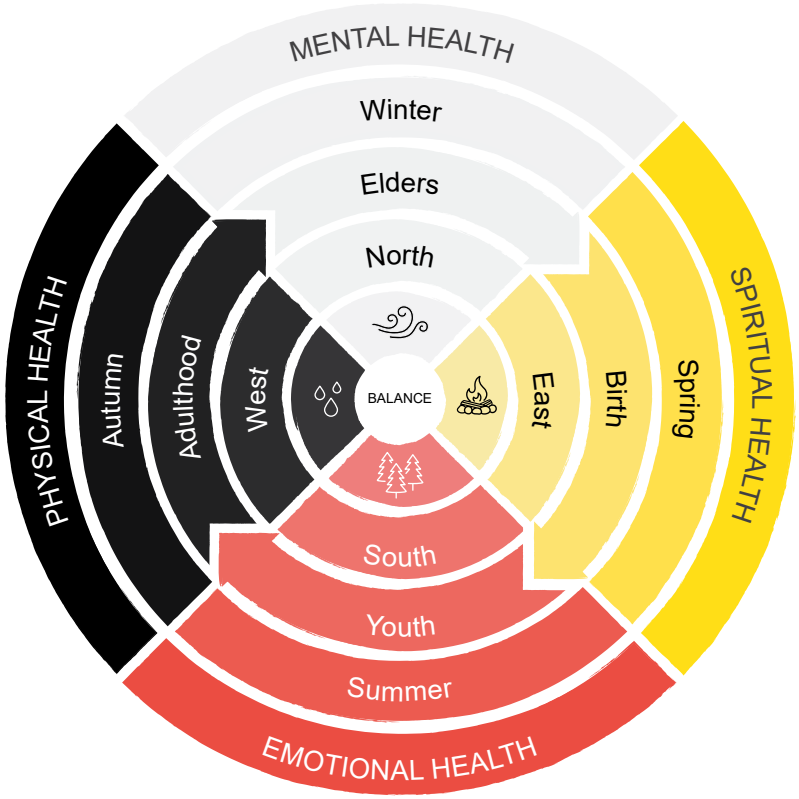
Both *Anishinaabemowin* and *Inilîmowin* also organize their nouns according to animacy: whether the noun is referring to a living thing like a human or animal (animate) or an object (inanimate); this is analogous to the use of masculine and feminine nouns in French, just on a different axis. However, some non-living objects, like drum and tobacco, are treated as animate, and this may have to do with the spiritual significance of these objects (Oxford, 2019).

There was no written form for the Ojibway and Cree languages prior to contact, though European missionaries later created a system of writing (OCCC, 1986). By the early 1800s, European traders noted that a mixed Cree-Ojibway dialect was spoken by Indigenous people who lived in territories shared by the Lowland Cree and Northern Ojibway, where mixing and intermarriage was common (Lytwyn, 2002); this became what is today referred to as *Anishininiimowin* (Oji-Cree).

2.1.4 Learning and Knowledge Building

Indigenous educational traditions have been described as holistic whereby the learning process had to address the whole person, including the intellectual, spiritual, emotional, and physical dimensions (RCAP, 1996a). The process of learning and knowledge building among Indigenous people was considered a life-long process rooted in personal experience, ceremony, reflection and sharing (Simpson, 2000b), and recognition and honouring of the relationships with and within the natural world (McGregor, 2013).

Rituals, storytelling, and harvesting and gathering practices out on the land were foundational for conveying worldviews and handing down instructions for maintaining balance in the natural and spiritual worlds through the generations (Honor the Earth, 2017). As described by Johnston et al. (2018), Indigenous knowledge "originates in oral sources (conversations, stories, traditional teachings) in the day-to-day practices of Indigenous peoples according to Indigenous worldviews and including insights from the spirit world" (p. 4). The knowledge-transfer activities of rituals, ceremonies, storytelling and practices on the land were often directly tied to the place the knowledge relates to (Honor the Earth, 2017); that is, Indigenous knowledge sharing was not only relational in nature but also place-based.



Leanne Simpson (2000b) explored Anishinaabe ways of learning and identified a variety of important learning modalities, including dreaming, ceremonies, learning by doing (experiential learning), and storytelling. Dreaming, visioning, and ceremonies were considered important paths for knowledge transmission from the spiritual world to humans (Simpson, 2000b). Being on the land was considered critical for experiential learning, and young people learned how to participate by practicing the tasks and skills they would need to perform as adults (Antoine *et al*., 2018). Learning by observation was an important component of experiential learning. The Anishinaabeg often relied on plants, animals, and spiritual entities as teachers, each offering gifts and lessons of caring and sharing that were accessed through careful observation (Simpson, 2000b). For example, plants and animals could offer lessons based on where and when they grow, how they multiply, how they provide food for others, and who they prefer the company of, and who they avoid (Raven at el., 1998, as cited in Simpson, 2000b).

Storytelling was an important way to teach principles and values. There were various forms of stories, including stories of origin, sacred stories, stories of personal experience, and stories that convey laws, responsibilities, morals, values and life lessons, all of which were grounded in one's intimate relationship with the land (Fontaine, 2020). In oral tradition, storytellers may impart their own life and experience when telling stories, and the listeners filtered stories through their own experiences and reflective thinking to make them relevant to their own lives (Peltier, 2021). The meaning that was drawn from a story may depend on who was telling it, and the circumstances in which it was told in terms of time, place, and situation of the telling. Storytelling tradition is non-linear and cyclical in perspective. Time can be represented in different ways; while stories find their origins in the past, they can also speak to the present (RCAP, 1996b).

As described by Anishinaabe educator David Anderson (2002), traditionally children were often raised by their immediate and extended families, and taught the "big story" and the abstract messages of Anishinaabe being from infancy. Generally, children learned to listen and observe, and they watched as the community worked together to ensure the survival of all; role modelling was an important aspect of teaching (Bell, 2013). Children were expected to take the abstract concepts, morals, and values they were exposed to through storytelling, and develop them into their own meaningful relationships with all elements of the natural and spiritual world (Anderson, 200 2; Bell, 2013).

2.1.5 Governance and Legal Principles

Both the Anishinaabeg and the Omushkegowuk had their own forms of governance in place prior to contact with Europeans. As noted by Anishinaabe legal scholar John Borrows (2002), Indigenous peoples developed spiritual, political, and social conventions to guide relationships with each other and the natural environment, and "these customs and conventions became the foundations of many complex systems of government and law" (p. 47). Leadership among the Indigenous peoples in the region was observed to be markedly different from European societies, and European observers were "impressed by the lack of rigid, hierarchical political order among the Indians" (Lytwyn, 2002, p. 20).

The Anishinaabeg were traditionally governed by a hereditary clan system, the *Doodemaag*. Early accounts from the late 17th century indicate that the Anishinaabeg constituted their governments as *doodem* (clan) beings who met in council, and specific *doodem* beings took on responsibility for roles and places (Bohaker, 2020). *Doodems* were most often animals, but they could also be a tree or a *Manitou* (e.g., thunderbirds, mermen, underwater *manidoos*), and they tied people to specific places those *doodems* inhabited (Corbiere, 2019). Anishinaabe historian William Warren noted that Northern Ojibway *doodems* included Sucker, Goose, Beaver, Sturgeon, Gull, hawk, Cormorant, and Whitefish (Lytwyn, 2002). Each animal symbolized an ideal to be sought (Johnston, 1987). For example, "the leadership role in councils that was undertaken by members of the Loon *doodem* was visually reinforced by the fact that the common markings of loons has markings around its neck, resembling the wampum shell collars that leaders wore to indicate their status and political role" (Warren & Neill, 1885, as cited in Bohaker, 2020, p. 61).

The *doodem* was the foundation of Anishinaabe identity, exemplified by the fact that Anishinaabe leaders meeting in council signed colonial documents with imaged representing their *doodem* identities (Bohaker, 2020). Individuals were born into their *doodem*, which came from the father's side of the family (Bohaker, 2020). However, people could be adopted into a willing clan when seasonal cycles led to movements inland or upriver that led to a summer identity and a winter identity (Witgen, 2013, as cited in Corbiere, 2019). Marriages often functioned as micro-alliances that brought different *doodemag* together, sometimes from considerable distances away, for important social and political connections.

Given the role marriage had as an alliance-making institution, it was reinforced by a taboo against marrying someone from within the same *doodem* (Bohaker, 2020).

Each *doodem* had its own leadership system (common council), which may have involved an *ogimaa* (chief), an *aanikeogimaa* (second chief, deputy), and *gichi-Anishinabek* (elders, councillors), all of whom were leaders of their own *indinaakonigewin* (those whom one overwintered with, a group of usually 20-40 people) (Miller, 2010). In addition to these leaders, women's councils and warrior councils served to advise and significantly influence decisions. Each of these councils also had leaders (Bohaker, 2020). According to Miller (2010), women's councils were a central component of Anishinaabe governance, and women had defined political roles. One woman, an *ogimaakwe* or chief woman, would present the results of the women's council findings to the men during gatherings (Miller, 2010). Women could also hold the role of the *ogimaa* (Bohaker, 2020). Warrior councils had a responsibility to protect their people (Bohaker, 2020).

Historically, common councils met regularly and were responsible for local affairs, including where and what to hunt, where family groups reside through the seasons, settling conflicts and disputes in the community, and family alliances (Bohaker, 2020). Both women's and warrior councils provided common councils with advice on these matters (Bohaker, 2020). General councils between common councils occurred at least annually if not semi-annually, as part of the seasonal round. General councils were places at which alliances between common councils were established and renewed (Bohaker, 2020).

As noted by Bohaker (2020), leaders were expected to be generous with their wealth and "good leaders accumulated wealth in order to give it away" (p. 139). Their intended role was as "stewards" who took care of the people and the land. Leadership was not absolutely hierarchical and individuals could hold several leadership roles, with their status depending on their own personal gifts, expertise, and their *doodem* (Bohaker, 2020). Governance practices were primarily consensus-based through councils and alliances (Bohaker, 2020); this is reflected in Anishinaabe oral histories that demonstrate consultative and consensus-based leadership models through story (Borrows, 2010). Common practice was for leaders to exercise their authority *with* their community, not *over* them (Mills, 2019). *Doodem* kin ties could create and sustain lateral connections between different councils, and reinforce the political principle of interdependence through alliance (Bohaker, 2020).

Anishinaabe *aadizookaanag* (sacred stories) explain the origins of the *doodem* tradition: human beings are descended from, and therefore kin to, the other-than-human beings who are their *doodem*. To share a *doodem* was to be immediate kin. Indigenous worldview on kinship may be reflective of the idea of shared souls rather than shared blood, and "understanding this distinction is critical for understanding the concept of personhood in Anishinaabe law" (Bohaker, 2020, p. 53).

The governance structure of the Anishinaabe people was formalized through the *Niswi-mishkodewinan* (Three Fires Confederacy) of the Ojibway (Chippewas), Odaawa and Potawatomi Nations. The three groups shared similar languages and territories, and met for military and political purposes. Each group had a distinct role in the confederacy: the Ojibway were the providers and knowledge keepers of medicine and faith, the Odaawa were the warriors and keepers of trade, and the Potawatomi were the firekeepers who took care of the three fires (nations) and made sure they were strong. The fire was central to the governance structure, and continues to be so to this day (Anishinabek Nation, 2023a; Anishinabek Nation, 2023b).

While the Omushkegowuk did not have a clan system like that of the Anishinaabeg, they did have a kinship system where the family was the major self-governing unit, and extended family were involved to support each member in living up to their responsibilities (RCAP, 1996c; Wastesicoot, 2015). Elders served various functions based on their skills, including as storytelling historians, advisors, and counsellors to young people and others (Wastesicoot, 2015).

The Omushkegowuk had a leadership structure with *okimâw* (leaders) who were respected for their ability to make good decisions with respect to hunting practices and rules (Lytwyn, 2002). The *okimâw* were not intended to rule with force or dictate the lives of those who followed them, but rather, they were expected to display leadership based on their life skills, experience, and wisdom (Lytwyn, 2002), and their exemplary connection with the land, knowledge of the animals (Preston, 1990, as cited in Brekes *et al*., 1991). They did not have the right to impose decisions on others – leadership was meant to be consultative (Lytwyn, 2002), and decisions were accepted by consensus (Preston, 1990, as cited in Brekes *et al*., 1991). Similarly to the *ogimaa* of the Anishinaabeg, generosity, compassion, and a strong capacity to care for others were important attributes of *okimâw* (Wastesicoot, 2015). Heredity was noted to be an important factor, with leadership observed to be passed down from fathers to sons (Lytwyn, 2002). However, leadership roles were not necessarily inherited, and the *okimâw* remained as leader as long as they were able to maintain the respect of community members; if they lost this, the next person with high standing could assume the leadership role (Mandelbaum, 1979, as cited in Wastesicoot, 2015).

Women played an important role in the kinship system and decision-making processes of the Omushkegowuk (Walker, 2021). Historically, women in Cree society were the keepers of all stories and laws. McAdams (2015) notes that within Cree culture existed the clan mothers or warrior women whose role was to provide the legal "system" of the Cree people, and they were respected for their ability to show compassion and care for the people. Women were highly respected for their sacred role as bearers and teachers of future generations, and they were not only in charge of the 'household', but also the well-being of the community (Hookimaw-Witt, 2006). The knowledge of men and women was often considered complementary, and both were important for leadership. As noted by Hookimaw-Witt (2006), in Cree society, while the men had more knowledge about resources in the hunting territory, women had more knowledge about the resources they harvested and managed (small mammals, fish, and plants). Thus, in the realm of Cree politics, both genders had decision-making powers in their own domains, and through interactions with the other gender's decisions (Hookimaw-Witt, 2006). In addition, in both Anishinaabe and Mushkegowuk cultures it was women who were historically the voice for water, as both hold the important role of giver of life (Chief of Ontario, 2008; Chiblow, 2020).

Borrows (2002) suggests that "Indigenous laws originated in the political, economic, spiritual and social values expressed through the teachings and behaviour of knowledgeable and respected individuals and elders" (p. 13), and their principles are expressed through the stories, ceremonies, and traditions of Indigenous peoples across the country (Borrows, 2002). The instructions, laws, and ethics conveyed in Indigenous stories guided people on how to conduct themselves (McGregor, 2013). As noted by Borrows (2002), oral histories may inherently express Indigenous laws as they represent the accumulated wisdom and experiences of Indigenous peoples' conflict resolution. They record patterns of past disputes and their solutions while allowing for re-creation to meet emerging needs more easily, and do not depend on finding the first telling of the event, as common law does (Borrows, 2002).

The requirements for maintaining harmonious relationships among all beings have been referred to as Indigenous 'natural law' (McGregor, 2013). Among the Anishinaabeg, understanding the natural world as kin, as brothers and sisters, was a critical piece to Anishinaabe law (Fontaine, 2020). This is reflected in the sacred law of *Nda-Nwendaaganag* (all my relations), which acknowledges that all things in the universe are gifts from the Creator and have meaning and purpose. Further, all things are interconnected and important to one another, and respect is afforded to all of Creation (Anishinabek Nation Legal Department, 2018).

According to oral history, it is said that sacred or natural law was given to the Anishinaabeg by the Creator through their *Mino-Bimaadiziwin* (way of living the good life), language, philosophies, and ceremonies (Watts, 2010). *Mino-Bimaadiziwin* is representative of the relationship that the Anishinaabeg have with everything around them, and the understanding that everything is alive, and everything is related (Bell, 2013). It is a traditional legal principle rooted in all Anishinaabeg (Anishinabek Nation Legal Department, 2018). *Mino-Bimaadiziwin* was expected to be lived according seven original (ancestral) teachings that provide guiding principles for the way in which individuals are to treat each other and the natural environment (Bell, 2013; Seven Generations Education Institute, 2021):

Debwewin (truth) – To speak only to the extent we have lived or experienced. Represented by the turtle as the turtle was here during the creation of Earth and carries the teachings of life on his back.

Dabasendiziwin (humility) – To think lower of oneself in relation to all that sustains us. Represented by the wolf, who lives for his pack and the ultimate shame is to be an outcast.

Manaaji'idiwin (respect) – To go easy on one another and all of Creation. Represented by the buffalo as the buffalo gives every part of his being to sustain the human way of living, and respects the balance and needs of others.

Zaagi'idiwin (love) – Unconditional love between one another including all of Creation, humans and non-humans. The eagle represents love because he has the strength to carry all of the teachings.

Gwayakwaadiziwin (honesty) – To live correctly and with virtue. Represented by either the raven or the sabe (sasquatch) as they both understand who they are and how to walk in their life.

Zoongide'ewin (courage) – To live with a solid, strong heart. Represented by the bear. The mother bear has the courage and strength to face her fears and challenges while protecting her young. To face life with courage is bravery.

Nibwaakaawin (wisdom) – To live with vision. The beaver represents wisdom because he uses his natural gift by altering the environment for his family's survival.

The Omushkegowuk shared similar natural law and legal principles. *Wahkotowin* (having relations to all) was a central aspect of Cree natural law, and speaks to the interconnectedness of all things (Cardinal, 2007). According to the late Cree scholar and lawyer Harold Cardinal (2007), *Wahkotowin* is one of the most comprehensive doctrines of law among Cree people, and it contains a subset of laws (values) that establish principles that govern the conduct and behaviour of individuals within the family environment, within their communities, and with others outside the community. These principles are enshrined in the seven sacred teachings, or the seven scared laws (Wastesicoot, 2015):

Pakwaynamatowin (sharing);

Sahkiwewin (love);

Kistenchikewin (respect;

Kiskentamowin (wisdom);

Tapatenimowin (humility);

Tapwewin (honesty); and,

Sokenimowin (courage).

Similar to the Anishinaabe concept of *Mino-Bimaadiziwin*, the Cree concept of *Mino-Pimatisiwin* represents the cyclical nature of life and provides guidance on how to live in a good way with oneself, their community, and the natural world (Gaudet & Chilton, 2018). Connection to the land is central to the concept of *Mino-Pimatisiwin* (Gaudet & Chilton, 2018), as is respecting natural law.

2.1.6 Resource Management and Stewardship

Communal management of resources was a common feature of many Indigenous resource-use systems (Berkes, 1989, as cited in Berkes *et al*., 1991). Resources were considered the property and responsibility of all, and those that utilized them in an area were considered "stewards" who oversaw community norms and rules about their use, which were often comprehensive (Berkes *et al*., 1991). Collective, consensus-based decision making and enforcement of agreed-upon rules among group members was often the norm (Feit, 1986, as cited in Berkes *et al*., 1991).

Feit (2004) suggests that some form of hunting territories likely existed among Algonquian hunters in the northern Boreal areas. This would have enabled them to respond to disruptions caused by larger-scale forest fires, and / or resource depletions where groups displaced by these disturbances would have sought to resettle on lands used by adjacent groups of hunters and their families. In his study of hunting territories among the Northern Ojibwa, Bishop (1970) suggests that prior to settlement of interior northern Ontario by traders in the 1770s, hunting groups remained large throughout the year and moved *en masse* within a roughly defined region. Available records indicate a gradual stabilization of hunting groups in certain regions around major lakes and waterways following settlement in the region. By the late 1850s, there were fully developed hunting territories in the upper Albany River drainage area (Bishop, 1970). Leacock (1954, as cited in Bishop, 1970) suggests that the emergence of defined hunting areas held by family units after contact was driven by:

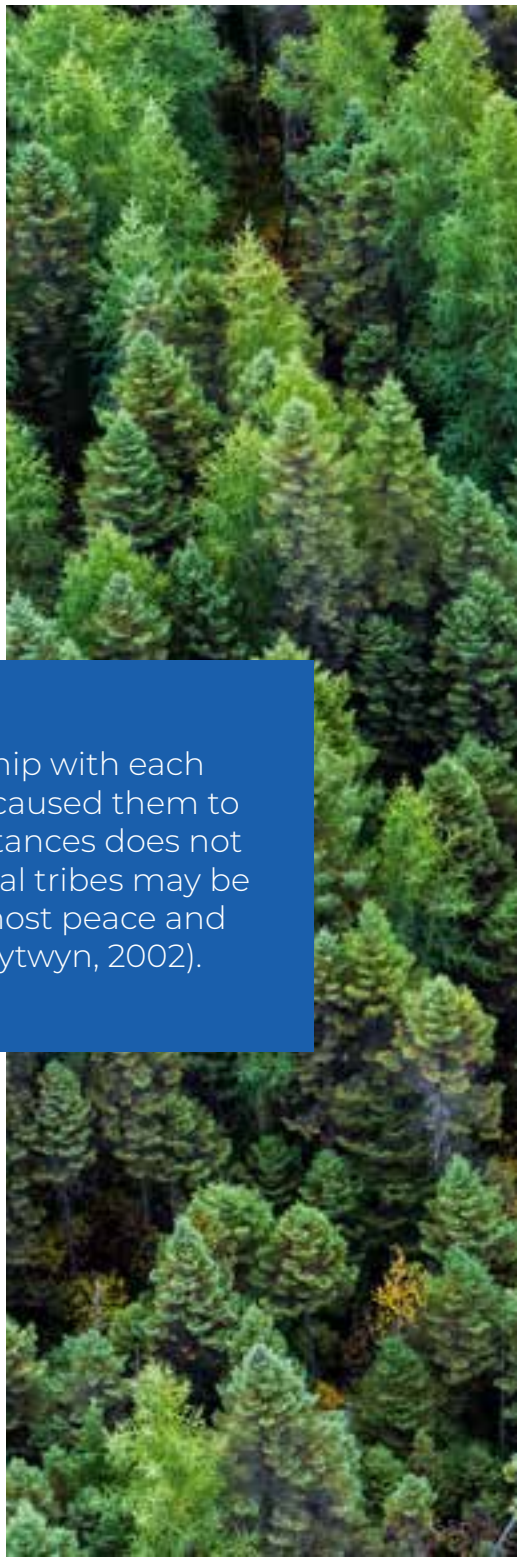
- Increasing scarcity in resources due to overharvesting, forcing bands to split into family units;
- Increasing access to store foods, enabling family units to be more self-sufficient;
- Weakened cooperative bonds among band members as economic ties were transferred from within the group to the trader;
- Non-migratory furbearers could be efficiently exploited by small family units;
- Preference among traders for dealing with individuals rather than groups; and,
- Hindered mobility with increasing dependence on single trading posts.

Within the literature, most available information on pre-contact land and resource management among the Indigenous peoples of northern Ontario pertains to the James Bay Cree, as these were among the first Indigenous peoples in northwestern North America to come in contact with Europeans. Comparatively, there is little information available on the social and economic life among the Ojibway north of Lake Superior in the early stages of contact because there were few literate traders in the area to describe it (Bishop, 1976) and few Europeans ventured inland from the coast until long after the trading posts had been settled (Lytwyn, 2002).

Lytwyn (2002) studied archived fur trade records of the Hudson Bay Company and reported that prior to contact, specific groups the Lowland Cree (Omushkegowuk) were usually named after prominent physiographic features, especially river basins. These basins were often used by winter hunting groups comprised of several related families (as described in **Section 2.1.1**), and led by a hunter or elder who was respected for their ability to make good decisions regarding hunting practices and rules (Preston, 1990, as cited in Berkes *et al.*, 1991). Within the hunting ranges, a smaller (core) area could be used

more intensively as a base camp from which hunters ventured over larger areas in search of big game (Preston, n.d., as cited in Tsuji *et al.*, 2011). The transmission of family-based hunting ranges was typically from father to son, but exceptions were documented (Cummins, 1992).

Based on the research of Lytwyn (2002), hunting groups did not have exclusive rights to their basins (hunting ranges), and there was considerable movement between the river-basin hunting groups. Early traders reported many examples of people moving back and forth between river basins, and commented on the freedom of Lowland Cree people (Omushkegowuk) to hunt and travel without restriction; this pattern of land use was also observed inland among the Upland Cree and Northern Ojibway (Lytwyn, 2002). As recorded by a trader named George Holdsworth in 1815:



> "the tribes generally live in peace and friendship with each other, and altho the necessity of migration has caused them to encroach on each others territories the circumstances does not appear to have given rise to jealousies, and several tribes may be seen occupying the track of country in the utmost peace and harmony" (HBCA, B.135/e/1, fo. 4d, as cited in Lytwyn, 2002).

As cited in Tsuji et al. (2011), Honigmann (1956) contends that "the notion of territorial [i.e., circumscribed, rigid boundaries] ownership by families did not appear until after the arrival of the Hudson's Bay Company" (p. 64); prior to this, boundaries were fluid.

The recognition of the inter-relation of all of creation, the dependence of humankind on other beings for survival, and the principles of respect, reciprocity, and responsibility (as described in **Section 2.1.2**) serve as underpinnings of Indigenous land stewardship –

something that was considered a sacred responsibility bestowed upon them by the Creator (Davidson-Hunt *et al*., 2005; Tsuji & Tsuji, 2021). There was an understanding that without balanced relationships with the environment, their own generation as well as those in the future were at risk. As noted by Luby et al. (2021), "Anishinaabe Elders teach youth to live with humility and recognize that nonhuman lifeforms can survive without human intervention, but humankind depends on plants and animals for subsistence" (p. 5). According to the Anishinaabeg worldview, in return for the gifts provided to humankind, the Creator placed a moral, custodial responsibility on them referred to as the principle of *gimiinigoowizimin gaaganawendang*, which means 'keeper of the gifts' (Davidson-Hunt *et al*., 2005). Among the Anishinaabeg, feasts were held to respect the beings who made life possible during the past season, and for the beings that were to sustain people in the coming season (Davidson-Hunt & Berkes, 2003).

The responsibility to be stewards of the lands was also prominent among the Omushkegowuk. Berkes et al. (1991) contend that "the core of Cree culture is traditionally based on land stewardship activities, skills, and ethics" (p. 15). As told by Fort Albany First Nation elders (see Tsuji & Nieboer, 1999), each season corresponded to a period of time when one or a group of species were abundant and accessible, and just enough animals of a particular species would be harvested for subsistence and sharing. As other species became more plentiful or accessible, harvesting of the next species would begin. This switching of harvesting pressures was intended to prevent overharvesting in one season, which could have negative consequences on that species and thus the community.

Stewardship responsibilities were often conveyed through stories. For example, as told by Geniusz (2015), the Anishinaabe story "The Year the Roses Died" teaches that the gift of Creation requires careful stewardship. Rabbit was blamed by a council of animals for eating all the roses. A *Manitou* (spirit) appears and tells the council (p. 14): "Killing the *Waabooz* [rabbit] will not bring back the roses. You all noticed that the roses were in trouble, and you all decided to take your own shares even if it meant killing the roses forever. There is no honor in this. This is not keeping creation in balance as you were told to do in the Beginning Time." The story describes how the animals failed in the responsibility to consider the needs of others, and highlights the importance of relationality for stewardship (Campeau, 2019).

2.2 Post-Contact Context

Indigenous peoples interacted with European explorers as early as 1000 AD, but it was not until permanent settlements were established in the 17th and 18th centuries when prolonged contact occurred (CIRNAC, 2017). Soon after the establishment of British and French colonies in what is now eastern Canada, alliances with Indigenous peoples were established to support various interests, including the commercial interests of the newcomers. Utilizing existing Indigenous trade routes, a vast trade network focused on beaver pelts was established between the English and the French and their Indigenous allies. Trade spurred new exploration through the Great Lakes basin, and further east and south (CIRNAC, 2017). Explorers and trappers also became interested in the rich trapping grounds north of Lake Superior and beyond, but the overland journeys from the Great Lakes were challenging. As a result, French explorers sailed through the Hudson Bay in 1668 to establish trade relations and access the heart of fur country (McIntosh & Smith, 2022). This expedition led to the establishment of the Hudson's Bay Company in 1670 (Finch, 2013).

The profitability of the fur trade led to significant competition, and various European and Indigenous interests often clashed violently, with various Indigenous groups displaced from their territories as a result. In 1701, France and the 40 Indigenous groups around the Great Lakes basin entered the Great Peace Treaty to end the violence. Indigenous groups formed both military and commercial (trade) alliances with groups from England and France as power struggles between the two countries intensified (CIRNAC, 2017).

The fall of Montreal in 1760 put an end to French colonial efforts in what would become Canada. To establish peaceful relations with the Indigenous allies of France, the British undertook a series of "Peace and Friendship" treaties. In 1763, France officially ceded its colonial territories with the Treaty of Paris and ended over 150 years of European competition and conflict. That same year, King George III issued a Royal Proclamation, which specified how the British colonies were to be administered and established a framework for the British Crown to acquire Indigenous interests in land through treaties. The Proclamation also established strict protocols for dealing with Indians, including that only the Crown could purchase land from them. Thus, the Proclamation was the first public recognition of First Nations' rights to lands and title (CIRNAC, 2017).

For the next 120 years, the relationship between First Nations and the British Crown transformed from one of allyship to wardship, driven by the influx of newcomers following the American war of Independence (1775-1783) and the War of 1812 (1812-1815), greater demand for land by settlers as a result, increasing costs of supplying gifts to First Nations groups to ensure their loyalty, and declines in the fur trade (Pettit, 2016; CIRNAC, 2017). With a need for more land and military threats fading, the relationship between Indigenous peoples and settlers shifted from one where Indigenous peoples could be considered necessary allies, to one where they could be considered obstacles to growth. What followed was a series of treaties and legislative developments that increased Crown authority over First Nations and lands reserved for them (CIRNAC, 2017).

Section 2.1.1 to **2.2.10** describe the post-contact context, including: the fur trade; early legislation and policy and associated impacts on Indigenous peoples; the numbered treaties established in the region; perspectives on Aboriginal and Métis Rights; and legislative developments that have governed natural resource and land use.

2.2.1 Fur Trade and the Hudson's Bay Company

The Hudson's Bay Company was established by the King of England with a royal charter in 1670, recognizing the economic importance of the fur trade. The charter granted special powers to a corporation of established and wealthy gentlemen, who formed the Hudson's Bay Company. These special powers included exclusive rights to trade, mineral claims, and governance over the entire Hudson Bay drainage area (OCCC, 1986), which makes up a third of what is known today as Canada. However, the charter created no political or legal rights over Indigenous peoples living in the vast territory (Archives of Ontario, n.d.). The Charter named the vast area "Rupert's Land" after the King's cousin and the Hudson's Bay Company's first governor, Prince Rupert.

French fur trappers had already visited the region, but the Hudson's Bay Company was the first to establish permanent trading posts and presence in the region in 1679, with a trading post at Fort Albany on James Bay. The French-British competition for furs eventually led the Hudson's Bay Company to move inland to establish trading posts nearer to the Indigenous hunters who were supplying it furs, and settlements sprang up around the posts (CIRNAC, 2017). In 1743, the Hudson's Bay Company established the first inland trading post, the Henley House, on the north shore of the Albany River. It was moved further south in 1796 and remained operation until 1857. A trading post was first established at Martin's (Marten) Falls on the Albany River in 1794, although it was closed five years later in 1799. In 1818, the Hudson's Bay Company founded a new post at Marten Falls to take the place of Gloucester House, another nearby trading post which was established in 1774. This new post remained operational until 1924. Following the closure of the post, the Marten Falls First Nation community was relocated to the present-day community location of Ogoki Post, approximately 64 km downriver and east (Handfield, 2020). By 1870, the Hudson's Bay Company had 97 trading posts in Rupert's Land (Archives of Ontario, n.d.). A post was established at Fort Hope (present day Eabametoong First Nation) in 1894, and a post at Lansdowne House (present day Neskantaga First Nation) was established in 1900.

The trading posts became a centre for trade relationships and social gatherings during summertime. Pacts between Indigenous peoples living in the region and the Hudson's Bay Company made commerce possible (Archives of Ontario, n.d.). The early trading posts, including Fort Albany, became the base for an extensive trade alliance with the Cree, who became a sort of intermediary between the company and interior Indigenous groups (CIRNAC, 2017). The Albany River became a major east-west trading route as it linked James Bay with the Winnipeg River (Morse, 1968). The Hudson's Bay Company relied on Indigenous knowledge of the area, the animals, and the tools needed for travel and survival, as well as Indigenous trappers to supply valuable furs (OCCC, 1986).

For over 200 years, furs, meat, feathers and handmade objects were bartered at trading posts or factories set up at strategic locations, where dozens of families could gather for a few weeks in the summer to socialize and make collective decisions, including with respect to land use (Long, 2011). During this time, Indigenous peoples became increasingly more dependent on the fur trade, and supplies and items that were previously considered luxuries were now considered necessities; many aspects of Indigenous lifeways were changed by European products (OCCC, 1986). As a result, the traditional economies of Indigenous peoples, including the Anishinaabeg and the Omushkegowuk, began to change. With the introduction of money and European goods, Indigenous men began finding seasonal employment on the York boats (boats used by the Hudson's Bay Company for trade and the transport of goods) and steamboats on the Albany and Attawapiskat Rivers, or building Hudson's Bay Company forts. Some Indigenous people were taught how to keep stores (MFFN & OMNRF, 2020).

As the fur trade became more profitable, some free traders organized themselves to form the Northwest Company, which grew rapidly and became the Hudson's Bay Company's major rival, with open conflicts arising. The fur trade war intensified until 1821, when the Hudson's Bay Company merged with the Northwest Company (OCCC, 1986), extending the Hudson's Bay Company's fur trade monopoly to the Pacific Ocean (Archives of Ontario, n.d.). Without the competition that made them necessary, some trading posts were closed, and trading options for Indigenous peoples became fewer (Finch, 2013). The

Hudson's Bay Company monopoly lasted until 1869, when the company transferred its deed for the area to the English Crown (Canada) for $1.5 million to enable westward expansion and settlement. In the transfer, Canada had agreed to a "Protection Pledge" that ensured it would protect the interests of Indigenous peoples living in the territory. The transfer took place without consultation with the Anishinaabeg or Omushkegowuk, who didn't believed that the Hudson's Bay Company or the Crown had sovereignty over the land in the first place (Archives of Ontario, n.d.).

The presence of the Hudson's Bay Company had profound effects on Indigenous peoples across Canada, including the Anishinaabeg and Omushkegowuk. In addition to the lifestyle changes associated with the economic transition, many Indigenous peoples of the region faced starvation in the 19th century, especially between 1820 and 1880. Animals important for both food and the fur trade became scarce because of natural population cycles, over-harvesting, and overhunting. The Hudson's Bay Company reduced trapping operations in areas where beaver populations were exhausted. Moose almost entirely disappeared from what is now northern Ontario in the period from 1780 to 1930, shifting pressures to smaller game and fish and increasing reliance on foods purchased from trading posts (OCCC, 1986). Caribou also became increasingly rare. The disappearance of these animals meant leather and cloth had to be purchased to avoid cutting up pelts. The transition to small game and fish also led to more time spent settled in areas where these resources are found rather than out in the hunting territory (Bishop, 1970).

The influx of traders and settlers also brought new diseases such as measles, smallpox, whooping cough, influenza, and tuberculosis, all previously unknown to Indigenous peoples. This led to many deaths, especially among elders (OCCC, 1986). Alcohol was also introduced, with devastating effects on Indigenous populations (CIRNAC, 2017).

With the rapid spread of trade came missionaries dedicated to spreading and promoting their faith. Two religions were introduced to the Anishinaabeg and Omushkegowuk: Anglican by the English and Catholicism by the French. Much like how the English and French had competed in the fur trade, the two religions competed for the conversion of Indigenous peoples into their respective churches. This led to severe restrictions on Indigenous beliefs, ceremonies, and practices, such as drumming and dancing, as they were considered pagan and devil worship. Christian ceremonies replaced Indigenous ones, and missionaries encouraged the use of biblical or European names (OCCC, 1986).

2.2.2 Métis Peoples

Decades of intermarriage between English and French traders and explorers with First Nation women created new and distinct communities along waterways and trade posts and routes around the Great Lakes in what is present day Ontario (MNO, 2023a). These communities were historically referred to as "half-breed" or "Métis", a word used to describe individuals with mixed Indigenous and European ancestry. The term half-breed was more commonly applied to English-speaking descendants of English or Scottish traders and explorers, who were often of the Anglican denomination, while the term Métis was more commonly applied to French-speaking descendants of French traders and explorers, who were often of the Catholic denomination (Foster, 1978). However, the term half-breed fell out of use as it became derogatory (racist) in nature and Métis is now used for people of both French- and English-speaking heritage (Gaudry, 2009).

The Cree had two names for the Métis: *âpihtawikosisân* meaning 'half people' and *otipêyimisowak* meaning the 'independent ones'. The Ojibway referred to the Métis as *wisahkotewan niniwak* meaning 'men partially burned' (Teillet, 2013).

The origins of Métis peoples and communities are closely tied to the emergence of the fur trade in North America. The arrival of European explorers in eastern Canada in the 1600s led to unions with Indigenous communities through marriage (Dumont, 2017). As the fur trade and competition among the French, English, and Indigenous groups intensified through the 17th century, French traders were encouraged to seek marriage alliances with Indigenous peoples to establish the kinship basis for trade and military activities (Foster, 1978). These strategic alliances continued until French colonial efforts officially ended in 1763 with the ceding of New France to Britain (see **Section 2.2**), upon which time Indigenous peoples in the Great Lakes region rebelled against British rule. With increased hostility between Indigenous peoples and the British in the last few decades of the 18th century, the French practice of establishing alliances with Indigenous peoples through marriage and peace and friendship treaties was adopted (Surtees, 1975, as cited in Foster, 1978).

Initially, children of mixed European and Indigenous ancestry were classified as either Indian or European based on their way of life rather than race. The socio-cultural identity of children was primarily associated with that of their mother: if she remained with her Indian band, then the child was considered an Indian, but if she resided in a trading post for an extended period, the child was considered European (Brown, 1978, as cited in Foster, 1978). However, distinct Métis settlements began to emerge as the Métis population increased, and Métis people began to identify as a separate group rather than simply extensions of their maternal (First Nations) or paternal (European) relations (MNO, 2023a).

As the fur trade expanded north and westward, new trade routes were established, leading to new Métis communities along them (Dumont, 2017). Métis settlements emerged along waterways and watersheds in Ontario as an outgrowth of the fur trade. These settlements were part of larger regional communities, interconnected by (MNO, 2023b):

- The highly mobile lifestyle of the Métis;
- The fur trade network;
- Seasonal rounds;
- Extensive kinship connections; and,
- A shared collective history and identity.

Peterson (1985) described the Great Lakes Métis during the 18th century as “people in the process of becoming” given that although they may not have been self-consciously Métis before 1815, “their distinctiveness was fully apparent to outsiders, if not to themselves” (p. 39). By the early 19th century, there was a historically significant population of Métis descendants in the Great Lakes region of Ontario who had developed a network of trading villages and towns long the shorelines of rivers and lakes (Peterson, 1978, 1985). The Métis settlement at Fort Williams (in present-day Thunder Bay, historically known as Port Arthur) is recognized as one of the two first Métis settlements in Canada (Tronrud & Epps, 1995, as cited in Gale, 1998). According to Peterson (1978), this network of marital and fur-trade alliances among the Great Lakes Métis communities suggested that a larger regional Métis identity had developed.

The Red River Métis Settlement has been regarded as the site of the culmination of Métis political consciousness. Canada's purchase of Rupert's Land from the Hudson's Bay Company in 1869 was undertaken without consultation of the Métis residing there. In response, and given concerns about Métis rights, a National Committee of Métis (effectively a provisional government) was established, with Louis Riel as the leader, to stop the land transfer until Métis rights and title were recognized. This action and events that followed became known as the Red River Rebellion and led to the establishment of the Province of Manitoba (Ouellet & Hanson, 2009). Further discussion of Métis rights is provided in **Section 2.2.10.1**.

Dickason (1985) contends that the Métis ethnic consciousness was crystalized in the new Far Northwest (present-day prairies region of Canada) where the pressures of settlement were much lower, Métis communities were far more isolated, and the fur-trade continued to flourish. Many French speaking Métis from the Upper Great Lakes region migrated north and west to the Red River Settlement (in present-day Manitoba) through the early- to mid-19th century. This migration was a result of increasing settlement in the Upper Great Lakes region, significant depletions in fur-bearing animals (Peterson, 1978), and a preference to continue fur-trade practices rather than adopt agricultural ones (Ens, 1996). The Métis of Red River and the Great Lakes Métis were often connected through marriage and kinship practices (Gaudry, 2009). By the mid-19th century, descendants with mixed ancestry were no longer being persuaded to make a choice between Indigenous and European identities, and a distinct and unified sense of Métis identity had emerged (Brown, 1985).

The early ethnic identity among Métis was based on a strong association with and reliance on the fur trade, an independent lifestyle, a lack of agricultural development, subsistence practices to provide clothing and tools, and a lack of established land rights (Peterson, 1978). Both Indigenous and European cultural traditions were adapted and merged into the clothing, food, medical practices, languages, beliefs, and customs of Métis communities (Peterson, 1978). Many First Nations women who were part of

Métis families maintained close ties with their ancestral communities, and many of their traditional lifeways and cultural practices were preserved in Métis communities. For example, Ojibway and/or Cree languages were spoken in many Métis communities in the Great Lakes (Foster, 1985). In addition, many Indigenous groups (including the Anishinaabe and Cree) had close relations with the Métis and shared the land and ways of life on it, as well as aspects of culture and language. Prior to the establishment of First Nation reserves (see **Section 2.2.6**), First Nations and Métis shared territory, usually peacefully (Teillet, 2013). It was also common for First Nations and Métis families to travel on hunting expeditions together (Chartrand, 2007).

According to Chartrand (2017), while the identity boundaries between First Nations and Métis were porous and there was a lot of transfer between them, the core identity distinctions were present. An important distinction with respect to legal traditions related to land was that the Métis did recognize individual title and ownership (unlike the collective ownership perspectives of First Nations), which was part of their European heritage understanding (Chartrand, 2017).

Many Métis families flourished and spread further west and north with the expansion of the fur trade. The genetic diversity of Métis peoples enabled them to be more resilient to European diseases, and the Métis also had many allied First Nations families. In addition, the Métis were able to serve as intermediaries between European and First Nations cultures, enabling them to work as guides, interpreters, fur traders, and suppliers of goods to new forts and trading companies. As a result, the Métis became the largest Indigenous merchant family in North America, and strong competition against less acclimatized Europeans (Carrière, 2017). The transportation of goods and the development of many settlements could be attributed to the hard work of the Métis (Redbird, 1980, as cited in Peressini, 2000).

Prior to the 1800s, the British government was largely unaware of the existence of the Métis (Hayter, 2017). In 1810, the Royal Society reported the successes of the Métis to the British Crown, which set the stage for the primary policy of the British to remove the Métis as a threat to settlement (Carrière, 2017).

By the mid-19th century, British authorities had developed a policy of Métis collective non-recognition. In addition to the perceived threat that the Métis posed to colonial expansion, the Métis also posed a potential threat to colonial aspirations for civilization. To acknowledge the Métis as a distinct group could have been likened to acknowledging the failures of colonial policy to assimilate and "civilize" First Nation peoples, which would be inconsistent with colonial objectives of progress (Chartrand, 2017).

In 1884, in the face of increasing settlement in the west following Canada's purchase of Rupert's Land, and in defense of Métis ancestral rights, the leader of the National Commission of Métis (Louis Riel) organized a petition to the Government of Canada. The petition requested (Ouellet and Hanson, 2009):

- Title to the lands already occupied by Métis families;
- Provincial status for Saskatchewan, Alberta and Red River; and,
- Better treatment of all Indigenous peoples.

An unsatisfactory response from the government led to the Northwest Rebellion or Riel Rebellion of 1885, leading to hundreds of deaths and defeat by federal troops. For their roles, Riel and other Métis and First Nations leaders were arrested, and Riel was subsequently hung as a message to the Métis who challenged Canada's western expansion goals (MNO, 2023a). Following the rebellion, the first Prime Minister of Canada, Sir John A. McDonald, in effect denied the existence of the Métis as a distinct group when he stated that they must consider themselves either Indian or white (Sealey, 1980, as cited in Peressini, 2000). In response to the public backlash from these events, many Métis in Ontario were disinclined to self-identify and covertly continued to practice their culture and lifeways (MNO, 2023a).

Today, the Historic Métis Nation refers to itself and is referred to by others as the Métis Nation. According to the Métis Nation of Ontario Registry Policy (June 2023 Version) (2023c), "Métis means a person who self-identifies as Métis, is of historic Métis Nation Ancestry, is distinct from other Aboriginal Peoples and is accepted by the Métis Nation" (p. 2). To apply for citizenship within the Métis Nation of Ontario, individuals must meet and follow the requirements of the Métis Nation of Ontario Registry Policy which includes key measures related to self-identification, proving historic Métis Nation history, community acceptance, and provides provisions for appeals and the Harvesters Registry (MNO, 2023c).

2.2.3 Early Legislation and Policy

As the British need for the military allyship of Indigenous peoples waned, an emerging perspective from the British reflected a belief that British society and culture were superior. As a result, the Indian Department of the colonies of Upper and Lower Canada was tasked with a plan of "civilization", and Indian agents began encouraging Indigenous peoples to abandon their traditional lifeways and beliefs and adopt more agricultural and settled ways of life. Legislation was also introduced in support of the "civilization" program, starting with the *Crown Lands Protection Act* of 1839. The Act made the British government the guardian of all Crown lands, including Indian Reserve lands; this statute was the first to classify Indian lands as Crown lands to be protected by the Crown (CIRNAC, 2017).

As noted by Parrott (2022), the 1850 *Act for the better protection of the Lands and Property of the Indians in Lower Canada* was one of the first pieces of legislation that included a set of requirements, based on blood, for a person to be considered a legal Indian — a precursor to the concept of "status." These requirements essentially said that people were considered Indian if they were of "Indian blood" and were members of a "Body or Tribe of Indians." Descendants of such people were Indian, as were non-Indians who "intermarried with such Indians," people whose parents (one or both) would have been considered Indians, and "all persons adopted in infancy by any such Indians" (Parrott, 2022). Thus, early definitions of "Indian" were inclusive of Métis people.

Enfranchisement refers to the process that resulted in a person becoming of "citizen" of the country and no longer being considered an "Indian" under legislation, thus losing all benefits associated with that status. Enfranchisement was not abolished until the Indian Act was amended in 1985 through Bill C-31.

The British government introduced the *Gradual Civilization Act* in 1857, which offered 50 acres of land and monetary incentives to literate and debt-free Indians provided they abandoned their traditional way of life and adopted a civilized life as a "citizen". The Act had as its premise "that by eventually removing all legal distinctions between Indians and non-Indians through the process of enfranchisement, it would be possible in time to absorb Indian people fully into colonial society" (RCAP, 1996b, p. 249). This was followed by the *Management of Indian Lands and Property Act (Indian Land Act)* in 1860, which transferred exclusive authority for Indians, lands reserved for Indians, and Indian affairs from the Crown to the colonies, and then the new Dominion of Canada under the 1867 *Constitution Act* (*British North America Act*).

Assimilation became the fundamental principle of federal policy through the *Gradual Enfranchisement Act* in 1869, which aimed to remove any special distinction or rights of First Nations people to assimilate them into settler society. This marked the beginning of federal government efforts to legislate and regulate First Nations' identity (APPA, 2019). Between 1869 and 1985, an Indian woman marrying a non-Indian man would be enfranchised (AFN, 2020a).

2.2.4 The *Indian Act*

The *Indian Act* was introduced in 1876 to consolidate all previous regulations pertaining to Indians and provide greater authority to the Department of Indian Affairs. The Act enabled the Department to (CIRNAC, 2017):

- Intervene in a wide variety of band issues including governance structure;
- Make sweeping policy decisions, including who was considered to be a "Status Indian";
- Manage Indian lands (see **Section 2.2.6**), resources, and moneys;
- Control access to intoxicants, including alcohol; and,
- Take measures to promote "civilization", including mandating Indigenous children into government-sanctioned schools (see **Section 2.2.7**).

The *Indian Act* was based on the premise that it was the Crown's responsibility to protect Indian interests and thus the Crown would act as a "guardian" until such time that Indians could fully integrate into society (CIRNAC, 2017).

The Act has largely excluded Métis individuals since its enactment. The 1876 *Indian Act* simplified and further restricted the definition of "Indian" compared to definitions in earlier legislation (see **Section 2.2.3**). It excluded Métis who had received "half breed scrip" (individual land grants to Métis on the prairies beginning in the 1870s). It also excluded the children of Indian women who married non-Indian men (including Métis men). These exclusions effectively served to reduce the size of the category of Indian while increasing the size of the non-Indian category, which, in turn, reduced the amount of land necessary for Indians and enabled increasing settlement by Euro-Canadians (Hayter, 2017). Amendments to the Act beginning in 1879 increasingly excluded Métis people, with far reaching exclusions added through amendments up to and including 1951 (Teillet, 2013). While the result has been that Métis people have been largely excluded from the Act, many individuals who self-identify as Métis are today registered as Indians under the *Indian Act.*

According to Hanson (2009a) and CIRNAC (2017), throughout its history, the *Indian Act* has been highly invasive and paternalistic, and increasingly restrictive, imposing ever-greater controls on First Nations peoples. Between 1876 and 1920, individuals were automatically enfranchised and removed from their band lists if they (AFN, 2020a):

- Got a university degree and joined the medical or legal professions;
- Got any university degree and met the "fit" or "civilized" enfranchisement requirements; or,
- Became a priest or minister.

An amendment to the Act in 1880 marked the beginning of gender-based restrictions to First Nations status – women lost their Indian status if they married and non-Indian man (Hanson, 2009a). In the 1880s, a new system of band councils and governance was imposed, with the final authority resting with Indian agents. Outright bans on spiritual and cultural ceremonies were also imposed.

An amendment in 1927 forbid fundraising by First Nations for the purpose of pursuing a land claim without the permission of the Department of Indian Affairs, preventing First Nations from pursuing land claims of any kind (CIRNAC, 2017). It was not until significant amendments in 1951, as Canadian society became more aware of the concept of human rights following World War II, that (Hanson, 2009a):

- It was no longer illegal to practice Indigenous customs and culture;
- First Nations people were allowed to enter pool halls, gamble, appear off-reserve in ceremonial dress, and organize and hire legal counsel; and,
- First Nations women were allowed to vote in band councils.

Gender-based restrictions in the Act were in place until amendments were undertaken in 1985 to align with the equality rights guaranteed by Section 15 of the *Charter of Rights and Freedoms* (Bill C-31). The amendments enabled women who had previously lost their Indian status as a result of marriage to a non-Indian to regain it, as well as their children's status, and prevented a person's marriage from affecting their receipt or loss of status. However, the amendments created new forms of discrimination with the introduction of a "second-generation cut-off". Several cases were brought to court and as a result, Bill C-3 was passed in 2011 to address these issues and enable Indian status to grandchildren of women who regained status in 1985 (AFN, 2020b). Enfranchisement was also not abolished until the 1985 amendments.

2.2.5 Treaties

Canada undertook a series of treaties with First Nations with the aim of extinguishing title to large swaths of Indigenous land to enable settlement and resource development in western and northern Canada (Archives of Ontario, n.d.), and to reduce possible conflicts between First Nations and settlers (CIRNAC, 2017). When the Dominion of Canada was created in 1867, the Province of Ontario was a fraction of the size of the present-day province, and both legislation and the signing of treaties with Indigenous groups served to incrementally increase the landmass of Ontario (CIRNAC, 2021, as cited in Tsuji & Tsuji, 2021).

The Anishinaabeg and Omushkegowuk of the region are signatories to the Robinson-Superior Treaty (1850) and James Bay Treaty Number 9 (1905).

Although the Project is wholly contained in James Bay Treaty 9 boundaries, information on the Robinson-Superior Treaty is included in **Section 2.2.5.1.** as some of the Indigenous communities that are part of the Project Consultation and Engagement Program are signatories to the Robinson-Superior Treaty. While most Indigenous communities and groups in the area of the proposed Project are signatories to James Bay Treaty Number 9, an overview of the Robinson-Superior Treaty is presented first, in line with the chronological order of the treaties.

2.2.5.1 Robinson-Superior Treaty

Anishinaabeg requests for a treaty began in the 1840s when copper and iron deposits were discovered on the south and north shores of Lake Superior and the government started to issue mining leases; by 1846, 64 mineral licenses had been issued on the south shore of the lake, and surveying of the north shore had begun. In response, the Anishinaabeg and Métis seized the Montreal Mining Company site at Mica Bay, Lake Superior in 1849, forcing the government to negotiate treaties (Hele, 2020).

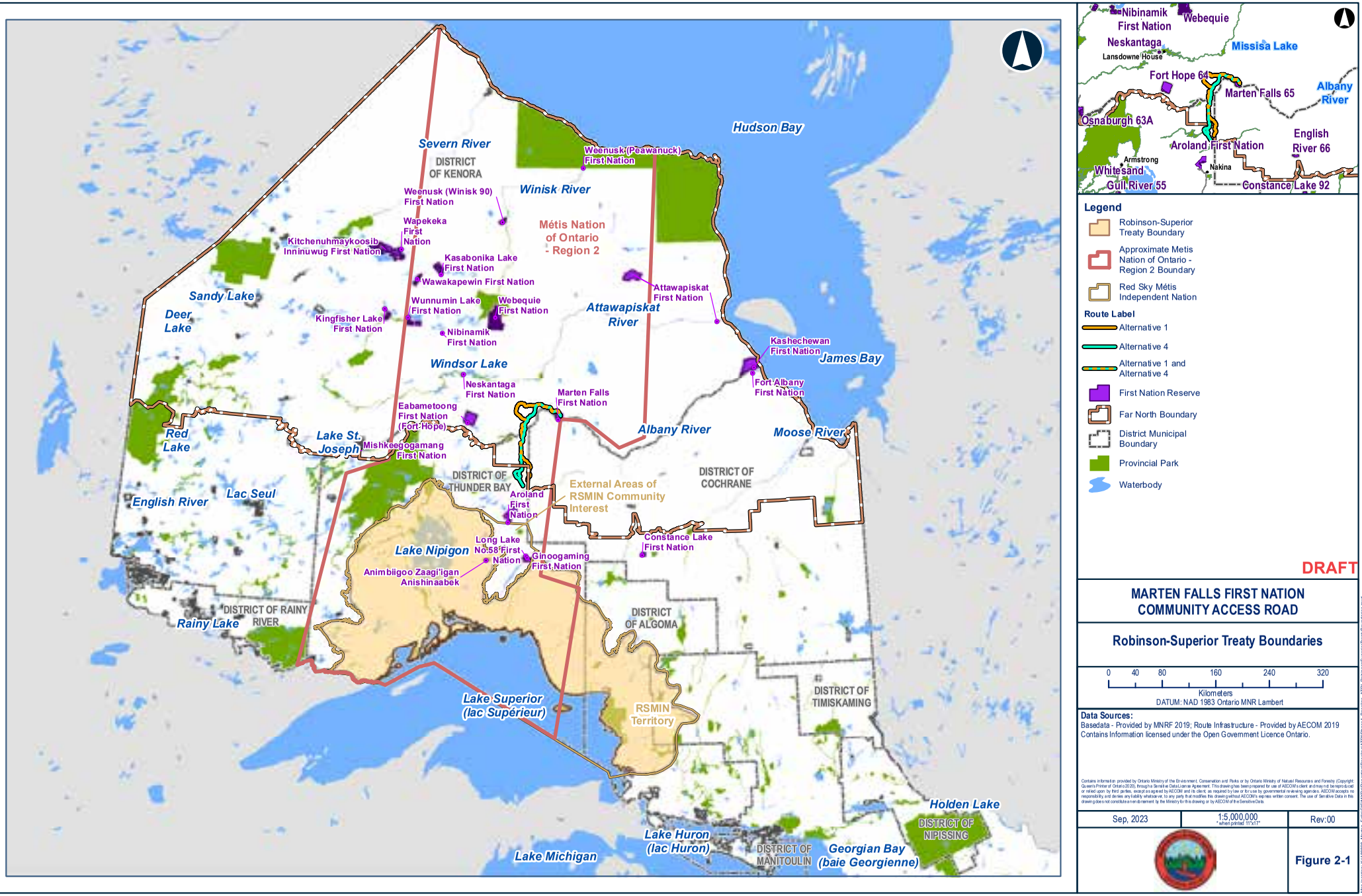
As of May 2023, there is an ongoing Ontario Superior Court trial related to the Robinson-Superior Treaty and the escalator clause for annuities. Communities associated with the treaty are seeking compensation for nearly 150 years of annuities without any increase in payments (Hopkins, 2023).

In September 1850, the Anishinaabeg of the Upper Great Lakes signed two separate but interconnected treaties: the Robinson-Superior Treaty, and the Robinson-Huron Treaty. These treaties provided Canada East and Canada West (the future Quebec and Ontario, respectively) with access to the north shores of Lake Huron and Lake Superior for settlement and mineral extraction. In exchange, the Anishinaabeg gained recognition of hunting and fishing rights, a one-time payment of £2000, an annual payment or annuity of £500 and £600 (respectively), and large reserves set aside specifically for First Nations from the surrender of specific lands for each signatory community. The treaties also contained an "escalator clause" for the annuity, which meant that the Crown would increase the annuity as revenues from lands increased (Hele, 2020).

While the recognition of the Métis in the Robinson-Superior Treaty was urged by the Indians (Gale, 1998), they were omitted as the treaty commissioner had no mandate to deal with the Métis (MNO, 2023a). The treaty commissioners informed the Métis that they were not empowered to deal with them as collective, and they could only choose to identify as either Indian or white for the purposes of the treaty (Teillet, 2013). The Hudson's Bay Company did pay some "half breeds" annuities under the treaty between 1851 and 1875, as recorded in treaty annuity lists for the Lake Superior region (MNO, 2023a). However, all Métis were later excluded from the annuity lists when the Government of Ontario argued an error had been made when some Métis were included as beneficiaries in the treaty (McNab, 1985, cited in Peressini, 2000). As noted by Peressini (2000), this action established a precedent for the exclusion of the Métis from Aboriginal rights in Ontario.

The Robinson-Superior Treaty covers the north shore of Lake Superior from Batchewana Bay to Pigeon River at the western end of the lake, and the lands to the north up to the Hudson Bay watershed (**Figure 2-1**). Indigenous peoples residing in the area covered by the treaty at the time of signing include ancestors of the Animibiigoo Zaagi Igan Anishinaabek First Nation, Long Lake #58 First Nation, and the Red Sky Métis Independent Nation.

The Robinson treaties were the first to lead to the surrender of huge tracts of land with different and disparate Indigenous groups; previous treaties in Upper Canada negotiated for relatively small and compact parcels of land. They also established payments to individual band members instead of yearly lump sums paid to the band, formalized the setting aside of reserve lands for each individual signing group, and acknowledged ongoing rights to hunt and fish throughout traditional territories including a provision that lands could be "taken up" by the Crown for settlement, mining, lumbering, trading, or other purposes (referred to as the Taken Up Clause). These treaties became the model for subsequent treaties (CIRNAC, 2013), including the James Bay Treaty Number 9.



Legend

- Robinson-Superior Treaty Boundary
- Approximate Metis Nation of Ontario - Region 2 Boundary
- Red Sky Métis Independent Nation

Route Label

- Alternative 1
- Alternative 4
- Alternative 1 and Alternative 4
- First Nation Reserve
- Far North Boundary
- District Municipal Boundary
- Provincial Park
- Waterbody

DRAFT

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Robinson-Superior Treaty Boundaries

0 40 80 160 240 320
Kilometers
DATUM: NAD 1983 Ontario MNR Lambert

Data Sources:
Basedata - Provided by MNRF 2019; Route Infrastructure - Provided by AECOM 2019
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Figure 2-1

Map location: K:\18888 Marten Falls\GIS\MXDs\Reporting\Baseline\ATR\Phase1_Baseline_ATR_RobinsonSuperiorTreatyBoundaries.mxd
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2.2.5.2 James Bay Treaty Number 9

By the late 1800s, many Indigenous peoples, including the Anishinaabeg and Omushkegowuk of the region, were facing significant challenges including:

- Declining animal resources;
- Starvation;
- Illnesses brought by Europeans; and
- Unwelcome poachers and mining prospectors with the newly established railroads.

With problems worsening, some Indigenous peoples of the region began to press Canada to enter a treaty, with an aim of ensuring protection and economic security as settlement and development intensified. While initial requests for a treaty were not supported by Canada, the discovery of minerals in the region, combined with interests in further expansion of the railway network, timber development, and hydro-electric production, led to negotiations of the James Bay Treaty Number 9 (Treaty 9) (Archives of Ontario, n.d.).

Similar to the Robinson-Superior Treaty, Treaty 9 set aside reserve lands for First Nations and granted them annuities and the continued right to hunt and fish on unoccupied Crown lands in exchange for Aboriginal title (CIRNAC, 2017), and the surrender of over 230,000 km^2 of territory (OCCC, 1986). In addition, the treaty included: schools and teachers to educate First Nations children on reserve; and ceremonial and symbolic items such as medals, flags, and clothing. During negotiations, First Nations were encouraged to settle on reserve lands, take up agriculture, and receive an education (CIRNAC, 2017).

Treaty 9 was unique among the numbered treaties in that there was a requirement for the concurrence of the Province of Ontario given extended boundaries of the province west and north to the Albany River. However, based on oral history and available written records, the Indigenous signatories were not informed of the negotiations between Canada and Ontario with respect to the treaty (Armstrong, 2008, as cited in Tsuji & Tsuji, 2021). The terms of the treaty were finalized in advance by the Dominion of Canada and the Province of Ontario, and presented to Indigenous leaders; government representatives were not permitted to change the terms during the treaty expedition. The Ontario government had a series of demands, including that one of the three commissioners would represent the province, and that no Indigenous reserves in the treaty territory would be located in areas with hydro-electricity development potential greater than 500 horsepower (Archives of Ontario, n.d.).

Treaty 9 was the first major treaty in Ontario in which treaty signing took place in many locations rather than one (Archives of Ontario, n.d.). During the treaty expedition in 1905 and 1906, treaty commissioners travelled to trading posts along the rivers in what is now northern Ontario and met with Cree and Ojibway peoples. While the Indigenous people encountered at the trading posts at the time of the expedition were not necessarily part of a “band”, they were designated as such for administrative convenience. Each trading post was to give advance warning as to when the treaty party would arrive, but as it turned out, many Indigenous people were not present upon their arrival (OCCC, 1986).

The intent of the commissioners was to describe the contents of the treaty, establish reserves and associated boundaries, and obtain the signatures of Indigenous leaders. At each stop, the commissioners requested the community to select representatives who heard the treaty explained to them by interpreters (generally Hudson's Bay Company employees or clergy), as the document was provided in English only. Most community members received an $8 gift and the promise of a $4 annuity in perpetuity. It was noted in the Treaty 9 Commissioners' official report that the reserves were generally selected by the commissioners after conference with Indigenous people (Tsuji & Tsuji, 2021), but very little was actually described within the report (Morrison, 1986). Commissioners neither provided a full version of the treaty translated into the languages of the local Indigenous peoples, nor did they leave the document or a copy for review (Archives of Ontario, n.d.).

Treaty 9 covers most of present-day Ontario north of the height of land dividing the Great Lakes watershed from the Hudson and James Bay drainage basins (**Figure 2-2**). Signatories to Treaty 9 between 1905 and 1930 included the following:

- Marten Falls Band of Oji-Cree (Marten Falls First Nation);
- Osnaburgh Band of Ojibway (Mishkeegogamang First Nation);
- Fort Hope Band of Oji-Cree (Eabametoong First Nation, Neskantaga First Nation, Nibinamik First Nation, and Webequie First Nation);
- English River Band of Oji-Cree (Constance Lake First Nation);
- Fort Albany Band of Cree (Fort Albany First Nation, Kashechewan First Nation, Aroland First Nation);
- Long Lake Band of Ojibway (Ginoogaming First Nation);
- Big Trout Lake Band of Oji-Cree (Kasabonika Lake First Nation, Kingfisher First Nation, Kitchenuhmaykoosib Inninuwug First Nation, Wapekeka First Nation, Wawakapewin First Nation, and Wunnumin Lake First Nation);
- Winisk Band of Cree (Weenusk First Nation); and,
- Attawapiskat Band of Cree (Attawapiskat First Nation).

Ontario's northern border was extended from the Albany River to its present day location in 1912, leading Indigenous peoples in the newly acquired areas to petition the government for a treaty. Formal adhesions to Treaty 9 were made in 1929-1930 as a result (Archives of Ontario, n.d.).

Treaty 9 was considered to be one of the least generous of the numbered treaties: the monetary gifts and annuities were much lower than Treaty 8 or Treaty 10, and there was to be no distribution

of ammunition or net twine, no farm implements or cattle, no carpentry tools, and no salaries of clothing for the chiefs and councillors (Ry, Miller, & Touch, 2000, as cited in Long, 2011). In addition, as noted by Long (2010), Treaty 9 historians contend that the treaty was flawed due to the lack of oversight by the people who drafted it, and it may have been the first of the numbered treaties that lacked the oversight of the Colonial Office in Great Britain. The conditions and factors present when the treaty was signed were also problematic (Archives of Ontario, n.d.; OCCC, 1986):

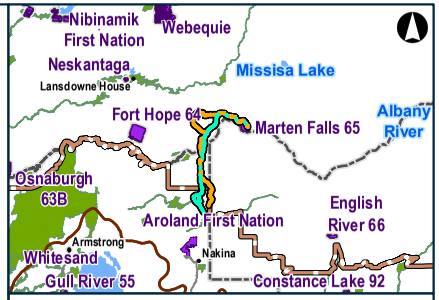
- The treaty commissioners could not speak any of the local Indigenous languages;
- Many Indigenous signatories didn't speak, read or write English so interpreters selected by the commissioners were used;
- Indigenous peoples lacked an understanding of the Canadian legal system and were not provided with lawyers to advise them; and,
- The worldviews, culture, history, and ways of knowing land ownership of Indigenous signatories and the commissioners were very different.

Long (2006) contends that there were two treaties: the official written version, and the one that was orally described to Indigenous peoples. This has been substantiated by Indigenous oral history and the Treaty 9 commissioners' own writings, which indicate that the commissioners told the Elders two key things:

- The treaty would last as long as the sun shines, the grass grows, and the winds blow; and,
- Traditional and cultural activities of Anishinaabe and Mushkegowuk signatory communities would be protected.

The Indigenous signatories understood, through oral promises, that the treaty would help them achieve *Mino-Bimaadiziwin* and *Mino-Pimatisiwin* (Archives of Ontario, n.d.).

Archival records also suggest that the commissioners did not explain the "Taken Up Clause" (see **Section 2.2.5.1**) – if they had, it is possible that Indigenous representatives would never have signed the document (Archives of Ontario, n.d.).



Legend

- Treaty 9
- Robinson-Superior Treaty Boundary
- Approximate Metis Nation of Ontario - Region 2 Boundary
- Red Sky Métis Independent Nation

Route Label

- Alternative 1
- Alternative 4
- Alternative 1 and Alternative 4
- First Nation Reserve
- Far North Boundary
- District Municipal Boundary
- Provincial Park
- Waterbody

DRAFT

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Treaty 9 Boundaries

0 40 80 160 240 320
Kilometers
DATUM: NAD 1983 Ontario MNR Lambert

Data Sources:
Basedata - Provided by MNRF 2019; Route Infrastructure - Provided by AECOM 2019
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Figure 2-2

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2.2.6 Damming and Diversion

Today, not all of the water that would normally flow to Hudson's Bay remains within the watershed. The damming and diverting of waterways in the area has occurred at various scales over time. Demand for water in the Great Lakes region for shipping and hydropower has led to diversion from the Albany River watershed to the Great Lakes in the form of three key projects: one from the Kengami River; one from Lake St. Joseph; and one from the Ogoki River (Garrick, 2020). The Long Lake Diversion Project included the construction of the Kenogami Lake Dam and the Long Lake Diversion Dam, undertaken in 1937. The Ogoki Diversion Project, in the early 1940s included the construction of the Waboose and Summit Dams to divert water to Lake Superior through Lake Nipigon. The Lake St. Joseph Diversion Project was built to divert water from Lake St. Joseph to Lac Seul in the late 1950s (Garrick 2020; Creger, 2018). In discussion about the potential development of more waterway diversion projects in the 1960s, Marten Falls First Nation Councillor Sam Achneepineskum commented "Our community would have been a lake where it is now… I think that is part of the reason why Nishnawbe Aski Nation came to be, all the chiefs got together and they started to push back on trying to kill the project. It was called Damn the Dams" (Garrick, 2020, p. 15).

2.2.7 The Reserve System

The reserve system concept evolved from the early settlements created by missionaries. As more newcomers were arriving, they began occupying the traditional territories of Indigenous peoples in increasing numbers, and reserves were initially considered a pragmatic solution to land disputes and conflicts between Indigenous peoples and settlers. As treaties began to be reached with Indigenous peoples, provisions were included for the creation of reserves. The reserve system was formalized under the *Indian Act*, which permitted the government to determine the land base of First Nations in the forms of reserves set aside for their exclusive use (Hanson, 2009b).

While Treaty 9 specified that First Nations would choose the location of their reserves, the Ontario Order-in-Council later changed the terms – the commissioners would now decide, and one of the three treaty commissioners would be appointed by the Government of Ontario (Matheson, 1905a, as cited in Tsuji & Tsuji, 2021). The size of the reserves was based on the number of people in the band; however, the population data at the time for these communities could not be considered accurate and many people were not at the trading post during treaty deliberations because of the late start to the treaty expedition (Tsuji & Tsuji, 2021). This led to many reserve locations and sizes being determined based on local settler demand. Even in areas covered by the numbered treaties, reserve size was calculated differentially, ranging between 160 and 640 acres per family of five (Smith, 2009, as cited in Smith, 2016).

As noted by Smith (2016), even as the land base of First Nations was reduced though the reserve system, reserves were still vulnerable to surrounding land uses. Demands for mineral, forest, and agricultural lands; the construction of transportation routes or military sites; and other purposes that arose, often led to the alienation of reserve lands under the jurisdiction of the Canadian Government.

While consent from First Nations was often sought, this consent was regularly acquired under what could be considered questionable circumstances. The sale of reserve lands was consistently presented as being in the long-term interest of the First Nation community, yet railway and corporate executives, and other members of the settler elite (including Indian Affairs Department staff and other public officials), often gained possession of alienated reserve lands (Smith, 2016).

The creation of the reserve system had far-reaching implications for Indigenous peoples, including the Anishinaabeg and the Omushkegowuk. As noted previously, the land base of First Nations was significantly reduced: the reserve system dispossessed the Anishinaabeg of all but one percent of their traditional territory (Pitawanikwat, 2009). Under the reserve system, which provided First Nations with fragments of their ancestral territory, Indigenous residents held the right to occupancy only, which ownership and title remained in the hands of the Crown (Smith, 2016).

As noted by Hanson (2009b), the reserve system was essentially a government-sanctioned displacement of First Nations people, with reserves dividing up not only lands but also peoples and communities that had existed for hundreds, if not thousands, of years. Many families and clans that had hunted, gathered, and celebrated together for generations were abruptly and arbitrarily joined with other families and clans, disrupting long-established social networks and kinship systems that determined who could hunt, fish, and gather in particular areas (Hanson, 2009b).

Amendments to the *Indian Act* led to a requirement for First Nation reserve residents to secure a permit before selling or giving away any goods located or produced on reserves or by reserve residents (Smith, 2016), further restricting the lives of Indigenous peoples. This disruption of traditional networks and the significant changes to Indigenous traditional lifeways contributed to disproportionate levels poverty on many reserves; however, leaving reserves often meant facing discrimination, relinquishing one's First Nations status, and / or losing or jeopardizing connections to family and territory (Hanson, 2009b).

2.2.8 Residential School System

One of the most infamous consequences of the *Indian Act* was the promotion of the residential school system for Indigenous children. This was an extensive school system set up by the Canadian government and administered by churches, with intent to: indoctrinate Indigenous children into Euro-Canadian and Christian ways of living; and assimilate them into mainstream Canadian society (Hanson *et al.*, 2020). Duncan Campbell Scott, Head of Indian Affairs from 1913 to 1932, famously said in 1920 that "the goal of the Indian Residential School is to kill the Indian in the child" (Wilson & Hodgson, 2018).

The system originated from the mission system in the 1600s, when missionaries made plans to establish schools and farming settlements to try to educate, change, and settle Indigenous peoples. However, managing the schools and associated supplies proved challenging for the missionaries to carry out alone (OCCC, 1986). Following confederation, Canada's first Prime Minister, John A. Macdonald, commissioned a study of industrial schools established for Indigenous children in the United States, and a recommendation to follow their approach to "aggressive civilization" led to the creation and funding of the residential school system (Hanson *et al.*, 2020), although some schools were funded by provincial governments or by the various religious orders (Union of Ontario Indians, 2013). An amendment to the *Indian Act* in 1894 made it mandatory for Indigenous children to attend school (TRC, 2015a). Further amendments to the *Indian Act* in 1920 and 1933 reinforced the requirement for every Indian child between the ages of 7-16 to attend a residential school, and led to the legal guardianship of Indian children attending a school being assumed by their principals upon the often forcible surrender of legal custody by their parents (Union of Ontario Indians, 2013).

The residential school system was primarily located off-reserve (and often far from Indigenous communities), and children generally attended for 10 months of year, although some children lived at the school year round (Union of Ontario Indians, 2013). A primary purpose of the schools was to systematically dissolve all aspects of Indigenous cultures and languages. English, and in some cases French, were the only languages allowed. Indigenous languages and practices were forbidden, with punishments – often severe ones – for children who broke these rules (TRC, 2015a). Students had their long hair cut short as a way to strip away their personal and cultural identities, and they were stripped of their clothing and dressed in uniforms (Hanson *et al.*, 2020). Their days were long and strictly regimented between academic learning, religious prayer, and manual labour and tasks (Union of Ontario Indians, 2013). Boys and girls were kept separate, and as a result, siblings rarely interacted, further weakening family ties (Hanson *et al.*, 2020).

It is estimated that over 150,000 Indigenous children attended one of the almost 140 residential schools established by Canada and the Catholic, United, Anglican, and Presbyterian churches across the country between 1857 and 1996 (CIRNAC, 2017); 16 of these schools operated in Ontario (Auger, 2005). Some Métis children also attended residential schools (APPA, 2019). Children living in the Treaty 9 area attended residential schools at Moose Factory, Chapleau, Pelican Lake, and Fort Albany (Archives of Ontario, n.d.). The St. Anne's Residential School in Fort Albany ran from 1910 to 1963, and was attended by children from the Fort Albany, Weenisk, Attawapiskat, Fort Hope, and Ogoki (Marten Falls First Nation) communities. It is estimated that by 1945, approximately 170 children attended the school, with half of their days spent doing schoolwork and the other half spent on manual labour and domestic tasks (Auger, 2005).

The residential school system struggled with funding, often resulting in poor and unsuitable nutrition, unsanitary conditions, and inadequate medical care. With crowded dormitories, infectious diseases like tuberculosis were rampant, often leading to death. The education received was generally insufficient as many teachers assumed that Indigenous children were unfit for anything more than a basic education which focused on practical skills and religious training.

Messages of the inferiority of Indigenous peoples, their culture, and lifeways were commonplace (TRC, 2015a). Emotional and psychological abuse was commonplace, physical abuse was considered standard punishment, and sexual abuse was common (Hanson *et al.*, 2020). Survivors of the school at St. Anne's in Fort Albany have described serious physical and sexual abuse at the hands of school staff (Roman, 2013), leading to criminal charges of former school staff in the 1990s. The abuses combined with the poor living conditions resulted in an extremely high death toll. In 1907, government medical inspector P.H. Bryce reported that 24 percent of previously healthy Indigenous children across Canada were dying in residential schools, and this figure did not include children who died at home where they were frequently sent when critically ill (Hanson *et al.*, 2020).

2.2.9 The Sixties Scoop

The Sixties Scoop refers to the mass removal of Indigenous children, including Métis children, from their families into the child welfare system, without the consent of families or communities in most cases. As the government began phasing out compulsory residential school education in the 1950s and 1960s, residential schools persisted as a boarding school, primarily for children whose families were deemed unsuitable to care for them. An amendment to the *Indian Act* in 1951 enabled the province to provide services to Indigenous peoples that were not available federally, including child protection (Hanson, 2009c).

Provincial social workers assigned to reserves often assessed child safety and welfare by mainstream cultural standards, without adequate education and training to recognize the problems rooted in generations of trauma related to residential schools. As a result, thousands of Indigenous children were removed from their homes and placed into the child welfare system starting in the 1960s and continuing up to 1990 (TRC, 2015a). By the 1970s, roughly one third of all children in care were Indigenous (Johnston, 1983, as cited in Hanson, 2009c). Many children lived in institutionalized care, or floated between foster homes, where incidences of physical and sexual abuse were not uncommon but often covered up (Fournier & Crey, 1997, as cited in Hanson, 2009c). Similar to the impacts of residential school, the ensuing cultural suppression (denial of their Indigenous identity) and abuse among Indigenous children in the welfare system led to significant impacts on psychological and emotional health (Hanson, 2009c).

2.2.10 The *Constitution Act, 1982* and Aboriginal Rights

Between 1977 and 1981, the federal government entered into discussions with the provinces to reform and take authority of the Constitution from the British government. Aboriginal political organizations were unsuccessful in getting a seat at the negotiations table, and the first proposal for the Constitution put forward in 1981 excluded Aboriginal and Treaty Rights. However, several months of lobbying by First Nations, Inuit, and Métis organizations led to the inclusion of two clauses in Section 35 of the Constitution: recognition of “existing Aboriginal and Treaty Rights”; and, definition of Aboriginal peoples that included all three groups (CIRNAC, 2017). The presence of the word “existing” means that section 35 only applies to Aboriginal and Treaty Rights that were not extinguished when the *Constitution Act, 1982* came into effect. Therefore, if a right was previously extinguished (e.g., through surrender to the Crown), it is not revived by Section 35 (Centre for Constitutional Studies, 2021).

While attempts were made to define existing Aboriginal Rights between 1983 and 1987, they remained undefined because of disagreements between Canada, Indigenous groups, and the provinces. As a result, responsibility to define the extent and scope of Aboriginal Rights, and to direct government policies and programs so that they respect these rights and prevent infringement on them, has fallen to the courts (CIRNAC, 2017).

Several Supreme Court cases have reaffirmed Indigenous rights to harvesting activities. The *R. v. Sparrow* (1990) was a precedent-setting case and the first decision by the Supreme Court to interpret Section 35. In 1984, Ronald Sparrow from the Musqueam Indian Band was arrested for fishing with a net longer than was permitted by his food fishing license. The Supreme Court of Canada ruled that Musqueam's Aboriginal Right to fish had not been extinguished and was an existing right. The court also ruled that the government cannot override or infringe on these rights without justification. This ruling led to what is now known as the "*Sparrow* Test", which sets out a list of criteria that determines whether a right is existing, and if so, how a government may be justified to infringe on it (Salomons & Hanson, 2009).

The *R. v. Van der Peet* (1996) case was pivotal in further defining Aboriginal Rights under Section 35. Dorothy Van der Peet, a member of the Stó:lō Nation, was charged with selling salmon that had been caught under a food-fishing license. The court ruled that fishing constitutes an Aboriginal Right, but the sale of the fish does not. The ruling led to what is now known as the "*Van der Peet* Test" or the "Integral to a Distinctive Culture Test", which establishes ten criteria that must be met for a practice to be affirmed and protected as an Aboriginal Right (Hanson & Salomon, 2009):

1. The perspective of Aboriginal peoples themselves.
2. The precise nature of the claim (what is being claimed as a right).
3. The practice, custom, or tradition must be of central significance to the society in question.
4. The Aboriginal Right must have continuity with the practices, customs and traditions that existed prior to contact.
5. Courts must take challenges with evidence into account (e.g., oral history of Indigenous peoples rather than written records).
6. Claims must be specific and not general.
7. The practice, custom, or tradition must be of independent significance to the group (i.e. central to the group's identity).
8. The practice, custom, or tradition be distinctive (i.e., characteristic part of the culture).
9. European influence is only relevant if the practice, custom, or tradition is integral to the Indigenous society because of that influence.
10. Courts must take into account both the relationship of Aboriginal peoples to the land and their cultures.

Critics of the *Van der Peet* Test point out that the test situates Aboriginal cultural practices in the past and ignores the dynamic, adaptive nature of culture by treating Aboriginal cultures and traditions as static and unchanging (Hanson & Salomon, 2009).

2.2.10.1 Métis Rights

The rights of Métis communities and individuals were historically excluded or simply ignored by the government, contributing to vulnerabilities and marginalization (Teillet, 2013). Miner (2022) notes that Métis providing for their families and communities were often charged with poaching and illegal fishing throughout the 20th century. The rights of the Métis were not formally recognized until Section 35 of the *Constitution Act, 1982.*

Since the early 2000s, two major Supreme Court of Canada decisions have initiated the long process of defining Métis rights, as well as highlighted the complexities associated with defining Métis identity in

the context of these rights. The first was *R. v. Powley* (2003), which forever transformed Métis harvesting rights. Two Métis hunters, Steve Powley and his son were charged with hunting a moose near Sault Ste. Marie without a license under the Ontario *Game and Fish Act*. They pleaded not guilty and asserted their Aboriginal Right to hunt. After a decade of court proceedings and a series of appeals by the Crown, the Supreme Court confirmed that as Métis people and members of a Métis community, the Powleys' right to hunt in the area was protected by Section 35 (Teillet, 2013). The evidence in the *Powley* case also showed that after the economic migration of Métis from the Great Lakes to the prairies in the early 19th century, a significant Métis population remained in the Great Lakes-Boundary Waters regions of Ontario (Teillet, 2013).

During the *Powley* case, the Supreme Court determined that the appropriate way to define Section 35 Métis rights is to modify the test used to define the Aboriginal Rights of First Nations, as determined *R. v. Van der Peet* (1996). The test to define Métis rights is now called the Powley Test and it includes ten components (Teillet, 2013):

1. The characterization of the right, including reason for harvesting (e.g., for food, for ceremonial purposes, etc.), the location of harvesting and other contextual information.
2. Verification of membership in the contemporary Métis community.
3. Identification of the historic rights-bearing Métis community with a distinctive collective identity that existed prior to when Euro-Canadians effectively established political and legal control in that area.
4. Identification of the contemporary rights-bearing community that is a continuation of the historic community.
5. The historical timeframe for the practice, which must have been undertaken post-contact but before Euro-Canadian political and legal control.
6. Whether the practice was integral to the claimant's distinctive culture.
7. Whether the practice is continue by the Métis community.
8. Whether the right was extinguished by the Crown by constitutional enactments, federal legislation, or by agreement with the Aboriginal people.
9. Whether the right was infringed upon for any reasons.
10. If the right was infringed upon, whether the infringement was justified.

In 2016, following a 17-year court battle, the Supreme Court of Canada ruled in the *Daniels v. Canada* case that Métis and Non-Status Indian are considered "Indians" under Section 91(24) of the *Constitution Act, 1867* (Gaudry, 2009). This interpretation means that the federal government holds the legal responsibility to legislate on issues related to Métis and Non-Status Indians rather than provincial governments. The case ended a long standing situation of legal uncertainty where neither levels of government took responsibility for the Métis and Non-Status Indians (Roy, 2021). The Supreme Court commented that Métis and Non-Status peoples had been essentially in a "jurisdictional wasteland with significant and obvious disadvantaging consequences" (Daniels v. Canada, 2016, para. 14). While the ruling does not grant Indian Status, as defined by the *Indian Act*, to Métis and Non-Status peoples, the ruling has resulted in new discussions and negotiations with the federal government over land claims, rights, self-governance, and access to education, health programs, and other government services (Roy, 2021).

Canadian legal definitions of Métis have further complicated the situation with respect to Métis Rights. The *Powley* case established who can legally qualify for Métis Rights and specific criteria to be considered Métis: the individual must self-identify as Métis, have an ancestral connection to a Métis community, and be accepted by that community as a member. However, in the *Daniels* case the Federal Court defined Métis as "a group of native people who maintained a strong affinity for their Indian heritage without possessing Indian status" (cited in Teillet, 2013). As noted by Teillet (2013), this definition separated individuals from Aboriginal collectives and held that there is no need for any ancestral connection to a Métis group and no need for community acceptance, and ultimately eliminated the Métis as a separate Aboriginal people. Regardless, the criteria of the *Powley* decision still define which Métis communities have Aboriginal Rights.

The Powley Test has been identified as problematic in that the criteria for being Métis is exclusionary to urban Métis families who may have lived in the city for generations, as well as people who have mixed Aboriginal and non-Aboriginal ancestry yet are not connected to a contemporary Métis society. This has contributed to tensions between different Métis groups (Ouellet & Hanson, 2009), and heated debate among many Métis people in Canada (Gaudry, 2009). As noted by Ouellet and Hanson (2009), it is expected that "the issue of Métis identity will continue to be the topic of much debate and discussion since Métis Rights depend on identifying the people who are entitled to such rights, and then specifying what those rights are" (para. 6).

2.2.11 Legislative Developments

In the period following the signing of Treaty 9, further British and later Canadian Governments laws, regulations, and policies on northern Ontario, contributed to growing intervention and regulation of Indigenous peoples by both the federal and provincial governments. This section reflects on some of the key legislative developments that have governed natural resource and land use, and the associated effects on the rights of Indigenous peoples in the region. It is important to note that this section is not exhaustive nor reflective of all legislation that may have impacted Indigenous peoples in the region.

2.2.11.1 Fish & Game Regulations

At the time of the Robinson treaties (1850), there was very little, if any, competition for fish resources from European fisherman, particularly in Lake Superior and areas to the north. There was also no comprehensive legislation pertaining to fish in place at the time. For varying periods of time, and depending on the location, the government generally did not restrict the full and free privilege to fish provided for by the Robinson treaties. However, changes occurred with the passage of comprehensive fisheries legislation and the drafting of subsequent treaties, including Treaty 9 (Hansen, 1991).

The first passage of comprehensive fisheries legislation came in 1857 with the *Fisheries Act*, under which the Department of Crown Lands became responsible for fisheries in Upper and Lower Canada. The Act did not contain any specific references to Indigenous people. An amendment in 1859 provided for the first time for special fishing

Treaty 9 was negotiated between Canada and Ontario at a time when federal-provincial jurisdiction over fisheries was well established. One of the treaty's provisions full reflected the state of fisheries legislation, in that the right to hunt, trap and fish is subject to regulations that may be made by "the government of the country".

licenses and leases on lands belonging to the Crown, with no specific reference to Indigenous people. Shortly after this, an agreement between the Department of Crown Lands and the Indian Department "for the protection of the interest of native tribes" was reached (as cited in Hansen, 1991, pg. 6). The agreement suggested that Indigenous people were considered subject to the regulations of the Act since they were exempt from paying fees for fishery leases anyways. However, they were exempt in cases of fishing for domestic consumption only, and they were subject to the regulations otherwise (i.e., when fishing commercially or for trade). Thus, fishing rights were being interpreted as domestic consumption fishing rights only (Hansen, 1991).

Amendments to the *Fisheries Act* in 1865 provided a regulation with respect to Indigenous fisheries for the first time. The regulation specifically referred to the allowance of 'certain Indians' to fish for their own use as food, reinforcing the interpretation of Indigenous fishing rights as rights related to domestic fishing purposes only. It also added a new component – an open season – which reflected developing conservation principles (Hansen, 1991). After confederation, Canada implemented the first federal *Fisheries Act* in 1868. The Act maintained the provisions of the preceding acts, including the licensing of Indians to fish for their own use. In addition, Indian fishermen were considered to be subject to all regulations (Hansen, 1991).

The government of Ontario was not involved in the legislative aspects of resource management until 1885 with the passage of the *Ontario Fisheries Act*. It contained several provisions from the federal act, and like his federal counterpart, the Ontario Commissioner of Crown Lands was authorized to establish licensing (Hansen, 1991). In 1890, a royal commission on game and fish was appointed to make recommendations with respect to these resources in the province.

The overlapping jurisdictional issues with respect to federal and provincial fisheries legislation were eventually resolved through the courts, where it was ruled that Canada had the authority to enact legislation for inland fisheries and Ontario had proprietary interests in fisheries and the authority to issue licenses for fisheries in the province (Hansen, 1991).

The expansion of the railway network led to new settlement in the region, which in turn led to an increase in the number of sportsman and tourists visiting the region and increased pressures on fish and wildlife. Upon recommendation by the commission, Ontario created the *Game and Fisheries Act* in 1892, replacing the previous fisheries legislation. In turn, the Act intensified enforcement for First Nations in Ontario (Calverley, 2009).

Under the new legislation, a series of law changes were enacted to address declining game populations, including: a new range of closed seasons for some of the most desirable species, such as deer, moose, and elk; new seasons for game birds; and complete hunting bans on certain species. In addition, new license requirements were introduced for non-residents and system of game overseers were established to enforce game laws and penalties (Calverley, 1999). Regardless of these efforts, wildlife populations continue to decline (Bate, 2023).

Initially, the *Game and Fisheries Act* contained a clause exempting treaty Indian hunters from the legislation based on their Treaty Rights. However, the clause referencing Treaty Rights was eventually removed from the Act in 1914 and by 1927, all hunting exemptions for First Nation hunters had been removed from the Act – all "persons" affected by the Act were now defined to include "Indians". By this time, game laws in Ontario included complete hunting bans on moose and deer, bag limits, quotas, required licensing, and hunting seasons (Bate, 2023). As a result of the hunting regulations, Indigenous hunters' control over resources, secured through treaty, was restricted, impacting their cultural lifeways.

A jurisdictional challenge arose with the application of the provincial Act to Indigenous peoples with Treaty Rights, which were under federal jurisdiction. Indian Affairs began to take increased interest in securing Indigenous peoples harvesting rights, as Indian Agents increasingly became allies to communities in the north.

As noted by Calverley (1999), after almost three decades of complaints, letters and petitions from the Anishinaabeg, some Indian Agents came to understand Indigenous perspectives on the application of provincial legislation; in part, the Act was taking food out of the mouths of Indigenous people. In terms of game depletion, the agents generally believed the increase in settler hunter and sportsman were the main conservation threat. Indian Affairs generally adopted a more proactive approach in relation to Indigenous hunting and trapping rights for a period. However, Indian Affairs was not completely opposed to regulating Indigenous hunting, and they would not openly challenge the Ontario government over treaty rights (Calverley, 1999).

In response to the *Sparrow* ruling (see **Section 2.2.9**), the Ontario Ministry of Natural Resources issued an *Interim Enforcement Policy on Aboriginal Hunting and Fishing* in 1991 that states Aboriginal people harvesting game or fish for personal consumption or social or ceremonial purposes in their treaty areas or traditional lands will generally not be prosecuted. However, this policy was meant to be an interim measure and when the province enacted a new *Fish and Wildlife Conservation Act* in 1997, neither it, nor the detailed regulations under it, make any reference to Treaty or Aboriginal Rights to harvest.

2.2.11.2 The Registered Trapline System

In response to declining populations of fur-bearing species, and complaints from Indigenous trappers about other trappers encroaching into their territories, the government of Ontario issued new game regulations under the *Game and Fisheries Act* of 1946 that included the creation of the Registered Trapline System (Finch, 2020; Sutherland, 2020). While it was first implemented in southern Ontario, by 1948 the regulations applied to the north. Traplines established in the north were based on watersheds rather than the township system used in the south, as directed by the Department of Indian Affairs (Finch, 2020).

In the years following the introduction of the system, Indigenous trapping was impacted by several key factors such as new wildlife laws, changing lifeways, increased wage labour opportunities, increasing government aid, and multiple outbreaks of tularaemia, an infectious disease that affects beaver and muskrat (Finch, 2020). Input from Indigenous communities, including concerns that the established

trapping seasons did not work in the north because of the different climate in the James Bay region, were not reflected in trapping regulations (Sutherland, 2020). In addition, the Registered Trapline System involved licenses, registration, and quotas, all of which was foreign to Indigenous trappers (AMEC, 2004b, as cited in Tsuji *et al*., 2011).

2.2.11.3 Ontario *Far North Act*

In response to the need to balance development potential with conservation in the north, the provincial government launched the *Far North Planning Initiative* in 2008 (Bowie, 2017). The purpose of the initiative was to direct economic development, support conservation, and address Aboriginal and Treaty Rights through the development of community-based land use plans for the Far North region – an area that represents over forty percent of the province (MNR, 2011, as cited in Bowie, 2017).

The purpose of the 2010 *Far North Act* is to provide community-based land use planning in the Far North region that (*Far North Act*, 2010, s.1):

- Sets out a joint planning process between First Nations and Ontario;
- Supports the environmental, social and economic objectives for land use planning for the peoples of Ontario; and,
- Is done in a manner that is consistent with the recognition and affirmation of existing Aboriginal and treaty rights.

The land use planning process established under the Act entails the development of a terms of reference by a First Nations community interested in participating, which must then be approved by the Minister of Natural Resources, who then designates a planning area for the Community Based Land Use Plans (*Far North Act*, 2010, s. 9). The plans are intended to include maps that show historical and contemporary Indigenous use in the area. Communities can designate areas of significant cultural value such as burial sites, waterways and travel routes to be protected, caribou migration routes and areas to be considered open for or closed to mineral exploration. At least one protected area must be identified through the planning process (*Far North Act*, s. 9(9)(c)(d)). However, the plans must be jointly approved by the First Nation and the Ministry,

and once the final plan is approved, all decisions to authorize land use activities must be consistent with the land-use designations in the plan. For First Nations communities in the Far North, community-based land use plans signify inherent jurisdiction over lands and the authority to make decisions on contested land uses (Scott *et al*., 2018).

The legislation has been contested by First Nations and their regional organizations based on the level of and approach to consultation undertaken by the province, and concerns about how the recommendations provided by First Nations were incorporated. While amendments were made, including the addition of "joint bodies" that could be established with interested First Nations, the province retains ultimate decision-making powers related to amendments, policy documents, and exemption orders related to land use strategies (Gardner *et al*., 2012).

The Act was recently amended in December 2021, following the recommendations identified in a joint process with Nishnawbe Aski Nation and the Ministry of Northern Development, Mines, Natural Resources and Forestry, and in consultation with First Nations and stakeholders in the region. Amendments were made to "encourage collaboration between Ontario and First Nations on land use planning and foster economic growth in the region while maintaining critical cultural and environmental protections" (Environmental Registry of Ontario, 2021).

2.3 Cumulative Effects to Aboriginal and Treaty Rights and Interests

For roughly seven generations nearly every Indigenous child in Canada was sent to a residential school. They were taken from their families, tribes and communities, and forced to live in those institutions of assimilation. The results while unintended have been devastating. We witness it first in the loss of Indigenous languages and traditional beliefs. We see it more tragically in the loss of parenting skills, and, ironically, in unacceptably poor education results. We see the despair that results in runaway rates of suicide, family violence, substance abuse, high rates of incarceration, street gang influence, child welfare apprehensions, homelessness, poverty, and family breakdowns. Yet while the government achieved such unintended devastation, it failed in its intended result. Indians never assimilated.

– Honourable Justice Murray Sinclair speech to the United Nations, 2010

The long history of colonialism in Canada and associated actions, legislation, and policy has involved both recognition of, and infringement on, the Aboriginal and / or treaty rights of Indigenous peoples in the region and across the country. This history has also been described as constituting cultural genocide (TRC, 2015b). The traditional lifeways, culture, and language of Indigenous peoples, including the Anishinaabeg, Omushkegowuk, and Métis of the region, have been forever transformed, in part because of centuries of displacement from their traditional land bases and use of resources. When combined with ongoing colonial structures and approaches that continue to overlap with the Aboriginal and Treaty Rights and Interests of Indigenous peoples, these changes impact cultural continuity and well-being as the ability of Indigenous peoples to transmit Indigenous knowledge, culture, and lifeways out on the land is increasingly challenged.

Colonial systems of governance and justice that have superseded and / or failed to respect the inherent jurisdiction of Indigenous peoples, and the spirit and intent of the treaties with the Crown, have been imposed on Indigenous peoples in the region for centuries (Anishinabek Nation Legal Department, 2018). Moreover, attention to Indigenous men rather than women and the application of patriarchal assumptions and approaches by European traders, missionaries, and political leaders have exacerbated violations to Indigenous governance by overlooking a segment of the population (i.e., women) that prior to contact, held important roles in leadership.

The impacts go well beyond Aboriginal and / or Treaty Rights and Interests. While Canada has become a member of the world's leading nations, Indigenous peoples, including the Anishinaabeg and Omushkegowuk, continue to experience disproportionate inequities to the general Canadian population (OCCC, 1986). As noted by Matheson *et al*. (2022), the ongoing implications of various systemic structures experienced by Indigenous peoples has resulted in poor housing conditions, food insecurity, and the absence of potable water on some reserves. Many Indigenous people continue to experience the long term and often debilitating impacts of residential schools, and those that survived were often unprepared to succeed in the market economy or to pursue traditional activities such as hunting and fishing. In many cases, family connections were permanently broken. The overall suicide rate among First Nations communities is about twice that of the total Canadian population (TRC, 2015a). Indigenous peoples face higher rates of infant mortality, a greater burden of disease, and reduced life expectancy (Smylie & Firestone, 2016). In addition, Indigenous peoples are significantly overrepresented in the Canadian criminal justice system (RCAP, 1996, as cited in Government of Canada, 2023). Despite all of these atrocities and outcomes, Indigenous peoples are reclaiming their rights and reconnecting to their cultural roots.

2.4 Reconciliation and Looking to the Future

In more recent decades, there is increased awareness about colonization and its ongoing effects on Indigenous peoples. These efforts began with the establishment of the Royal Commission on Aboriginal Peoples in 1990, whose mandate was to study the evolution of the relationship between Indigenous peoples, the government of Canada, and Canadian society as a whole (Doerr, 2006). The Commission released a five-volume report in 1996 that ultimately noted that a complete restructuring of the relationship between Indigenous peoples and non-Indigenous peoples in Canada is needed (Doerr, 2006); the findings of the Commission's report have informed this one.

In 2008, the Truth and Reconciliation Commission was established as part of the Indian Residential School Settlement Agreement. The Commission was established to guide Canadians through the difficult facts of the residential school system, and to "lay the foundation for lasting reconciliation across Canada" (Moran, 2015, para. 1). The Commission conducted community hearings across the country to hear from Indigenous peoples directly. A six-volume final report documents the experiences of Indigenous peoples and identifies 94 Calls to Action to advance the process of reconciliation was released in 2015; the findings of the Commission's report have also informed this one. .

While there has been a recent focus, including efforts and actions on reconciliation with Indigenous peoples, many Indigenous communities, including Marten Falls First Nation, continue to experience day-to-day challenges with access to basic human rights including health services, education, personal and community safety, food security, and more. For Marten Falls First Nation, the development of the Community Access Road is an act of reconciliation – it helps to address access to basic rights while providing an opportunity to support Marten Falls First Nation's self-determination and their ability to pursue economic prosperity, social and community well-being and cultural continuity.

03

Marten Falls First Nation

The information presented in this section of the report is based on the Proponent's current understanding of Marten Falls First Nation's rights and interests in relation to the study areas for the Aboriginal and / or Treaty Rights and Interests impact assessment. The information in this section of the report has been sourced from information, inputs, and materials provided directly by Marten Falls First Nation through the Project's Indigenous Knowledge Program and Consultation Program, and publicly available source information where appropriate.

The objective of the Proponent is to share this information with Marten Falls First Nation early in the Impact Assessment / Environmental Assessment to enable collaboration and discussion. The overarching goal is to enhance the Proponent's understanding of Marten Falls First Nation's Aboriginal and / or Treaty Rights and Interests in relation to the proposed Project.

Imagining Access – Why the Project?

The Project will offer Marten Falls First Nation the opportunity to grow as a community but also be part of the social and economic fabric of the region and country. The Community Access Road will reduce transportation costs for goods and services, making food, gas, and other supplies cheaper. It will help families be together in the community and increase social interactions with other communities. It will also provide a vital connection to emergency, health, and social services.

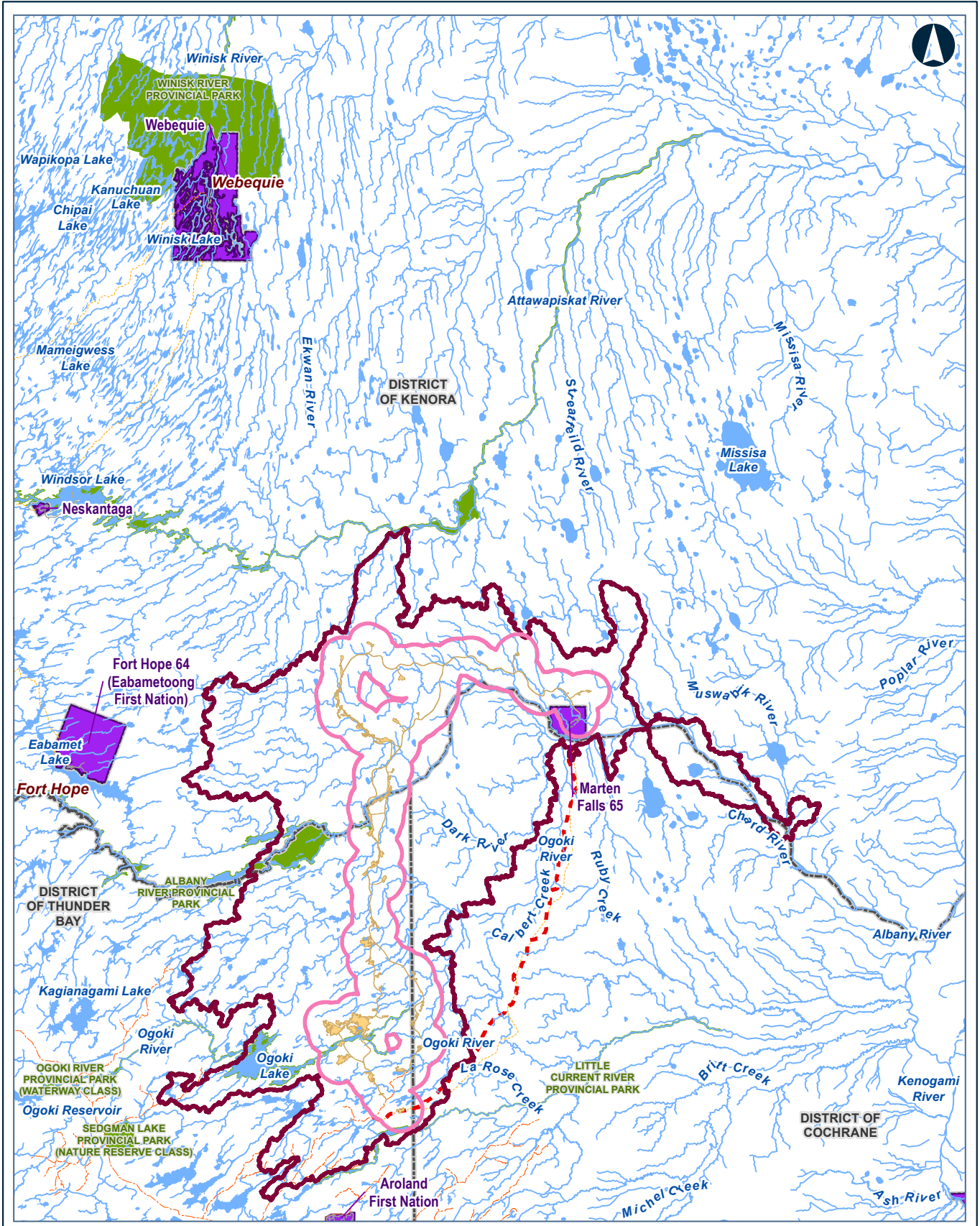
3.1 Community Profile

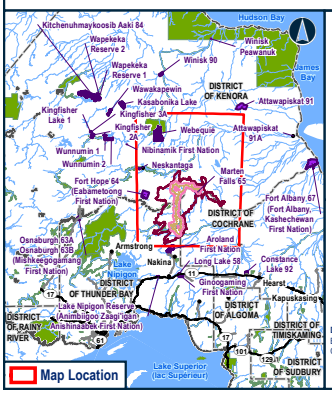
Marten Falls First Nation is a remote Anishinaabe community located in the Hudson Bay Lowlands, about 160 km northeast of Nakina at the junction of the Albany and Ogoki Rivers, in the Far North region of Ontario (**Figure 3-1**). As of July 2023, Marten Falls First Nation has 870 registered members. Of these, 357 members (41%) live on reserve in the community, and the remaining 513 members (59%) live elsewhere (Government of Canada, 2023a), including in the Thunder Bay and Geraldton areas (Stantec, 2017).

The community is currently accessible by air transportation out of Thunder Bay and Nakina, or by winter road, when conditions permit (AECOM, 2020). When possible, residents build and maintain the winter road annually between January and March for freight, commercial, and community use (MFFN & OMNRF, 2020; Teach for Canada, 2022). The winter road connects Marten Falls First Nation to Nakina, the closest township to the south with year-long road access, for six to eight weeks in the winter; the trip takes five hours (Teach for Canada, 2022). The remote nature of the community means that the cost of living and goods, and air travel outside of the community to access services, can be very high.

Marten Falls First Nation is a proud community that has retained important customs and cultural teachings that are linked to the lands and river ways that form their way of life (MFFN & OMNRF, 2020).

Sections 3.1.1 to **3.1.5** provide information about Marten Falls First Nation's pre- and post-contact history, reserve lands, language, and governance.





Legend

- First Nation Reserve
- ATRI Local Study Area
- ATRI Regional Study Area
- Project Development Area

General Features

- Local Road
- Winter Road
- Resource / Recreation Road
- Existing Winter Access Road
- Watercourse
- District Municipal Boundary
- Waterbody
- Provincial Park

Data Source:
Base Data: Provided by MNRF 2019; Route Infrastructure - Provided by AECOM 2019. Contains Information licensed under the Open Government Licence Ontario.

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MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

General Location of Marten Falls First Nation

0 5 10 20 30 40
Kilometres

Datum: NAD 1983 CSRS UTM Zone 16N

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Figure 3-1

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3.1.1 Pre-Contact History

Before contact with Europeans, Marten Falls First Nation people had a thriving culture and self-sufficient way of life. Everything they had came from the land, water, and sky. They lived their lives according to the seasons, following the resources for food and to make important materials like clothing, bedding, shelter, and travel items like canoes and snowshoes (MFFN & OMNRF, 2020).

The early spring brought needed warmth after the cold months, and preparations were made for the spring hunt, trapping, and fishing season. Big game and waterfowl were hunted in the early spring, and furbearing animals like muskrat were hunted and trapped in the later spring after ice breakup. Fish nets were also set and fish was dried in the late spring (MFFN & OMNRF, 2020).

Summer was a time for fishing, berry picking, and drying of foods for the coming seasons. It was also an important time for making items used throughout the seasons, including: fish baskets; canoes, teepees, and wigwams from wood, moss, and birch bark; snowshoes from wood and bedding from goose feathers for the upcoming winter. Summer was also a time for gatherings and traditional ceremonies at spiritual sites (MFFN & OMNRF, 2020).

Planning and preparations had to be done before the winter, including decisions on where families would go for the winter hunting season. Moccasins and snowshoes had to be made for all family members, and sled dogs were fattened up to move families to their winter hunting grounds. Rabbit furs and caribou hides were prepared to make clothing, blankets, moccasins, and winter wigwam covers. Meat was smoked and animal bones were turned into lard to provide important winter food, which was needed as people traveled all over the land in search of large game to hunt (MFFN & OMNRF, 2020).

A more comprehensive overview of the pre-contact context of the Anishinaabeg of northern Ontario, including seasonal lifeways, culture and worldview, learning and knowledge building, governance and legal principles, and resource management and stewardship, is provided in **Section 2.1**.

3.1.2 Post-Contact History

Marten Falls First Nation people were closely tied to the fur trade by the late 1600s, and the traditional economy of the community began to change by the 1700s as a result. Indigenous men started to work on boats on the Albany and Attawapiskat Rivers. A fur trading post and valuable supply trade depot was established in 1794 at Marten Falls on the Albany River. People gathered at the post to trade and rest during their travels to Lake Nipigon or other southern destinations. Canoes and boats were also built at this site, and the community served as a valuable supply depot for the region (MFFN & OMNRF, 2020).

The traditional lifeways of Marten Falls First Nation people began to change with the introduction and use of guns, metal traps, Hudson Bay Company blankets, and new foods. The bow and arrow, wooden traps, and rabbit fur blankets all but disappeared. Moose became more abundant, and the dependence on caribou lessened. Beaver populations were wiped out from trapping pressure, leading to starvation among communities in the north, including Marten Falls First Nation. Beaver had to be re-introduced in the early 1900s. Snowmobiles eventually replaced sled dogs. The community experienced constant change as a result, and these changes have continued up to present day, with electronic technology now becoming a standard part of life for almost all Marten Falls First Nation people (MFFN & OMNRF, 2020).

The original community settlement was located about 64 km upstream from its present location, along the Albany River where the Marten Falls are located. The traditional name for the original community site is *Wegwajihwanang*, which translates to “The Falls End” (MFFN & OMNRF, 2020). The community was relocated to the present-day settlement in 1924 when the original Marten Falls trading post was closed and moved to the Ogoki Post because of danger of the rapids at Marten Falls (Teach for Canada, 2022). Marten Falls First Nation is also referred to as Ogoki Post because of this history (MFFN & OMNRF, 2020).

In more recent times, the Marten Falls First Nation community has faced several important challenges:

Drinking water issues: The community was on a boil water advisory starting in 2005, affecting 91 homes and six community buildings (ISC, 2021). While a new water treatment system was built in 2019 (ISC, 2021), the community declared a state of emergency in 2021 when the treatment plant failed due to insufficient operation and maintenance funding, and sewage started to back up (Matawa First Nations, 2021). The costs of flying in bottled water put a significant strain on the community's limited financial resources (Northern Ontario Business, 2021).

Housing shortage: A housing shortage has led to overcrowding, with two to three generations per household, and homelessness (Northern Ontario Business, 2021). The housing shortage is compounded by the fact that there is no firefighting equipment in the community for fire suppression, and there have been numerous house fires, which also poses a risk to the safety and health of members (Northern Ontario Business, 2021). The community declared a state of emergency in early 2022 due to a lack of housing for teachers in the community, and emergency modular housing was sent into the community by the federal government as a result. The previous teacher residences were decommissioned in 1999 after they fell into disrepair. More recently, teachers have been housed in extra suites in a seniors' complex (CBC News, 2022). The federal government is supporting a new housing complex (CBC News, 2022), but additional housing will require upgrades to community water and sewer services (Gemmill, 2023).

Food security: Food security is also a major challenge as the community does not currently have a store for in-person shopping. Community members must rely on air transportation for all food items, which are subject to increasing costs of shipping (Law, 2023).

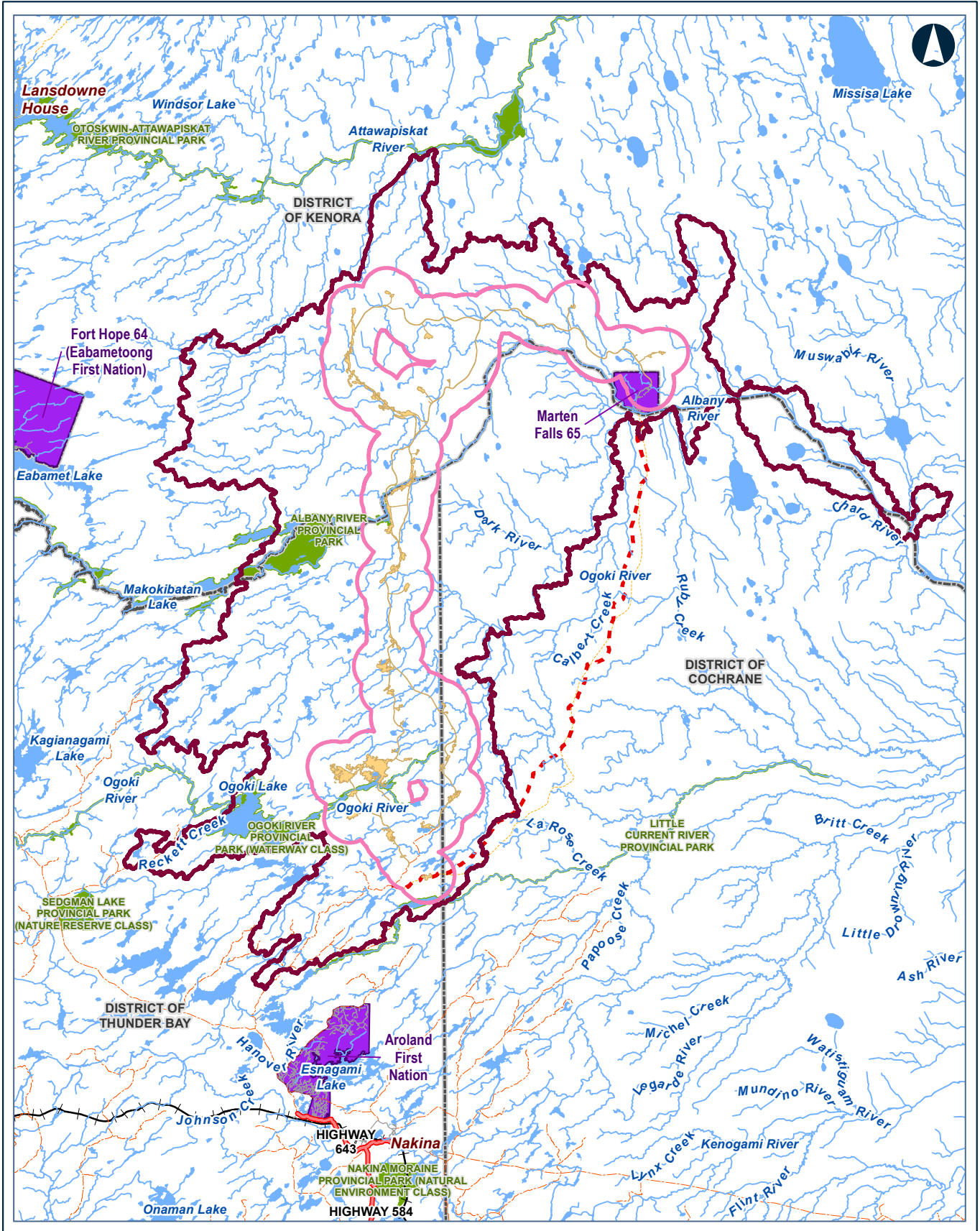
Despite these challenges, the community continues to persevere. For example, the community signed a memorandum of understanding for a solar power pilot project to help reduce dependency on non-renewable energy in 2019 (Northern Ontario Business, 2019), has signed forest tenure agreements (Northern Ontario Business, 2015), and has advocated for investment in community infrastructure including upgrades to the water treatment system in 2016 (Colliers 2023).

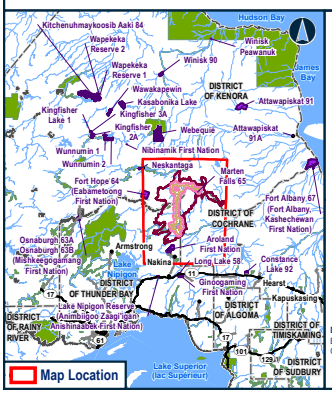
A more comprehensive overview of the post-contact context, including the fur trade, early legislation and policy and associated impacts on Indigenous peoples, the numbered treaties established in the region, perspectives on Aboriginal Rights, and legislative developments that have governed natural resource and land use, is provided in **Section 2.2**.

3.1.3 Reserve Lands

Marten Falls First Nation has one reserve, Marten Falls Reserve 65, on the north shore of the Albany River where it intersects with the Ogoki River (**Figure 3-2**). The reserve is 7770.1 ha in size.

The original reserve was located opposite the historic trading post at Marten Falls, about 64 km upstream from the present-day location of the community (see **Section 3.1**). This original location is described in the *Schedule of Reserves* contained in the James Bay Treaty Number 9 (Treaty 9) of 1905 as "on the Albany River, beginning at a point one-quarter of a mile below the foot of the rapid known as Marten Falls down stream a distance of six miles and of sufficient depth to give an area of thirty square miles" (CIRNAC, 2013, para. 3).





Legend

- First Nation Reserve
- ATRI Local Study Area
- ATRI Regional Study Area
- Project Development Area

General Features

- Highway
- Local Road
- Winter Road
- Resource / Recreation Road
- Existing Winter Access Road
- Railway
- Watercourse
- District Municipal Boundary
- Waterbody
- Provincial Park

Data Source:
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MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Marten Falls First Nation Reserve Lands

0 5 10 20 30
Kilometres

Datum: NAD 1983 CSRS UTM Zone 16N

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Figure 3-2

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3.1.4 Language

The people of Marten Falls First Nation speak dialects of Ojibwe and Oji-Cree (also known as Severn Ojibwe), both belonging within the Algonquian language group (MFFN & OMNRF, 2020). According to the 2016 Census, among the on-reserve population (CIRNAC, 2021):

- About 30% reported knowledge of Indigenous languages;
- About 24% reported Ojibwe or Oji-Cree as their mother tongue (the first language they learned and still know); and
- About 22% speak Indigenous languages in the home.
- Some Marten Falls First Nation people still use and understand the syllabics writing system, along with Roman orthography (MFFN & OMNRF, 2020).

3.1.5 Governance

Marten Falls First Nation is a signatory to Treaty 9. In 1905, Treaty 9 was signed by Chief William Whitehead and Councillors William Coaster and Long Tom Ostamus at the historical Marten Falls trading post (MFFN & OMNRF, 2020). See **Section 2.2.5.2** for more information on Treaty 9.

Marten Falls First Nation has an *Indian Act* Electoral System with a two-year cycle. Leadership includes a Chief and seven Councillors (Government of Canada, 2023b). Chief and Council are accountable to members. Council quorum is necessary for council meetings and decisions require a minimum of four councillors (MFFN & OMNRF, 2020).

Marten Falls First Nation is affiliated with tribal organizations in the Treaty 9 area that provide advocacy, support and other services, including Matawa First Nations and Nishnawbe Aski Nation (MFFN & OMNRF, 2020).

3.2 Understanding of Rights and Interests in Relation to the Project

Sections 3.2.1 and **3.2.2** describe the current understanding of Marten Fall First Nation's Aboriginal and / or Treaty Rights and Interests in relation to the proposed Project. As noted in **Section 3.0**, this understanding was developed based on information provided by Marten Falls First Nation through the Project's Indigenous Knowledge and Consultation programs, as well as publicly available source information.

3.2.1 Aboriginal and / or Treaty Rights Relevant to the Project

It is anticipated that Marten Falls First Nation asserts Treaty 9 and Section 35 rights. According to the Declaration of the Nishnawbe-Aski Nation, the rights of Nishnawbe-Aski Nation people include (NAN, 1977):

- The right to receive compensation for exploited natural resources;
- The right to receive compensation for the destruction and abrogation of hunting, fishing, and gathering rights;
- The right to renegotiate the Treaty as understood by Nishnawbe-Aki Nation people; and
- The right to approach other world nations to further the aims of the Cree and Ojibway Nations of Treaty 9.

The *Mamow-Wecheekapawetahteewiin* (Unity Declaration) of the Matawa Chiefs Council notes the inherent right to self-determination as an important right recognized and affirmed under Section 35 (Matawa First Nations, 2011). As a member of Nishnawbe-Aski Nation and Matawa First Nations, it is likely that these rights may also be declared by Marten Falls First Nation.

At a minimum, it is assumed that Marten Falls First Nation's Aboriginal and / or Treaty rights in relation to the proposed Project include the right to hunt, trap, fish, and gather materials that are of importance to Marten Falls First Nation's cultural traditions and lifeways, as well as the right to cultural continuity and wellbeing (ability to practice and transmit cultural traditions). These rights are considered Valued

Components, which means that they are important elements of Aboriginal and / or Treaty Rights that have the potential to be affected by the proposed Project. The potential impacts of the proposed Project on these Valued Components / rights will be assessed in the future.

General information on Marten Falls First Nation's use of lands, waters, and resource for traditional purposes is presented in **Section 3.4**. Information on the Project Team's understanding of Marten Falls First Nation's use of lands, waters, and resources for traditional purposes in relation to the proposed Project is presented in **Section 3.5**.

General perspectives on the cultural continuity and wellbeing of Marten Falls First Nation are presented in **Section 3.6**. Information on the Project Team's understanding of what is important for Marten Falls First Nation cultural continuity and wellbeing is presented in **Section 3.7**.

3.2.2 Interests Related to the Project

The information on potential interests of Marten Falls First Nation with respect to the proposed Project is based the following sources of information (although other supporting sources have been used and referenced throughout):

- The *Marten Falls First Nation Record of Consultation Report, March 2019 to July 2020* (AECOM, 2020);
- Additional information collected through the Project Consultation Program, including the following events:
  - Consultation for the Project field programs (July and August 2021);
  - Public Information Centres #3 (held June 2022) and #4 (held November and December 2022);
  - The Aboriginal and Treaty Rights and Interests Forum (held in February 2023);
- Preliminary Indigenous Knowledge data from the forthcoming Project-specific Indigenous Knowledge and Indigenous Land and Resource Use Report (MFFN, 2023);
- The *Assessment of Potential Environmental Effects on Traditional Land and Resource Use* for the Hardrock Project (Stantec, 2017);
- The *Marten Falls First Nation Community Based Land Use Plan Terms of Reference* (MFFN & OMNR, 2013); and
- The *Wegwajihwana Ininiwag (Marten Falls First Nation) Draft Community Based Land Use Plan, Part 1* (MFFN & OMNRF, 2020).

It is anticipated that Marten Falls First Nation's interests in the proposed Project may include:

- Concerns about potential impacts to fish and fish spawning areas, moose, beaver, waterfowl, other birds, frogs, turtles, bugs, trees, berries, and medicinal plants (AECOM, 2020; MFFN, 2023);
- Concerns about potential impacts to water quality (AECOM, 2020);
- Preservation of sturgeon and its habitat (AECOM, 2020);
- Protection of wildlife habitat during construction (MFFN, 2023);
- Information on the expected level of traffic / volume of vehicles expected to use the Community Access Road, and associated concern with noise and impacts on animals and Indigenous land use (AECOM, 2020; MFFN, 2023);
- Concerns about animal collisions, especially with moose and caribou (Stantec, 2017; AECOM, 2020);
- Protection of culverts from beaver use (AECOM, 2020);
- Avoid cutting through Saskatoon berry and highbush cranberry areas (consultation for the Vegetation Field Program in 2021);
- Dust mitigation measures to protect tress and waters (AECOM, 2020);
- Need to understand if the road will cross traplines to allow easier access to trappers (AECOM, 2020);
- Concerns about hunters and fishers coming into pristine areas that are valued by community members for their cultural significance, and potential for overharvesting (AECOM, 2020; MFFN, 2023);
- Greater regulation of non-Indigenous hunting in the region (MFFN, 2023);
- Protection of areas valued by the community (MFFN & OMNR, 2013);
- Combining western science hydrology with Indigenous knowledge (AECOM, 2020);
- Concerns about bridges and potential for water, habitat, and visual impacts (MFFN, 2023);
- Understanding the potential for a protection of burial sites along riverbanks and in higher ground areas (AECOM, 2020);

- Sharing community history and stories with upcoming generations of youth (Garrick, 2020);
- Community economic development and business opportunities (Stantec, 2017; AECOM, 2020) while protecting traditional culture and heritage, through innovation (MFFN & OMNRF, 2020); and
- A cumulative effects assessment (AECOM, 2020).

These interests will inform the overall Impact Assessment / Environmental Assessment, including the assessment on Marten Falls First Nation Aboriginal and / or Treaty Rights and Interests.

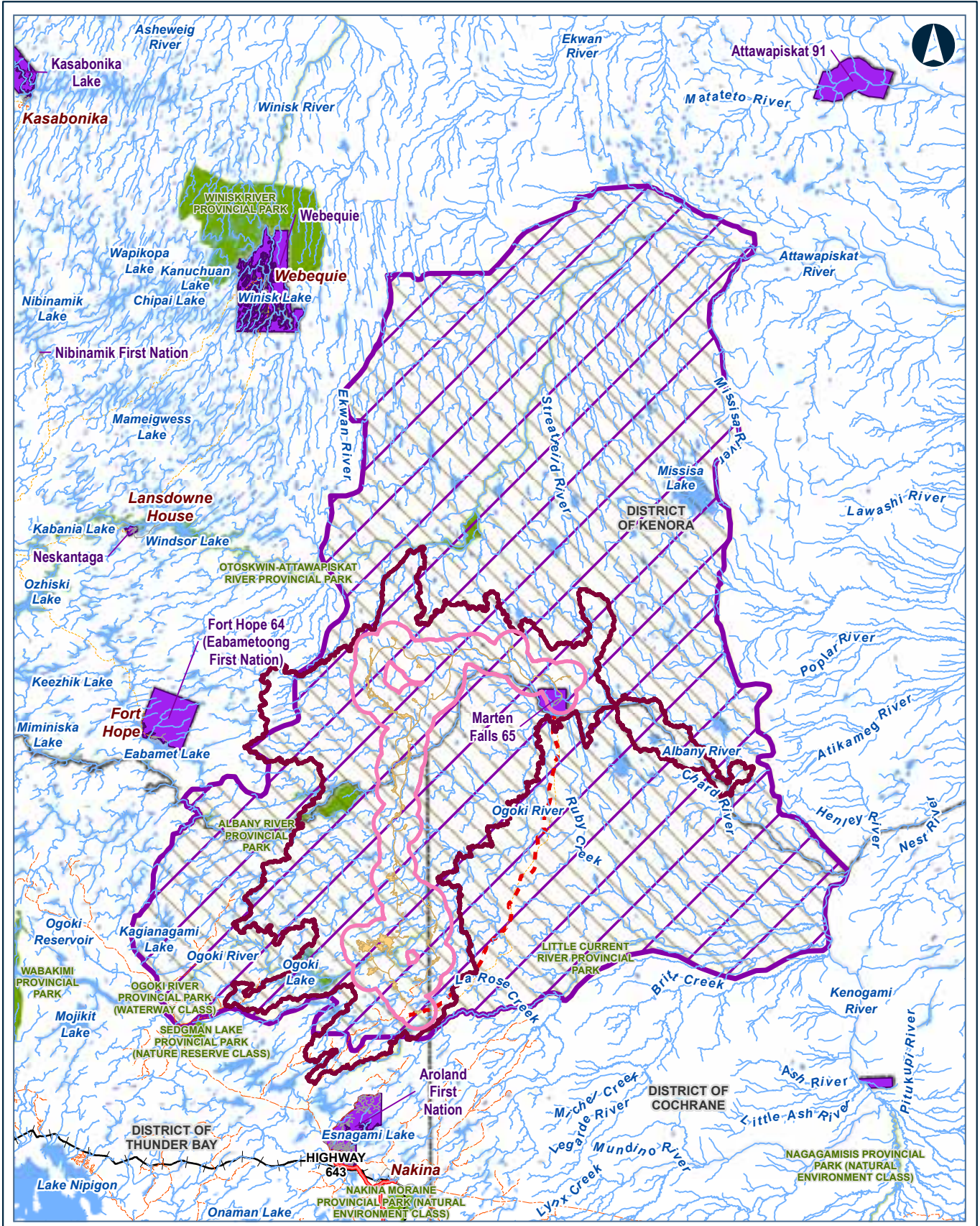
3.3 Area of Interest

A preliminary Area of Interest has been identified for Marten Falls First Nation, as shown in **Figure 3-2**. The preliminary Area of Interest is intended to identify where Marten Falls First Nation may exercise / hold Aboriginal and / or Treaty Rights and Interests that are relevant to the proposed Project.

The preliminary Area of Interest is based on the proposed Planning Area in the Draft Community Based Land Use Plan developed in 2020 under the *Far North Act*. However, the proposed Planning Area stops at the Far North boundary given that the scope of the land use plan is north of this boundary only, as per the *Far North Act*. In another figure prepared for Marten Falls First Nation (KBM Resources Group, 2013), an Area of Interest outside (south) of the Far North boundary is depicted. This area south of the Far North boundary has been incorporated into the preliminary Area of Interest for the proposed Project's Impact Assessment / Environmental Assessment.

The preliminary Area of Interest contains the entirety of the Project Development Area and the Local Study Area, and almost the entirety of Regional Study Areas for the assessment except for a small portion east of Eabametoong First Nation, as shown in **Figure 3-3**.

The Impact Assessment Agency of Canada (2023) notes that an Indigenous community's "long-standing connection to, use of, or occupation of an area is indicative of a community's rights". It is the Proponent's understanding that an Indigenous community can assert an area of interest or traditional territory and that these assertions may consider many factors including, but not limited to, hunting and trapping areas, wildlife migration patterns, travel routes, watersheds, etc. However, these assertions "may not be well understood by all parties, they may raise uncertainty as they lack information, or there may be differing interpretations" (IAAC, 2023). Therefore, it is important to note that for the purposes of identifying a preliminary Area of Interest for the proposed Project, Marten Falls First Nation is strictly presenting information that has been provided by an Indigenous community or has been identified in publicly available data sources. By presenting this information, Marten Falls First Nation is neither validating nor confirming information regarding the assertion of areas of interest or traditional territories.



Legend

- Preliminary Area of Interest for the Proposed Project
- First Nation Reserve
- ATRI Local Study Area
- ATRI Regional Study Area
- Project Development Area
- Marten Falls First Nation Area of Interest for Planning (Community Based Land Use Plan, December 2013)

General Features

- Highway
- Local Road
- Winter Road
- Resource / Recreation Road
- Existing Winter Access Road
- Railway
- Watercourse
- District Municipal Boundary
- Waterbody
- Provincial Park

Data Source:
Base Data: Provided by MNRF 2019; Route Infrastructure - Provided by AECOM 2019; Area of Interest for Planning - Provided by Marten Falls First Nation and the Ontario Ministry of Natural Resources and Forestry (2013). Contains Information licensed under the Open Government Licence Ontario.

DRAFT PRELIMINARY DOCUMENT

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Marten Falls First Nation
Area of Interest

0 5 10 20 30 40
Kilometres

Datum: NAD 1983 CSRS UTM Zone 16N

Nov, 2023	1:1,250,000 * when printed 11"x17"
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Figure 3-3

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3.4 Use of Lands, Waters, and Resources for Traditional Purposes

Available information on Marten Falls First Nation land, water, and resource use is presented in **Sections 3.4.1** to **3.4.5**. The information presented in these sections is general to Marten Fall First Nation. Information on Marten Falls First Nation's land, water, and resource use for traditional purposes specifically in relation to the proposed Project is provided in **Section 3.5**.

The information presented is largely based on the following sources of information (although several other supporting sources have been used and referenced throughout):

- Marten Falls First Nation Indigenous knowledge and land, water, and resource use information collected as part of the Community-based Land Use Plan development process and provided to the Project Team (MFFN, 2019);
- Information collected through the Project Consultation Program, including the following events:
  - Consultation for the Project field programs (July and August 2021);
  - Public Information Centres #3 (June 2022) and #4 (November and December 2022);
  - The Aboriginal and Treaty Rights and Interests Forum (February 2023); and
- Preliminary information from the forthcoming Marten Falls First Nation Indigenous Knowledge and Use Study (MFFN, 2023) that was undertaken for the proposed Project and shared with the Project Team.

It is important to note the following about the information available on Marten Falls First Nation's land, water, and resource use for traditional purposes:

- The information collected as part of the community-based planning process and provided to the Project Team (MFFN, 2019) does not specify if the information refers to past or

present use, and is limited to a 15 km buffer on the proposed route alternatives. For the purposes of the future impact assessment, and for a conservative approach to the future Impact Assessment / Environmental Assessment, it is assumed that the information refers to recent or present-day use.

- The land, water, and resource use information provided to the Project Team in 2023 by Marten Falls First Nation specifies if use is recent (within the last 10 years) or not (more than 10 years ago), and generally specifies whether participants continued their noted use. This information is reflected in the following sections. However, the information provided is limited to a 20 km buffer on the proposed route alternatives.
- Information on the role of members within the community (e.g., women, men, Elders, youth, people with disabilities) is limited or absent altogether. To date, demographic information (e.g., age, gender, if person has a disability) has not been provided for the Indigenous knowledge and use information provided by Marten Falls First Nation.
- Information on the quality and quantity of resources (including volumes harvested) and the frequency, duration, and / or timing of traditional practices is limited or absent.
- Information on resource thresholds that the community requires to exercise their rights is limited or absent.

Based on information provided through the Indigenous Knowledge Program (MFFN, 2019; MFFN & OMNRF, 2020; MFFN, 2023) and the Consultation Program for the Project, Marten Falls First Nation's use of lands, waters, and resources for traditional purposes has changed over time as a result of:

- The introduction of European goods and modern technology (e.g., guns, snowmobiles, mobile phones, etc.);
- Changes in animal populations, including severe declines and losses; and
- Damming of rivers and associated impacts on established travel routes.

Sections 2.2 and **2.3** provide additional information on the cumulative effects that have already interfered with the ability of Marten Falls First Nation people to use their lands and resources for traditional purposes. Community members have also noted (through the Project's Consultation Program) that climate change is leading to further changes in wildlife (e.g., geese used to be plentiful in April and now they are being observed in June, seeing birds they have not seen in the region previously). Despite these changes, the Marten Falls First Nation community continues to use the lands, waters, and resources for traditional purposes.

3.4.1 Hunting and Trapping

Moose is highly valued in the community (AECOM, 2020a), and most parts of the moose (if not all) are used, including the head, eyes, brain, and nose (MFFN, 2023). Based on information provided through the Indigenous Knowledge and Use Study (MFFN, 2023) and the Consultation Program for the Project, moose are usually hunted in the fall (September until mid-October) and winter, but hunting may occur in other seasons. While caribou used to be hunted regularly, caribou hunting is now rare since there are so few caribou (AECOM, 2020a). The tradition of tanning hide is still practiced in the community (MFFN & OMNRF, 2020). It is common for partridge to be hunted or snared when encountered near the community or when out on the land (MFFN, 2023).

The spring migration of geese and ducks is an important cultural time for Marten Falls First Nation people, and involves waterfowl hunting for food and feathers, as well as cultural celebrations. A cultural week break is taken each year, usually at the end of the April, by children and most community members for these activities and celebrations (MFFN & OMNRF, 2020).

While trapping is less common than it once was, some community members continue to trap for personal and commercial purposes, and trapping continues to provide economic opportunity, depending on fur markets (MFFN & OMNRF, 2020). Trapping also contributes to economic benefits from the sale of crafts such as hats, mitts, moccasins, and snowshoes (MFFN & OMNRF, 2020).

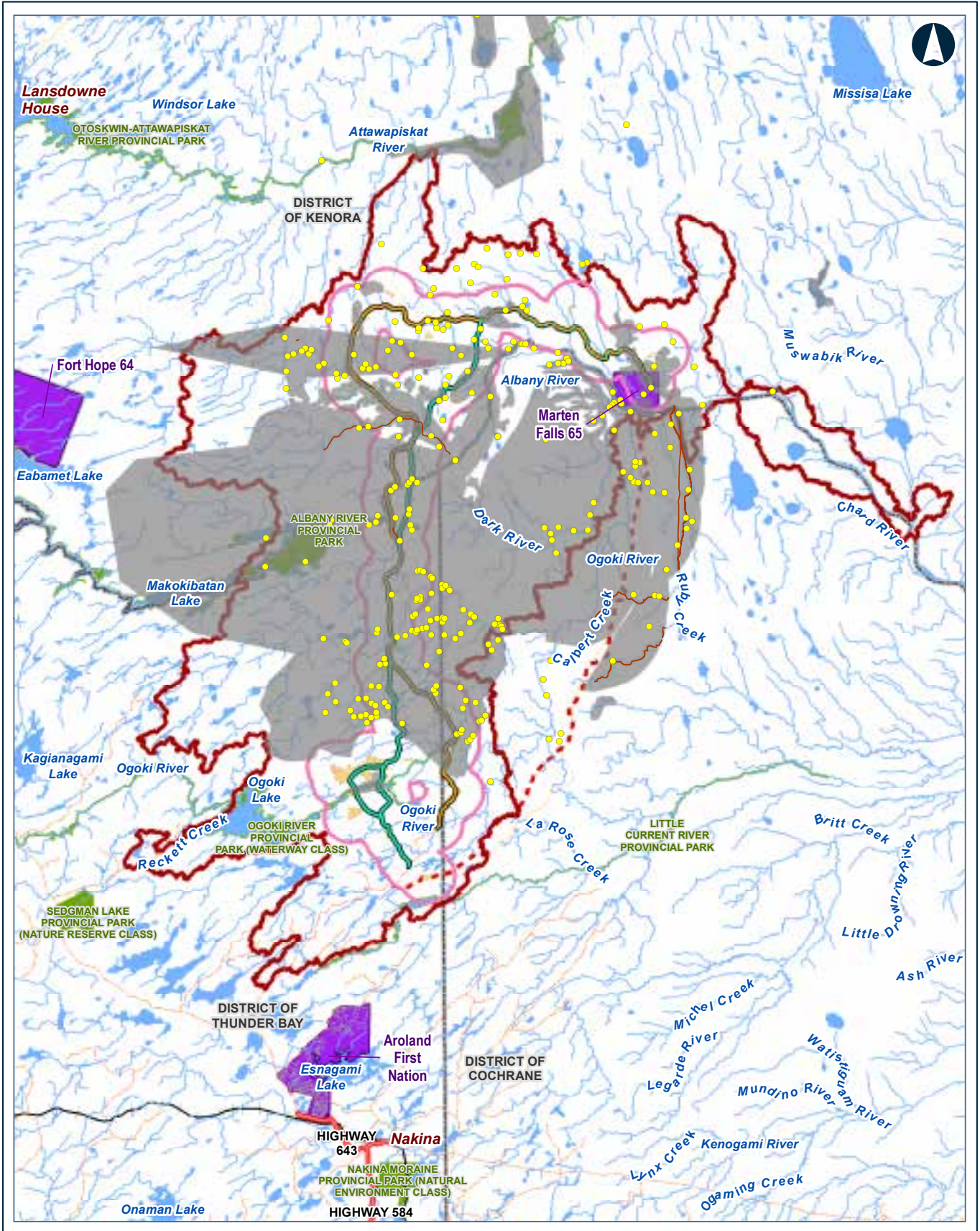
Trapping generally takes place in the fall and winter, and sometimes spring months. Beaver, marten, and muskrat were noted be the most commonly trapped and in the largest numbers. Trappers interviewed for the Indigenous Knowledge and Use Study undertaken for the Project noted it was common to harvest 50 to 100 beaver and muskrat, and 80 to more than 100 marten each year (MFFN, 2023); however, information on the time period for these harvest amount has not been provided so it is not known if these are related to past or more recent trapping activities. Trappers interviewed also reported trapping mink, rabbit, fox, otter, lynx, wolf, weasel, squirrel, fisher, porcupine, and skunk, in much smaller numbers (less than 20 each) (MFFN, 2023). Some community members have also worked as moose hunting guides for economic support (MFFN, 2023).

Information on sites and areas used for personal hunting and trapping is provided in **Section 3.4.1.1**. Information on areas used for commercial trapping and guiding is provided in **Section 3.4.1.2**. The areas and sites are shown in **Figure 3-4**. As shown, many of the hunting and trapping sites and areas that have been identified are located in proximity to waterways and waterbodies (e.g., the Albany, Ogoki, Dark, Dusey, and Wabassi Rivers), and / or are associated with registered trapline areas.

A summary of wildlife of potential importance to Marten Falls First Nation for hunting and trapping based on information provided by the community is provided in **Table 3-1**.

Table 3-1: Wildlife of potential importance to Marten Falls First Nation

Common Name	Oji-Cree Translation	Ojibwe Translation
BIG GAME AND FURBEARERS		
Moose	*mooz*	
Caribou (woodland)	*atik*	
Bear (black)	*makwa*	
Wolf	*maihgan*	
Lynx	*mizhih'bizhiw*	
Beaver	*amik*	
Otter	*nigig*	
Muskrat	*wajaashk*	
Fox	*waakosh*	
Marten	*wabizheshih, wabashtan*	
Fisher	*ojiig*	
Rabbit (snowshoe hare)	*wabooze*	
Squirrel	*ajidamo*	
Weasel	*zikosih*	
Mink	*shakweshi*	
Porcupine	*kaag*	
Skunk	*shikaag*	
BIRDS		
Goose	*nikah*	
Duck	*shesheeb*	
Partridge (ruffed grouse)	*papashki*	
Swan	*waabihssi*	



Legend

- Hunting and Trapping Value Location
- Hunting and Trapping Value Line
- Hunting and Trapping Value Area
- ATRI Local Study Area
- ATRI Regional Study Area
- Project Development Area

Route Label

- Alternative 1
- Alternative 4
- Alternative 1 and Alternative 4

General Features

- Highway
- Local Road
- Winter Road
- Resource / Recreation Road
- Existing Winter Access Road
- Railway
- Watercourse
- First Nation Reserve
- District Municipal Boundary
- Waterbody
- Provincial Park

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Notes:

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Data Source:

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MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Marten Falls First Nation Hunting and Trapping Sites and Areas

0 5 10 20 30
Kilometres

Datum: NAD 1983 CSRS UTM Zone 16N

Nov, 2023	1:800,000 * when printed 11"x17"
Rev:00	

Figure 3-4

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3.4.1.1 Personal Hunting and Trapping Sites and Areas

Some general hunting areas were identified by community members (MFFN, 2019); however, information on the resources hunted was not provided. For the purpose of this existing conditions report, it is assumed that big game (moose and caribou), waterfowl (geese and ducks), and / or small game (beaver, muskrat, partridge, etc.) encountered in these areas may be hunted.

Within the community area, the northeast portion of the reserve and areas around *jiigaakodigweyaa* ("the river that runs along the Albany River"), and the southern portion of the reserve are general hunting areas (MFFN, 2019).

North of the reserve, the areas around *jiigaakodigweyaa* and its tributaries and associated waterbodies are general hunting areas (MFFN, 2019). Northwest of the reserve, many of the waterways and waterbodies north of the Albany and Wabassi Rivers are used for goose and duck hunting, including Gittins (Muskeg) Lake, Sebert Lake, and Gurden Lake (MFFN, 2019). Moose, caribou, and geese are also hunted in the areas around the northern tributaries of the Albany River and associated waterbodies, north of the Wabassi River (MFFN, 2019).

East of the reserve, areas along *jiigaakodigweyaa* and the Albany River, including near the mouth of Ruby Creek, are general hunting areas (MFFN, 2019). Further to the east, a community member noted that they hunted moose along the Albany River, near the Gander River, in the past (MFFN, 2023).

South of the reserve, areas along Ruby Creek, Calbert Creek, and the existing winter access road alignment, east of the Ogoki River, are used for moose, caribou, goose, and duck hunting (MFFN, 2019). Trapping also occurs along Ruby Creek; however, information on the species trapped has not been provided (MFFN, 2019). Areas along and in between the Ogoki and Dark Rivers are used for moose and beaver hunting, and marten and otter trapping (MFFN, 2019).

Directly southwest and west of the reserve and the Albany River, the areas around Squirrel Creek and its tributaries are general hunting areas (MFFN, 2019). Further west and southwest, areas along the Albany River from *kiniigo yahway minis* (Long Neck Island) to Makokibatan Lake are used for moose hunting and small game trapping and snaring:

- An area called *miskawbimahgichiwan,* directly upstream and southwest of *Wegwajihwanang* (the historic community location), is an important area for hunting and trapping (MFFN, 2019);
- Several community members noted that they hunted moose along the Albany River, near Kagiami Falls and south of Washi Lake, within the last 10 years (MFFN, 2023);
- The areas surrounding Teabeau Lake and the Albany River, downstream of Washi Lake, are important for hunting (moose), trapping, and snaring (MFFN, 2019); and
- Moose, goose, duck, and beaver are hunted along the northern and southern banks and tributaries of the Albany River and associated waterbodies in the areas east and south of Washi Lake, including Gourlie and Caviar Creeks, and Saarimaki, Treeloar, Tolfree, Suwala, Balson, Dusey, and Winslow Lakes (MFFN, 2019).

West of the reserve, the areas around the Wabassi River and its tributaries and associated waterbodies (west and north of the Albany River) are used for hunting, including (MFFN, 2019):

- Moose and caribou hunting along the Wabassi River, from its confluence with the Albany River westward toward Duns Lake;
- Goose hunting in the areas around the northern tributaries and associated waterbodies of the Wabassi River;
- Moose, caribou, goose, duck, and beaver hunting along southern tributaries and associated waterbodies of the Wabassi River (including Venton Lake);
- Beaver hunting along the Wabassi River, west of Duns Lake; and
- Caribou hunting in areas south and north of the Wabassi River.

3.4.1.2 Commercial Trapping and Guiding Areas

Commercial trapping is generally undertaken south and west of the reserve. Southeast of the reserve, it was noted that marten and beaver are trapped along Ruby Creek (MFFN, 2019). It is likely that these are commercial trapping activities associated with registered trapline G158.

Southwest of the reserve, there is an active trapline (registered trapline GE157) on the west side of the Ogoki River that is held by a community member and used for beaver trapping; this was noted during a Marten Falls First Nation community meeting in Thunder Bay in December 2022. Information collected from the community-based land use planning process (MFFN, 2019) and the December 2022 community meeting suggests that the following areas are used for trapping on this trapline:

- Areas between the Dusey River and Dusey Lake;
- Areas around the northern tributaries of the Ogoki River; and
- Areas along the various waterways and waterbodies north of Sands Lake, at the southern end of the trapline.

North of registered trapline GE157, the areas around Saarimaki, Teabeau, Washi, and Makokibatan Lakes, and along Gourlie Creek, were noted to be important commercial trapping areas for several generations of Marten Falls First Nation people (MFFN, 2023). It is likely these areas and trapping activities are associated with registered trapline GE153, and potentially GE210 as well. Participants of the Indigenous Knowledge and Use Study undertaken for the Project indicated that they no longer trap in these areas (MFFN, 2023). However, given that these traplines areas have remained in families for generations, and the generally high level of use for traditional activities recorded for this area, it is likely that commercial trapping by community members still occurs in these areas.

West of the reserve, there is a trapline along the Wabassi River (likely to be registered trapline G154) that was used for commercial trapping and snaring for about 40 years by one of the participants in the Indigenous Knowledge and Use Study undertaken for the Project; however, the participant no longer uses the trapline (MFFN, 2023). Based on information collected during consultation for the field programs in July and August 2021, this trapline continues to be used by community members. Within this trapline area, there is a shared trapping area around an unnamed lake, directly south of Venton Lake, which is used by community members (MFFN, 2019).

There is potential that commercial trapping activities are taking place in other areas, and that areas and sites identified as being used for personal trapping (as described in **Section 3.4.1.1**) may also be used for commercial purposes. However, at the time of writing, this information was not provided or available.

Several community members noted that they were moose guiding in the past in areas along the Albany River upriver from the community and around Washi Lake, and northeast of the community in the area of the Attawapiskat River (MFFN, 2023). Based on available information, it is not known if there are community members that continue to work as hunting guides in these areas.

3.4.2 Fishing

Fish have been utilized for cultural practices and as a subsistence food source for generations (MFFN & OMNRF, 2020). Historically, the Marten Falls fur trading post relied heavily on the use of seine nets to harvest whitefish, mostly by Indigenous fishers who were hired on contract. While whitefish and suckers dominated the trade, sturgeon was also important. Most of the fish that were brought in for trade were hung (dried and / or lightly smoked). Indigenous men and women who fished on contract also sold fish in the off season. The Marten Falls trading post also supplied other Indigenous fishers with nets, kegs, canoes, salt, and tents (Ray, 2010).

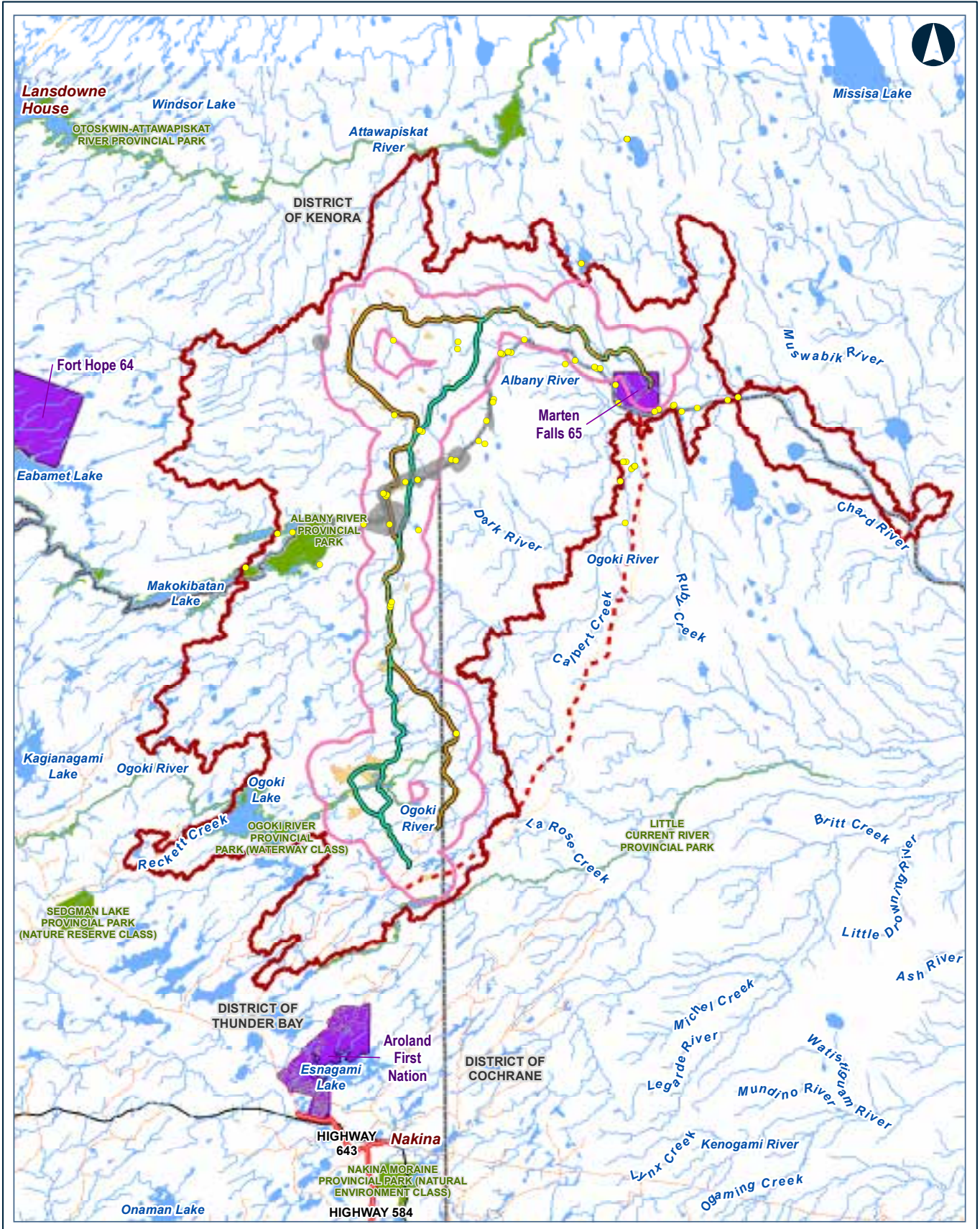
Fishing continues to be an important harvesting practice among Marten Falls First Nation people today, especially in the spring as the waters warm and the ice melts, and in the summer (MFFN & OMNRF, 2020). As part of the summer celebrations and on long weekends, parents take their children along the Albany River to fish. Community members also icefish (fish in the winter), and hold fish derbies in the winter months (MFFN & OMNRF, 2020). Most parts of the fish are used, except for the guts (MFFN, 2023).

Information on sites and areas used for personal fishing is provided in **Section 3.4.2.1**. Information on sites and areas used for commercial fishing is provided in **Section 3.4.2.2**. The sites and areas are shown in **Figure 3-5**. As shown, fishing sites and areas that have been identified are largely associated with the Albany, Ogoki, and Wabassi Rivers, as well as the lakes northwest of the reserve.

A summary of fisheries of potential importance to Marten Falls First Nation is provided in **Table 3-2**. It was noted during consultation on the Fish and Fish Habitat Field Program that sturgeon is particularly important to Marten Falls First Nation.

Table 3-2: Fisheries of potential importance to Marten Falls First Nation

Common Name	Oji-Cree Translation	Ojibwe Translation
Walleye (pickerel)	*okaas*	
Trout (speckled or brook)	*masamekos*	
Pike or jackfish (northern pike)	*ginozhe, najwabe*	
Whitefish	*atikameg*	
Sturgeon	*nameh*	
Ling	*mihzhash*	
Sucker	*namebin*	



Legend

- Fishing Value Location
- Fishing Value Line
- Fishing Value Area
- ATRI Local Study Area
- ATRI Regional Study Area
- Project Development Area

Route Label

- Alternative 1
- Alternative 4
- Alternative 1 and Alternative 4

General Features

- Highway
- Local Road
- Winter Road
- Resource / Recreation Road
- Existing Winter Access Road
- Railway
- Watercourse
- First Nation Reserve
- District Municipal Boundary
- Waterbody
- Provincial Park

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Data Source:

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MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Marten Falls First Nation
Fishing Sites and Areas

0 5 10 20 30
Kilometres

Datum: NAD 1983 CSRS UTM Zone 16N

Nov, 2023	1:800,000 * when printed 11"x17"
Rev:00	

Figure 3-5

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3.4.2.1 Personal Fishing Sites and Areas

Pike, walleye, and sturgeon are fished from the Albany River at the southeastern area of the reserve, as well as east of the reserve near the confluence with Ruby Creek (MFFN, 2019). Trout has also been fished from the Albany River, east of the reserve, in the past (MFFN, 2023).

Sturgeon is fished from the Albany River along the northwestern portion of the reserve (MFFN, 2019). Northwest of the reserve, Gurden and Sebert Lakes are used for ice fishing (MFFN, 2019); however, information on the species harvested was not available.

Southeast of the reserve, Ruby Creek was indicated as an areas where fish are harvested when out on the trapline (MFFN, 2019); however, information on the species harvested was not available. Directly south of the reserve, and just south of First Island, a fishing site was noted (MFFN, 2019). While information on the species harvested was not available, it is likely that sturgeon, pike, and / or walleye may be harvested here. The Ogoki River is also used for sturgeon, pike, and walleye fishing (MFFN, 2019), especially in the summer months but also in the spring and fall (MFFN, 2023). One community member noted they use nets on the river in the spring to harvest pike, and they have fished here all their lives (MFFN, 2023).

Directly west of the reserve, sturgeon and walleye are fished from the Albany River (MFFN, 2019). Further west and upstream along the Albany River, sturgeon, pike, and trout are fished, south of the confluence with the Wabassi River (MFFN, 2019). Walleye and trout is also fished further upstream on the Albany River, south of *kiniigo yahway minis* (Long Neck Island) (MFFN, 2019).

Further to the west, pike and walleye are fished in the Wabassi River, and in Sherlock Lake, just north of the Wabassi River (MFFN, 2019). During consultation on the Fish and Fish Habitat Field Program in 2021, it was noted that the Wabassi River has lots of pike, walleye, and trout.

Based on available information, the Albany River and its tributaries southwest of the reserve provide important areas used for fishing:

- Walleye, sturgeon, and trout is fished from the Albany River and its tributaries in the area of *Wegwajihwanang*, the historic community location (MFFN, 2019);

- Trout and walleye are fished from Gourlie Creek (MFFN, 2019; MFFN, 2023), and fish nets are set in the creek, directly southwest of Trebell Lake (MFFN, 2019);
- Trout is fished in the tributaries on the north side of the Albany River between Kagiami Falls and *Wegwajihwanang* (MFFN, 2019);
- An area called *miskawbimahgichiwan,* directly upstream and southwest of *Wegwajihwanang*, was noted to be an important area for fishing for pickerel, pike, and sucker (MFFN, 2019);
- Further upstream, walleye and sucker are fished from the Albany River and its tributaries in the area, directly east of *kiinaybik pahwiitik* (Snake Rapids) (MFFN, 2019);
- The *kiinaybik pahwiitik* area has been used for walleye and trout fishing in the spring, summer, and / or fall by some community members for their entire lives (MFFN, 2023); and
- Further upstream and west of Kagiami Falls, the Albany River and its tributaries to the north are used for walleye, sturgeon, and trout fishing (MFFN, 2019; MFFN, 2023), especially in the summer months (MFFN, 2023), and some community members noted they have been fishing here their entire lives (MFFN, 2023).

The areas surrounding Teabeau Lake and the Albany River, downstream of Washi Lake, are considered to be important fishing areas for walleye, pike, sucker, ling, trout, and sturgeon (MFFN, 2019). This was confirmed during consultation for the field programs in July and August, 2021. Washi Lake was fished regularly in the past, in all seasons, for walleye and trout (MFFN, 2023); it is not known if fishing still occurs here but it is likely given the importance of this area. Walleye has been, and continues to be, fished from Makokibatan Lake in the summer, and the area was noted as a multi-generational fishing location (MFFN, 2023). Whitefish and pike are also harvested in Tolfree Lake to the east (MFFN, 2019).

Further to the south, one community member noted that they used to fish for walleye and trout in the Dusey River, northeast of Dusey Lake, in the spring and fall in the 1970s; however, they stopped about 20 years ago when a forest fire resulted in much fewer fish in the area (MFFN, 2023). Based on information provided during a Marten Falls First Nation community meeting in Thunder Bay in December 2022, this area is used for fishing and also provides spawning habitat for trout.

Much further southwest of the reserve, the Ogoki River and Patience Lake are used for sturgeon fishing based on information collected during consultation for the field programs in July and August, 2021. It was also noted during consultation that the Ogoki River is very shallow between the Albany River and Patience Lake, and has a lot of fish. One community member noted that they fished for walleye in the Ogoki River, upstream from Patience Lake, once in the summer of 2022 but it is not a regular fishing location for them (MFFN, 2023).

3.4.2.2 Commercial Fishing and Guiding Areas

The only area that has been identified as being used for commercial fishing is along the Albany River from *kiniigo yahway minis* (Long Neck Island) to Makokibatan Lake, which was noted to be used for commercial sturgeon fishing (MFFN, 2019). Information on whether that is referring to past or present-day use is not available. One community member noted that they used to be a fishing guide for trout in the Albany River and Washi Lake (MFFN, 2023).

There is potential that commercial fishing and guiding activities are taking place in other areas, and that areas and sites identified as being used for personal fishing (as described in **Section 3.4.2.1**) may also be used for commercial purposes. However, at the time of writing, this information was not provided or available.

3.4.3 Berry and Plant Gathering

Berries and plants have been, and continue to be, harvested for food and utility purposes. On long weekends in the summer, parents take children out to take part in berry harvesting (MFFN & OMNRF, 2020). Spring is also a time to plant gardens (MFFN & OMNRF, 2020).

Berries are eaten fresh, made into jam, and used to make berry bannock (MFFN, 2023). Some community members noted they harvest berries anywhere from once to several times per year (e.g., four times throughout the year), and generally return to the same areas they have been using for long periods of time (MFFN, 2023). Berries will also be eaten whenever encountered on the land (MFFN, 2019).

Cedar is used to make snowshoes and dry pelts, and also provides medicine (MFFN, 2023). It is often harvested in the summer or on warmer winter days (MFFN, 2023).

Based on information provided through the Project Indigenous Knowledge Program (MFFN, 2023) and the Consultation Program (specifically consultation on the Vegetation Field Program), medicinal uses of trees and plants include:

- Poplar and spruce are harvested year-round, as needed. Poplar is used to purify the blood, and spruce gum is an important medicine that can be used to heal cuts. Tamarack is also a special medicine for cuts.
- Red willow can be used to treat headaches.
- *Wiikenh* (muskrat root) is used as a medicine in tea. It can also be ground into a powder and put onto your tongue for headaches. The powder is also used in ceremonies. *Wiikenh* is found in the water of swampy areas.
- Labrador tea is used as medicine in tea, and can be mixed with other medicines for drinking.

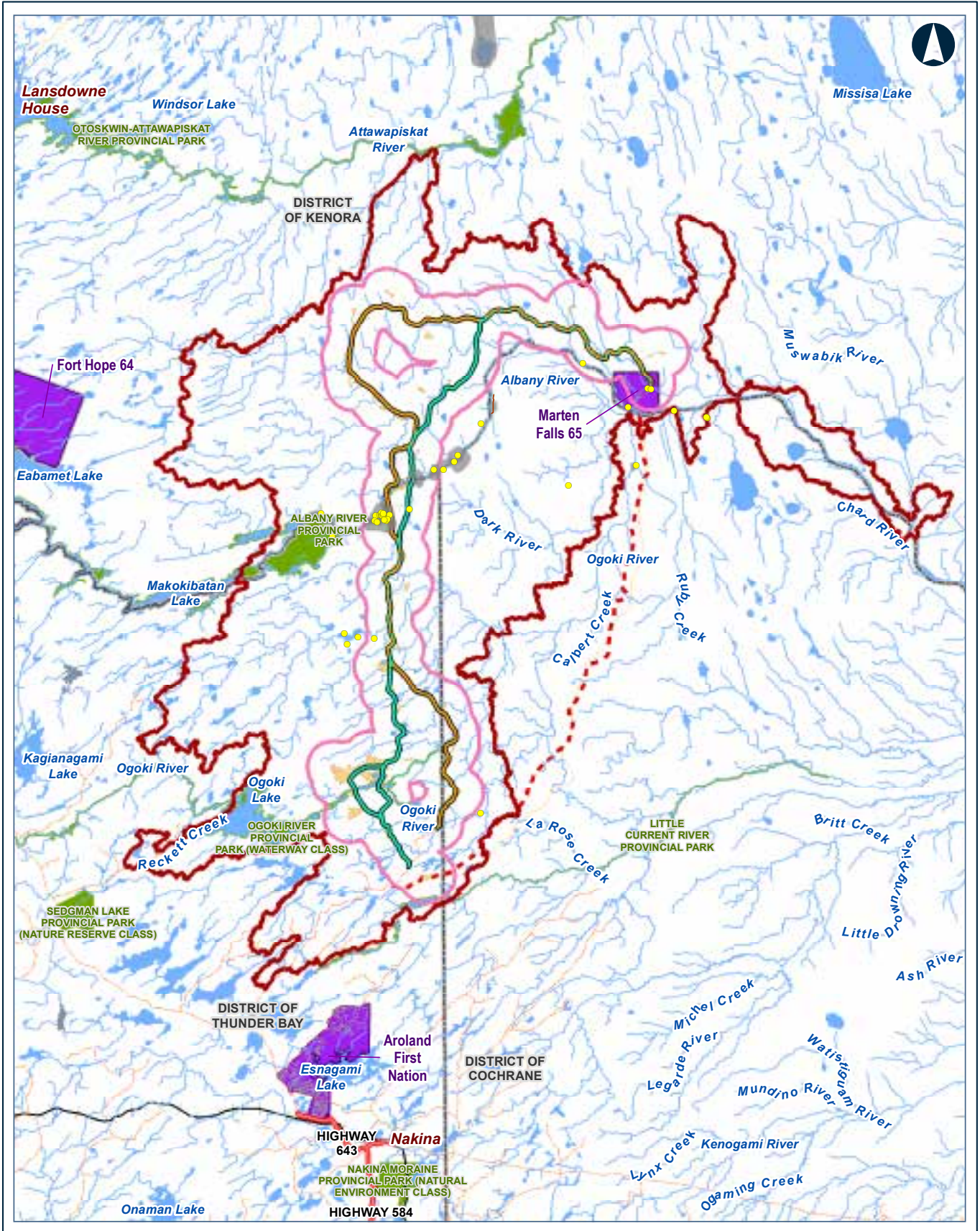
In the past, mosses were collected, cleaned, dried, and used in diapers or for cleaning dishes (MFFN & OMNRF, 2020). Some participants of the Indigenous Knowledge and Use Study undertaken for the Project (MFFN, 2023) noted areas where they used to collect mosses.

Section 3.4.3.1 describes the sites and areas used for berry and plant gathering by Marten Falls First Nation, based on information at the time of writing. The sites and areas are shown in **Figure 3-6**. As shown, gathering sites and areas that have been identified are largely associated with the Albany and Ogoki Rivers, and the Teabeau, Washi, and Dusey Lakes areas.

A summary of berries and plants of potential importance to Marten Falls First Nation is provided in **Table 3-3**.

Table 3-3: Berries and plants of potential importance to Marten Falls First Nation

Common Name	Oji-Cree Translation	Ojibwe Translation
BERRIES, EDIBLE, AND MEDICINAL PLANTS		
Gooseberry		
Saskatoon berry		
Cranberry (highbush and lowbush)		
Blueberry		
Raspberry		
Wild rice	*manoomin*	
Sweet grass		
Rosehip		
Labrador tea		
Muskrat root (sweet flag)	*wiikenh*	
TREES AND UTILITY PLANTS		
Poplar (balsam)	*maan azaadii*	
Cedar (white)	*kiishikatik*	
Birch (white)	*wigwaasatik*	
Tamarack	*maaskigwatik/wakinagan*	
Willow (including red)	*wiisihkobihmagoon*	
Aspen (trembling)	*apijih pakoosh*	
Jack pine	*okikatik*	
Spruce (black, white)	*Shikobaatik, mihnaihk*	
Moss		



Legend

- Berry and Plant Gathering Value Location
- Berry and Plant Gathering Value Line
- Berry and Plant Gathering Value Area
- ATRI Local Study Area
- ATRI Regional Study Area
- Project Development Area

Route Label
- Alternative 1
- Alternative 4
- Alternative 1 and Alternative 4

General Features
- Highway
- Local Road
- Winter Road
- Resource / Recreation Road
- Existing Winter Access Road
- Railway
- Watercourse
- First Nation Reserve
- District Municipal Boundary
- Waterbody
- Provincial Park

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MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Marten Falls First Nation
Gathering Sites and Areas

0 5 10 20 30
Kilometres

Datum: NAD 1983 CSRS UTM Zone 16N

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Figure 3-6

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3.4.3.1 Gathering Sites and Areas

Within the area of the reserve, cedar and *wiikenh* (muskrat root) is harvested on or along the southernmost portion of the reserve, and one community member noted they had been doing so in these locations their entire life (MFFN, 2023). Wild strawberries are also gathered on the south side of the reserve, along the Albany River and east of the boat dock based on information provided during the Aboriginal and / or Treaty Rights and Interests Forum in 2023. It was also noted during the forum that there is an abundance of wild rose plants neat the cemetery, and rosehips may be harvested here.

East of the reserve, a medicinal plant gathering spot located on the east side of Ruby Creek that contains sacred medicine was identified during the Aboriginal and Treaty Rights and Interests Forum in 2023. Blueberry gathering sites are located further east and south of the Albany River, in the area of Wabimeig Creek (MFFN, 2019).

Directly south of the reserve, Labrador tea is harvested along and south of the Albany River, and east of the Ogoki River (MFFN, 2023). Further south, blueberries are harvested in an area along the Ogoki River (MFFN, 2019). An area used for tamarack and moss harvesting is located to the west of the Dark River (MFFN, 2019).

A sweet grass harvesting area on the north shore of the Albany River, northwest of the reserve, was identified during the Aboriginal and / or Treaty Rights and Interests Forum in 2023. Further west of the reserve, spruce is harvested in area east of and along the Albany River, directly south of *kiniigo yahway minis* (Long Neck Island) (MFFN, 2019). Poplar and aspen are harvested further upstream (south) and on the west side of the Albany River (MFFN, 2019).

Southwest of the reserve, many berry and plant gathering sites and areas have been noted:

- The area around *Wegwajihwanang* (the historic location of the community) is a traditional gathering area where cedar, poplar, and birch are harvested (MFFN, 2019);
- A medicine area is located north of the Albany River and east of Gourlie Creek, in the area *Wegwajihwanang* (MFFN, 2019);

- An area called *miskawbimahgichiwan,* southwest of *Wegwajihwanang*, is an important area for cedar and birch harvesting, and gathering of blueberries, Saskatoon berries, and raspberries (MFFN, 2019);
- Spruce is harvested along the north side of the Albany River, between *Wegwajihwanang* and *miskawbimahgichiwan* (MFFN, 2019);
- Further upstream, mosses and medicinal plants are harvested in areas around the Albany River and its tributaries, directly east of *kiinaybik pahwiitik* (Snake Rapids) (MFFN, 2019);
- Poplar is harvested on the north side of the Albany River, directly north of *kiinaybik pahwiitik* (Snake Rapids) (MFFN, 2019); and
- Spruce is harvested on the north side of the Albany River, directly north of a location referred to as *kahwaagonahbikag* and east of Kagiami Falls (MFFN, 2019).

Further southwest, the areas surrounding Teabeau Lake and the Albany River are considered to be important for berry and medicinal and utility plant gathering, including gooseberries, blueberries, wild rice, birch, cedar, and mosses (MFFN, 2019). A community member noted they used this area for gooseberry harvesting in the summer for almost 40 years (MFFN, 2023). Other plants were also noted to be harvested here (MFFN, 2019), but no specifics were provided. Spruce and poplar are harvested in an area north of Teabeau Lake and directly west of *kahkahshahbigag* (sharp rock) (MFFN, 2019).

Further upstream, there is a traditional gathering area located east of Washi Lake where cedar, birch, poplar, jack pine, black spruce, and mosses are harvested (MFFN, 2019). Several harvesting areas that were used annually (once per year) by a community member in the past for poplar, spruce gum, moss, blueberry, and Saskatoon berry harvesting were identified on the north side of Washi Lake (MFFN, 2023).

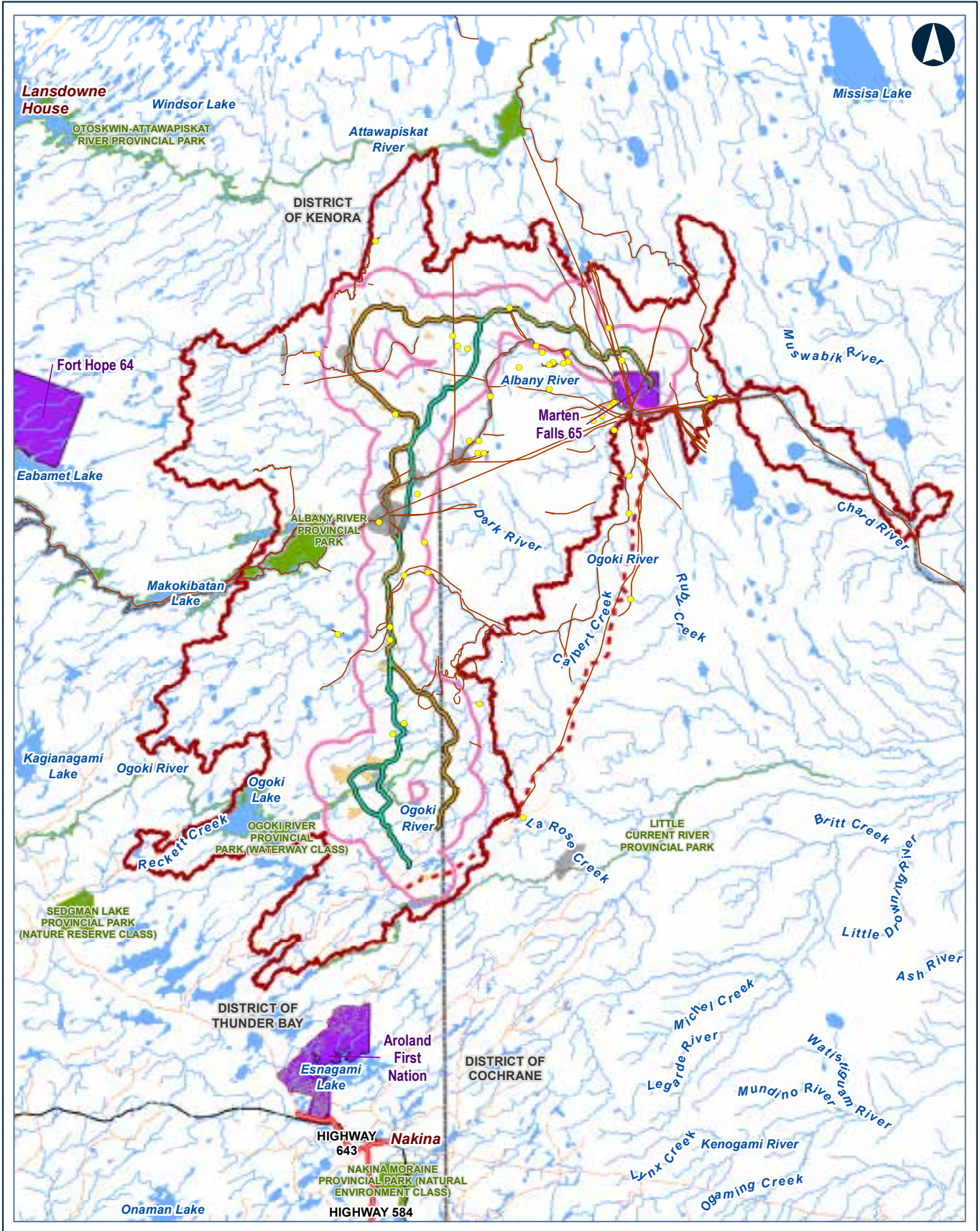
3.4.4 Travel

During the fur trade, river travel was a critical aspect of the economy during the summers, and the Albany River was an important fur trade route. People would travel up and down the Albany River accessing the Hudson Bay Company posts, forts, and houses of Fort Albany on the coast, Ghost River Post, Henley House at the Albany Forks, Marten Falls House, Gloucester House at Washi Lake, and Fort Hope (MFFN & OMNRF, 2020).

Canoes made from birch bark were used to navigate the many rivers and lakes (MFFN & OMNRF, 2020), and portaging was common to avoid difficult areas of rivers, including waterfalls and rapids (MFFN, 2023). Some rivers required many portages (MFFN, 2023). In the winter, dog sleds and snowshoes were used to travel the land (MFFN & OMNRF, 2020). These traditional forms of travel required lots of planning and preparation, and plenty of time to reach destinations (MFFN & OMRNF, 2020).

As noted in **Section 3.1.2**, transportation methods have changed over time, with dog sleds and canoes being replaced by snowmobiles and boats with motors, and reducing the time required for travel (MFFN & OMNRF, 2020). A Marten Falls First Nation field monitor who participated in the Project field program noted that the Albany and Ogoki River systems have been altered by hydroelectric development, resulting in fluctuating water levels and the alteration of shorelines, and disrupting important historical travel routes. However, it is likely that many waterways and tributaries of the Albany, Ogoki, and Wabassi Rivers continue to provide Marten Falls First Nation people with access to areas for hunting and trapping (MFFN, 2019; MFFN, 2023).

Section 3.4.1.1 describes trails, trail areas, water routes, and portages used by Marten Falls First Nation for travel and to access areas for rights-based (traditional) uses, based on information at the time of writing. The sites and areas are shown in **Figure 3-7**. As shown, water routes and portages that have been identified are largely associated with the Albany, Ogoki, Wabassi, and Dusey Rivers and their tributaries. Trails that have been identified are largely concentrated between the historic and present-day location of the community and areas used for traditional land uses (hunting, trapping, fishing, and gathering).



Legend

- Travel Routes Value Location
- Travel Routes Value Line
- Travel Routes Value Area
- ATRI Local Study Area
- ATRI Regional Study Area
- Project Development Area

Route Label

- Alternative 1
- Alternative 4
- Alternative 1 and Alternative 4

General Features

- Highway
- Local Road
- Winter Road
- Resource / Recreation Road
- Existing Winter Access Road
- Railway
- Watercourse
- First Nation Reserve
- District Municipal Boundary
- Waterbody
- Provincial Park

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MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Marten Falls First Nation
Travel and Access Routes

0 5 10 20 30
Kilometres

Datum: NAD 1983 CSRS UTM Zone 16N

Nov, 2023	1:800,000 * when printed 11"x17"
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Figure 3-7

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3.4.4.1 Travel and Access Routes

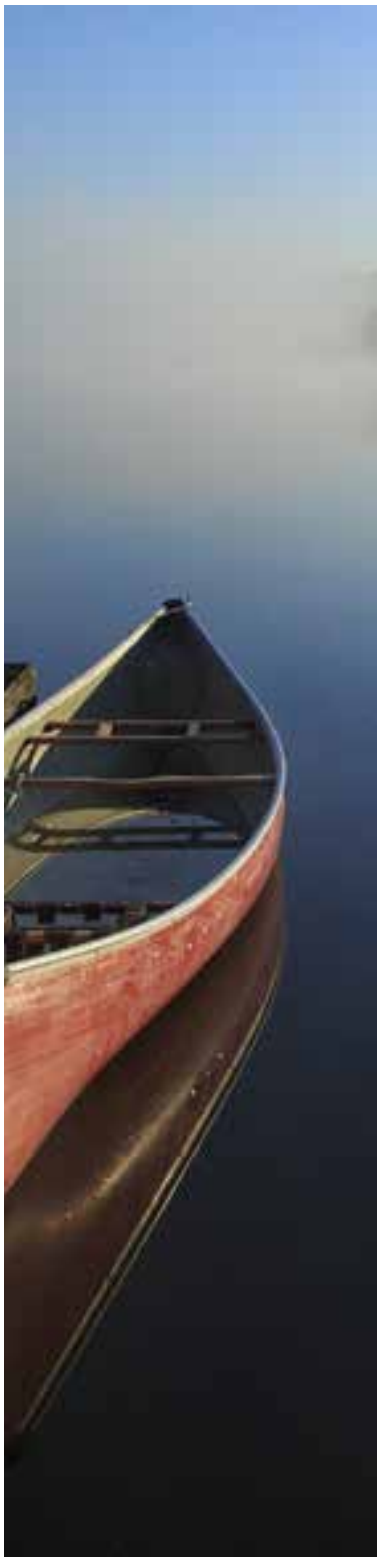
The Albany River has been, and continues to be, an important travel route. A community member noted that the Albany River has been used as a travel route for hundreds of years, connecting Marten Falls First Nation people with other communities in the region (MFFN, 2023).

Various travel routes that run from the reserve have been identified, including:

- A historical winter trail from the community north to Sebert Lake and further north that has been used for generations to access trapping areas north of the community (MFFN, 2019);
- A winter trail that goes northeast towards Tiffin Lake (MFFN, 2019);
- A portage route that runs east from the southern side of the reserve, on the north side of the Albany River, towards Stonebasket Island (MFFN, 2019);
- A canoe route along the Albany River between the community and Stonebasket Island to the east (MFFN, 2019);
- The existing winter road that connects to Nakina in the south, on the east side of the Ogoki River (MFFN, 2019);
- A winter trail that runs from the Ogoki River, westward to the Albany River, to just north of *kiniigo yahway minis* (Long Neck Island) (MFFN, 2019);
- A winter trail from the reserve area to *Wegwajihwanang* (the historic location of the community) and has been used by a family for generations (MFFN, 2019, MFFN, 2023); and
- A historical trail from the community, southwest to the Teabeau Lake area, which used to take two to three days of travel using a dog team and snowshoes (MFFN, 2023).

There are many trails, portages, and canoe routes, east of the reserve, including:

- Several trails / portages that runs from the Albany River north to *jiigaakodigweyaa* ("the river that runs along the Albany River"), including several in the area of Ruby Creek and several further to the east towards Stonebasket Island (MFFN, 2019);



- A canoe route on the northern tributary of the *jiigaakodigweyaa*, from the Albany River to the north, towards Tiffin Lake (MFFN, 2019);
- A historical trail along *jiigaakodigweyaa* to the north that was used by generations to access a trapline over a four day trip (MFFN, 2023);
- Several winter trails, trapline trails, and portages on the south side of the Albany River, from Ruby Creek southeast toward Wabimeig Lake (MFFN, 2019); and
- Several winter trails on the south side of the Albany River, from the river southeast toward Wabimeig Creek and Wabimeig Lake (MFFN, 2019).

South of the reserve, there is a winter trail that runs from the Ogoki River southeast to Ruby Creek, and another winter trail further south from the Ogoki River east to the Dark River (MFFN, 2019). There is also a trail (referred to as a supply trail) that runs eastward from the Dark River, in the direction of Big Canoe Lake (MFFN, 2019). Much further to the south, several winter trails and portages between the Ogoki River and adjacent areas and waterways have been identified (MFFN, 2019). An area of historical trails has also been identified in the area of La Rose Creek and the Little Current River (MFFN, 2019).

West of the reserve, the Buffaloskin River is a travel route to areas further north (MFFN, 2019).

Northwest, west, and southwest of the reserve there are trapping and hunting trails in the areas around Squirrel Creek, Dark River, and their tributaries (MFFN, 2019). It is likely that these trails are associated with the registered traplines in the areas (i.e., GE157 and GE164). There is also a portage route on the south side of the Albany River near the limestone rapids (MFFN, 2019). Further northwest, there is a winter trail that runs from the Albany River northwest to several small lakes, west of Gittins Lake (MFFN, 2019).

Further west of the reserve, the Wabassi River has served as an important canoe route to access areas to the west, near Sherlock and Duns Lakes, where there are many canoe routes and skidoo trails (MFFN, 2019). Several portage locations have been identified along the river, northeast of Trebell Lake and south of Sherlock Lake (MFFN, 2019). There is also a waterway that connects the Wabassi River to the Attawapiskat River to the north that is used as a canoe route (MFFN, 2019). South of the Wabassi River, there is a trail (referred to as a supply road) that runs from Albany River west to Venton Lake (MFFN, 2019). It is likely this is a winter trail used to access the lake. A winter trail is also noted to be present near Gourlie Creek, west of Trebell Lake (MFFN, 2019); however, it has not been delineated.

Southwest of the reserve, various trails are located around *Wegwajihwanang* (the historic location of the community), including a trail that runs to the east towards Langridge Lake, and a trail that runs directly north to the Mable and Dainty Lakes area (MFFN, 2019). There is also a portage trail that runs along the south side of the Albany River, used to portage around the Marten Falls (MFFN, 2019; MFFN, 2023).

Further southwest, there are historical trails and portage routes around *kiinaybik pahwiitik* (Snake Rapids), and sea planes also land here (MFFN, 2019; MFFN, 2023). It is likely that the seaplanes are associated with guiding and outfitting operations in the area. It was also noted that there are snowmobile and ATV trails south of *kiinaybik pahwiitik* (MFFN, 2019). North of *kiinaybik pahwiitik*, a winter trail runs southwest to where the Albany River turns to the south (MFFN, 2019).

The areas around the Albany River between Kagiami Falls and Teabeau Lake were noted to have walking trails, winter trails, and portage routes, and there are possible portage routes further to the west towards Washi Lake (MFFN, 2019; MFFN, 2023). A portage trail that connects Teabeau Lake with a waterway to the south was noted to be used in the past to avoid the six rapids on the Albany River downstream from the lake (MFFN, 2023). It is not known if this trail continues to be used today by others in the community. There is also a trail (referred to as a supply trail) between the Teabeau Lake area and Treloar Lake to the east (MFFN, 2019). Seaplanes were noted to land on Teabeau Lake (MFFN, 2019); it is likely these are

associated with guiding and outfitting operations in the area. Several historical water trails and portage routes that have been used to access hunting and fishing grounds and cabins in the Washi Lake area for generations were noted to the west of Teabeau Lake (MFFN, 2023).

Further to the south, a winter trail was noted, along or associated with the Dusey River and that leads to Whittle Lake (MFFN, 2019). A community member noted that they used the Dusey River as a canoe route from Dusey Lake to the Marten Falls First Nation community regularly in the past, and the trip took a few days (MFFN, 2023). Many portages were required on this trip given that there are 29 rapids along this route (MFFN, 2023). It is not known if the Dusey River and associated portages continue to be used today. Seaplanes were also noted to land on Dusey Lake (MFFN, 2019); it is likely these are associated with guiding and outfitting operations in the area. A portage route was also noted between Dusey and Balson Lakes (MFFN, 2019).

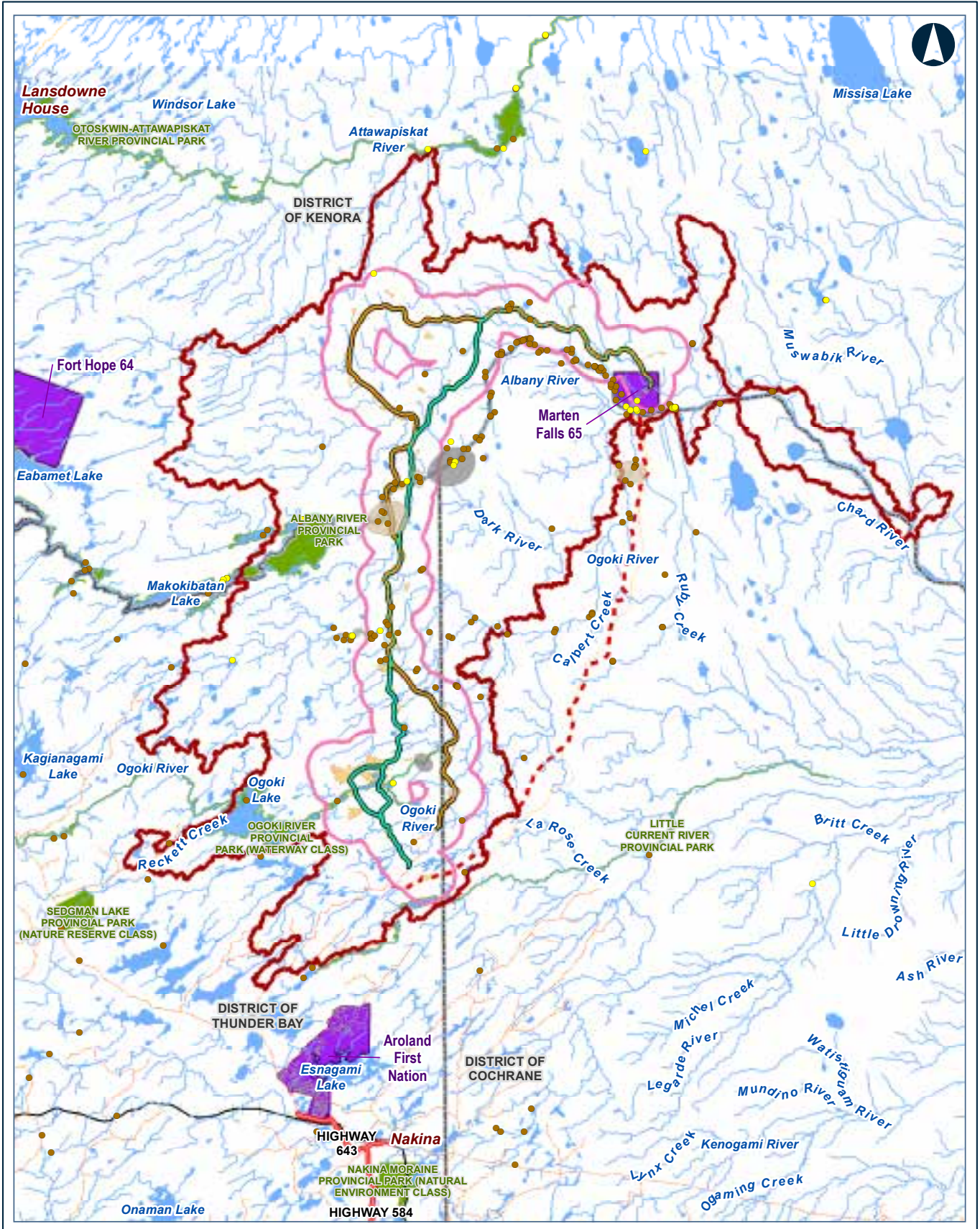
Various trapping and hunting trails were noted in the areas around Brundrit and Bales Lakes and associated waterways to the southwest and northwest, toward the Dusey River (MFFN, 2019). It is likely that these trails are associated with registered trapline GE157.

3.4.5 Habitation

As noted in **Section 3.1.2**, the original community settlement *Wegwajihwanang* was located about 64 km upstream from its present location, along the Albany River where the Marten Falls are located. The community was relocated to its present location in 1924. Given this history, there are many habitation values present in the area around *Wegwajihwanang*, and between the historic and present-day locations of the community, especially along the Albany River given its function as an important travel route (MFFN, 2019, MFFN, 2023). Some community members have noted that they were born and spent their childhood in the Washi Lake area (MFFN, 2023).

Many habitation sites and areas are also associated with sites and areas that have been used for hunting, trapping, fishing, and gathering given that people are often out on the land for periods of time when pursuing these activities (MFFN, 2019; MFN, 2023). Based on available information, it was common for temporary structures to be used in the same areas each year, but not necessarily the exact same locations, as people moved around the land in search of animals to harvest (MFFN, 2023).

Information on historical family or village sites and areas is provided in **Section 3.4.5.1**. Information on cabins and camp sites and areas is provided in **Section 3.4.5.2**. The areas and sites are shown in **Figure 3-8**.



Legend

- Historical Family or Village Site Value Location
- Cabins and Campsites and Areas Value Location
- Historical Family or Village Site Value Area
- Cabins and Campsites and Areas Value Area
- ATRI Local Study Area
- ATRI Regional Study Area
- Project Development Area

Route Label
- Alternative 1
- Alternative 4
- Alternative 1 and Alternative 4

General Features
- Highway
- Local Road
- Winter Road
- Resource / Recreation Road
- Existing Winter Access Road
- Railway
- Watercourse
- First Nation Reserve
- District Municipal Boundary
- Waterbody
- Provincial Park

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MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Marten Falls First Nation
Habitation Sites and Areas

0 5 10 20 30
Kilometres

Datum: NAD 1983 CSRS UTM Zone 16N

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Figure 3-8

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3.4.5.1 Historical Family or Village Sites and Areas

East of the reserve, a village site was noted on the south side of the Albany River, directly east of Ruby Creek (MFFN, 2019). It is likely a historic village site.

Wegwajihwanang (the historic location of the community) is an area of historical significance that has been referred to as the village of the Ogoki Lake people (MFFN, 2019).

Southwest along the Albany River, an area west of *kiinaybik pahwiitik* (Snake Rapids) was identified as an historical family site used for generations. There was once a tourist camp here, and men from the family guided during the summer and fall (MFFN, 2023).

The Washi Lake area is an historical family site that has been used for generations (MFFN, 2023). To the south, the Dusey Lake area is also an historical family site used for generations (MFFN, 2023).

Further south, an area along the Ogoki River (northeast of Patience Lake) was noted as a village site (MFFN, 2019). It is likely this referring to a historic village site.

3.4.5.2 Cabins and Camps Sites and Areas

Within the community area, there are several camping areas on the southern and western portions of the reserve, and on the islands in the Albany River south of the reserve (MFFN, 2019). Northeast of the reserve, there is a campsite along the northern tributary of the *jiigaakodigweyaa*, which served as a canoe route (MFFN, 2019).

There are camping areas along and north of the Albany River, and across the river near Ruby Creek, east of the reserve (MFFN, 2019. Further to the east, there is a trapper cabin on the south side of the Albany River, near Stonebasket Island (MFFN, 2019), and a cabin that has been used by a community members since 1974 near the Gander River.

South of the reserve, there is a camp site near the confluence of Squirrel Creek with the Ogoki River (MFFN, 2019). Further to the south, there is a historic camp area and teepee area along the Ogoki River (MFFN, 2019). Continuing south, there are several camp sites along the Ogoki and Dark Rivers, and a trapper's cabin southeast of Elsbury Lake (MFFN, 2019).

West of the reserve, there are various campsites along the Albany River to *Wegwajihwanang* (the historic location of the community). There are also several cabins along the way, including several cabins near the Wabassi River (one of which is known to be in use), and a cabin and camp site near *kiniigo yahway minis* (Long Neck Island) (MFFN, 2019; MFFN, 2023). North of the Albany and Wabassi Rivers, several camp sites, including a goose camp and a historical camp, were noted near Gittins Lake and the unnamed waterbodies to the west (MFFN, 2019). Further to the west, several camp sites were noted near the Wabassi River and Venton Lake (MFFN, 2019).

Various campsites and a cabin have been noted in the area of *Wegwajihwanang* (the historic location of the community), as well as several camps (including a goose camp) along Gourlie Creek and associated waterbodies to the north (MFFN, 2019).

Various campsites have been noted upstream and along on the Albany River, in the areas of *kiinaybik pahwiitik* (Snake Rapids) and Kagiami Falls (MFFN, 2019). Several cabins have also been noted in the area of Kagiami Falls, one of which was noted to be used in all seasons (MFFN, 2023).

Several camp sites and cabins have also been noted in the Teabeau Lake and Washi Lake areas, and along the Albany River in between them (MFFN, 2019; MFFN, 2023). A community member noted that they use their cabin in the Washi Lake area during the summer and winter, and they remember camping in the area in the 1940s when they were a child (MFFN, 2023).

Further to the south, seasonal camps have been noted in various areas along the Dusey River and its tributaries and associated waterbodies, including Balson Lake, Dusey Lake, Winslow Lake, Brundrit Lake, Bales Lake, and Glaze Lake (MFFN, 2019; MFFN, 2023). It is likely that these seasonal camps are associated with registered trapline GE157. An historical cabin in the Dusey Lake area that was used for generations was rebuilt within the last five years (MFFN, 2023).

Further south, an area along the Ogoki River (northeast of Patience Lake) that contains a historic village site has been noted (MFFN, 2019). Several trapper cabins have also been noted in the Harrogate Lake and Ogoki Lake areas, southwest of Patience Lake (MFFN, 2019). A community member noted that they stayed in a trailer southwest of Painter Lake in recent years to hunt moose in the fall and winter, and while working on the winter road (MFFN, 2023).

3.5 Understanding of Land, Water, and Resource Use for Traditional Purposes in Relation to the Project

Based on available information at the time of writing, Marten Falls First Nation has identified XX locations of land, water, and resource use for traditional purposes within the Project Development Area, Local Study Area, and Regional Study Area. **Sections 3.5.1** to **3.5.5** describe the current understanding of Marten Fall First Nation's land, water, and resource use for traditional purposes within each of these areas.

It is important to note that the purpose of this preliminary existing conditions report is to develop an understanding of where Marten Falls First Nation is using the lands, waters, and resources for traditional purposes. This is not an assessment of potential impacts to Aboriginal and / or Treaty Rights. The assessment of potential impacts will be completed in future stages of the Impact Assessment / Environmental Assessment.

The assessment of potential impacts on the use of lands, waters, and resources for traditional purposes will also be informed by the results of other relevant Valued Component assessments (e.g., wildlife, vegetation, fish and fish habitat, etc.). It will also be informed by additional inputs from the Project's Indigenous Knowledge Program and / or Consultation Program.

The Proponent recognizes that the proposed Project has the potential to influence the exercise of Aboriginal and / or Treaty Rights outside of the Regional Study Area. This is particularly relevant in the case of wildlife and water valued components given the movement of these important resources. This lens will be applied in the future stages of the Impact Assessment / Environmental Assessment.

3.5.1 Hunting and Trapping

3.5.1.1 Project Development Area

Based on available information on sites and areas used by Marten Falls First Nation members (as described in **Section 3.4.1** and shown in **Figure 3-4**), hunting and trapping for personal and commercial purposes occurs within the Project Development Area.

A total of X hunting and trapping sites and areas are located within the Project Development Area. Hunting areas that intersect with the Project Development Area include, but are not limited to, areas along the Albany River and Gourlie Creek and their tributaries for moose and goose hunting. Trapping areas that intersect with the Project Development Area include, but are not limited to, registered traplines GE153, GE157, and GE154 (**Figure 3-4**).

3.5.1.2 Local Study Area

Based on available information on sites and areas used by Marten Falls First Nation members (as described in **Section 3.4.1** and shown in **Figure 3-4**), hunting and trapping for personal and commercial purposes occurs within the Local Study Area.

A total of X hunting and trapping sites and areas are located within the Local Study Area. Moose, caribou, and goose hunting occurs in areas associated with the watercourses in the Local Study Area, including (but not limited to) those mentioned in **Section 3.5.1.1**, the Teabeau Lake area, and the Wabassi River and its tributaries (**Figure 3-4**).

3.5.1.3 Regional Study Area

Based on available information on sites and areas used by Marten Falls First Nation members (as described in **Section 3.4.1** and shown in **Figure 3-4**), hunting and trapping for personal and commercial purposes occurs within the Regional Study Area.

A total of X hunting and trapping sites and areas are located within the Regional Study Area. In addition to the sites and areas used for hunting that intersect with the Project Development Area and the Local Study Area, caribou and moose hunting occurs in the northern portion of the Regional Study Area, and directly southwest of the reserve. There is a lot of documented use of trapping within the Regional Study Area, including in (but not limited to) the areas of Washi Lake, the Wabassi River, the Dusey River and its tributaries, Dusey Lake, and Dark River to the east (**Figure 3-4**).

3.5.2 Fishing

3.5.2.1 Project Development Area

Based on available information on sites and areas used by Marten Falls First Nation members (as described in **Section 3.4.2** and shown in **Figure 3-5**), fishing for personal purposes occurs within the Project Development Area. As noted in **Section 3.4.2.2**, there is potential that fishing for commercial purposes may also occur within the Project Development.

A total of X fishing sites and areas are located within the Project Development Area. These are primarily associated with (but not limited to) the Albany, Dusey, and Ogoki Rivers, and Gourlie Creek (**Figure 3-5**).

3.5.2.2 Local Study Area

Based on available information on sites and areas used by Marten Falls First Nation members (as described in **Section 3.4.2** and shown in **Figure 3-5**), fishing for personal purposes occurs within the Local Study Area. There is potential that fishing for commercial purposes may also occur within the Local Study Area.

A total of X fishing sites and areas are located within the Local Study Area. These are primarily associated with (but not limited to) the Albany, Dusey, and Ogoki Rivers and Gourlie Creek, as well as several lakes in the Local Study Area, including Teabeau Lake (**Figure 3-5**).

3.5.2.3 Regional Study Area

Based on available information on sites and areas used by Marten Falls First Nation members (as described in **Section 3.4.2** and shown in **Figure 3-5**), fishing for personal purposes occurs within the Regional Study Area. There is potential that fishing for commercial purposes may also occur within the Regional Study Area.

A total of X fishing sites and areas are located within the Regional Study Area. In addition to the sites and areas used for fishing that intersect with the Project Development Area and the Local Study Area, fishing may also occur in the Dark River, south of the reserve, in the Regional Study Area (**Figure 3-5**).

3.5.3 Berry and Plant Gathering.

3.5.3.1 Project Development Area

Based on available information on sites and areas used by Marten Falls First Nation members (as described in **Section 3.4.3** and shown in **Figure 3-5**), berry and plant gathering occurs in the Project Development Area.

A total of X berry and plant gathering sites and areas are located within the Project Development Area. These are primarily associated with (but not limited to) the Albany River and area surrounding Teabeau Lake (**Figure 3-6**).

3.5.3.2 Local Study Area

Based on available information on sites and areas used by Marten Falls First Nation members (as described in **Section 3.4.3** and shown in **Figure 3-5**), berry and plant gathering occurs in the Local Study Area.

A total of X berry and plant gathering sites and areas are located within the Local Study Area. These are primarily associated with (but not limited to) the Albany River and area surrounding Teabeau Lake (**Figure 3-6**).

3.5.3.3 Regional Study Area

Based on available information on sites and areas used by Marten Falls First Nation members (as described in**Section 3.4.3** and shown in **Figure 3-5**), berry and plant gathering occurs in the Regional Study Area.

A total of X berry and plant gathering sites and areas are located within the Regional Study Area. In addition to the sites and areas used for berry and plant gathering that intersect with the Project Development Area and the Local Study Area, there are berry and plant gathering sites in (but not limited to) the areas of Washi and Dusey Lakes in the Regional Study Area (**Figure 3-6**).

3.5.4 Travel

3.5.4.1 Project Development Area

Based on available information on sites and areas used by Marten Falls First Nation members (as described in **Section 3.4.4** and shown in **Figure 3-7**), trails, trail areas, water routes, and / or portages are present in the Project Development Area.

A total of X trails, trail areas, water routes, and / or portages are located within the Project Development Area. These are primarily associated with (but not limited to) the Albany, Wabassi Rivers, and Dusey Rivers, as well as trails to the areas north of the reserve (**Figure 3-7**).

3.5.4.2 Local Study Area

Based on available information on sites and areas used by Marten Falls First Nation members (as described in **Section 3.4.4** and shown in **Figure 3-7**), trails, trail areas, water routes, and / or portages are present in the Local Study Area.

A total of X trails, trail areas, water routes, and / or portages are located within the Local Study Area. These are primarily associated with (but not limited to) the sites and areas noted in **Section 3.5.4.1**, as well as the Wabassi River, trapping trails associated with traplines, and trails from the Albany River to other areas for traditional purposes (**Figure 3-7**).

3.5.4.3 Regional Study Area

Based on available information on sites and areas used by Marten Falls First Nation members (as described in **Section 3.4.4** and shown in **Figure 3-7**), trails, trail areas, water routes, and / or portages are present in the Regional Study Area.

A total of X trails, trail areas, water routes, and / or portages are located within the Regional Study Area. In addition to the travel routes that intersect with the Project Development Area and the Local Study Area, travel routes have been identified (but are not limited to) between the reserve and *Wegwajihwanang* (the historic community location) and associated with trapline areas in the Regional Study Area (**Figure 3-7**).

3.5.5 Habitation – Village, Camps, and Cabins

3.5.5.1 Project Development Area

Based on available information on sites and areas used by Marten Falls First Nation members (as described in **Section 3.4.5** and shown in **Figure 3-8**), historical family or village sites, cabins, and / or camp sites are present in the Project Development Area.

A total of X historical family or village sites, cabins, and / or camp sites are located within the Project Development Area. These are primarily associated with (but not limited to) the Albany and Dusey Rivers and Gourlie Creek (**Figure 3-8**).

3.5.5.2 Local Study Area

Based on available information on sites and areas used by Marten Falls First Nation members (as described in **Section 3.4.5** and shown in **Figure 3-8**), historical family or village sites, cabins, and / or camp sites are present in the Local Study Area.

A total of X historical family or village sites, cabins, and / or camp sites are located within the Local Study Area. These are primarily associated (but not limited to) the Albany and Dusey Rivers, Gourlie Creek, Teabeau Lake, an area surrounding the Ogoki River in the southern portion of the Project, and waterbodies in the Local Study Area used for traditional purposes (**Figure 3-8**).

3.5.5.3 Regional Study Area

Based on available information on sites and areas used by Marten Falls First Nation members (as described in **Section 3.4.5** and shown in **Figure 3-8**), historical family or village sites, cabins, and / or camp sites are present in the Regional Study Area.

A total of X historical family or village sites, cabins, and / or camp sites are located within the Regional Study Area. In addition to the habitation sites and areas that intersect with the Project Development Area and the Local Study Area, there are various camp sites associated with (but not limited to) Dusey Lake and along Dusey River in the Regional Study Area (**Figure 3-8**).

3.6 Understanding of Perspectives on Cultural Continuity and Wellbeing

Sections 3.6.1 to **3.6.4** describe the available information on Marten Falls First Nation and / or Anishinaabe perspectives on cultural continuity and wellbeing. The information is general to Marten Falls First Nation and / or the Anishinaabeg. Information on Marten Falls First Nation and / or Anishinaabe perspectives on cultural continuity and wellbeing in relation to the proposed Project is provided in **Section 3.7**.

The information presented is largely based on the following sources of information (although several other supporting sources have been used and referenced throughout):

- Marten Falls First Nation Indigenous knowledge and land, water, and resource use information collected as part of the Community-based Land Use Plan development process and provided to the Project Team (MFFN, 2019);
- Information collected through the Project Consultation Program, including the following events:
  - Consultation for the Project field programs in July and August, 2021;
  - Public Information Centres #3, #4, and #5 held in June 2022, November and December 2022, and October 2023 respectively;
  - The Aboriginal and Treaty Rights and Interests Forum held in February 2023; and
- Preliminary information from the forthcoming Marten Falls First Nation Indigenous Knowledge and Use Study (MFFN, 2023) that was undertaken for the proposed Project and shared with the Project Team.

It is assumed that cultural continuity and wellbeing is dependent on several factors that are interrelated:

- **The protection of cultural, spiritual, and sacred sites and areas of importance:** Loss of or changes to cultural sites and areas of importance to Marten Falls First Nation have the potential to impact the ability of community members to continue their cultural traditions, and their cultural continuity and wellbeing as a result;
- **The ability for continued experiences on the land:** Changes to the ability of Marten Falls First Nation community members to continue their experiences on the land, and the many benefits these experiences provide, have the potential to impact cultural continuity and wellbeing;
- **A sufficient level of lands, waters, and resources for traditional use:** The continuation and wellbeing of Marten Falls First Nation culture requires a sufficient level of, and access to, lands, water, and resources; and
- **The ability to practice and pass on language and cultural traditions:** Cultural continuity and wellbeing requires that Marten Falls First Nation community members not only practice their language and cultural traditions, but that they are able to and pass them on to the next generation.

These important factors set the stage for the structure of this section of the report.

3.6.1 Protection of Cultural, Spiritual, and / or Sacred Sites and Areas

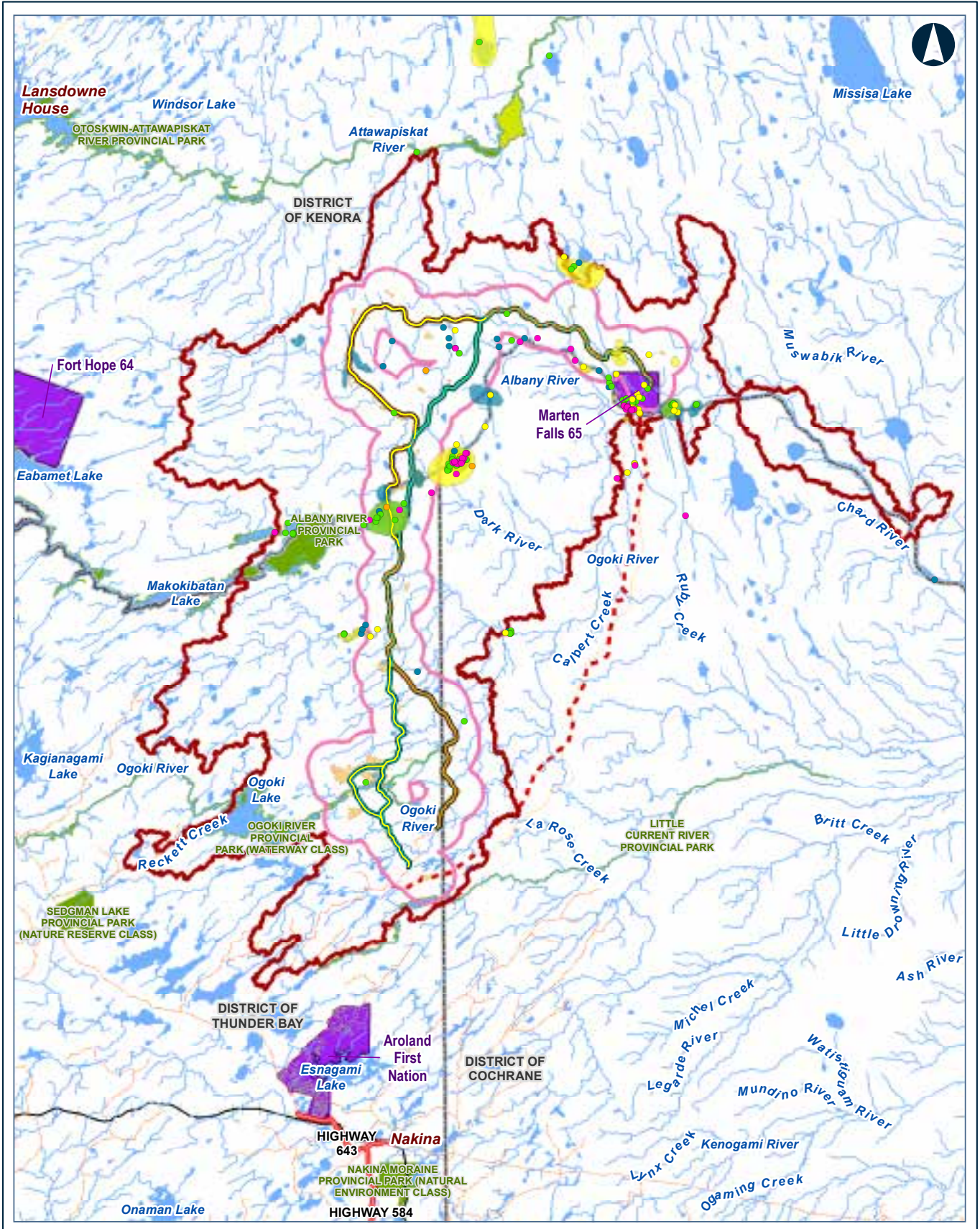
Sections 3.6.1.1 to **3.6.1.5** describe cultural, spiritual and / or sacred sites and areas, including:

- Historically significant sites and areas;
- Sacred and spiritual sites and areas;
- Burial sites;
- Traditional gathering sites and areas and meeting places; and
- Place name and legend (story) sites and areas.

These sites and areas are shown in **Figure 3-9**. As shown, most of these sites and areas are located along the Albany, Ogoki, and Wabassi Rivers, and in the following areas:

- The present-day community location and surrounding areas;
- Areas associated with water bodies, northwest of the reserve;
- *Wegwajihwanang* (the historic location of the community), Gourlie Creek, and areas west to Kagiami Falls;
- Teabeau Lake area; and
- Dusey Lake area.

In addition, it is understood that the various rivers, streams, and lakes, including the Albany and Ogoki Rivers and Teabeau and Dusey Lakes, are also important cultural areas for the subsistence and travel values they have provided for generations. It is also recognized that Marten Falls First Nation community members, as Anishinaabeg, have their own intimate relationships with the water, and women are the keepers of the water (Chiefs of Ontario, 2008).



Legend

- Historically Significant Site Value Location
- Spiritual and Sacred Site and Area Value Location
- Burial Site and Area Value Location
- Traditional Gathering Site and Area and Meeting Places Value Location
- Traditional Place Names and Legend Site and Area Value Location
- Spiritual and Sacred Site and Area Value Line
- Historically Significant Site Value Area
- Spiritual and Sacred Site and Area Value Area
- Burial Site and Area Value
- Traditional Gathering Site and Area and Meeting Places Area
- Traditional Place Names and Legend Site and Area Value Area
- ATRI Local Study Area
- ATRI Regional Study Area
- Project Development Area

Route Label
- Alternative 1
- Alternative 4
- Alternative 1 and Alternative 4

General Features
- Highway
- Local Road
- Winter Road
- Resource / Recreation Road
- Existing Winter Access Road
- Railway
- Watercourse
- First Nation Reserve
- District Municipal Boundary
- Waterbody
- Provincial Park

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Notes:
Please note that IK dataset is incomplete and not all IK recorded on paper maps has been digitized yet.
Disclaimer: This data is for discussion purposes only. Matawa First Nations Management and Four Rivers Inc. make no guarantees on the accuracy of the information displayed and are not responsible for any decisions made on the basis of this data.

Data Source:
Base Data: Provided by MNRF 2019; Route Infrastructure - Provided by AECOM 2019. Contains Information licensed under the Open Government Licence Ontario.

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Marten Falls First Nation
Cultural, Spiritual, and/or Sacred Sites and Areas

0 5 10 20 30
Kilometres

Datum: NAD 1983 CSRS UTM Zone 16N

Nov, 2023	1:800,000 * when printed 11"x17"
Rev:00	

Figure 3-9

Contains information provided by Ontario Ministry of the Environment, Conservation and Parks or by Ontario Ministry of Natural Resources and Forestry (Copyright: Queen's Printer of Ontario 2020), through a Sensitive Data License Agreement. This drawing has been prepared for use of AECOM client and may not be reproduced or relied upon by third parties, except as agreed by AECOM and its client, as required by law or for use by governmental reviewing agencies. AECOM accepts no responsibility, and denies any liability whatsoever, to any party that modifies this drawing without AECOM express written consent. The use of Sensitive Data in this drawing does not constitute an endorsement by the Ministry for this drawing or by AECOM of the Sensitive Data.

3.6.1.1 Historically Significant Sites and Areas

The Hudson's Bay Company's former Ogoki trading post is located on the south bank of the Albany River, across from the reserve (MFFN, 2019). South of the reserve, several historical sites have been noted along the Ogoki River and Ruby Creek (MFFN, 2019).

West of the reserve and along the Albany River, several historical sites have been noted, including in the area of limestone rapids and near the confluence with the Wabassi River (MFFN, 2019).

Wegwajihwanang (the historic location of the community) is an area of historical significance that has been referred to as the village of the Ogoki Lake people (MFFN, 2019). There was once a Hudson's Bay Company trading post here dating back to the late 1700s, as well as a French trading post and an Anglican Church (MFFN, 2019). It is also where the original Marten Falls First Nation reserve was located.

Further to the west, the remains of a historic outpost of the North West Company are located in the area of Washi Lake (MFFN, 2023).

3.6.1.2 Spiritual and Sacred Sites and Areas

Within the community, various scared and spiritual sites and areas have been noted on the southern portion of the reserve and along the Albany River (MFFN, 2019). Based on information provided through the Public Information Centre held in July 2022, there is a sweat lodge area north of the airport.

The areas associated with the waterbodies directly north of the reserve are considered sacred (MFFN, 2019). Northwest of the reserve, the areas around Gurden, Sebert, and Acton Lakes are culturally sensitive and spiritual areas. South of the reserve, the area around the confluence of the Ogoki and Dark Rivers is a culturally-sensitive area (MFFN, 2019). Further south, there are several sacred sites along the Ogoki River (MFFN, 2019).

West of the reserve and along the Albany River, towards the limestone rapids, is a spiritual and scared place associated with a legend (see **Section**) (MFFN, 2019). Further upstream (southwest) on the Albany River, *Wegwajihwanang* (the historic location of the community) is an area of cultural and spiritual significance that contains sacred sites (MFFN, 2019). A spiritual and ceremonial area where generations have gathered and danced has been identified east of *Wegwajihwanang* (MFFN, 2023).

Based on information provided curing consultation on the Wolverine Field Program in December 2022, Dusey Lake is noted to be a sensitive area given the presence of burial grounds, camp sites, and areas of spiritual significance.

3.6.1.3 Burial Sites and Areas

Within the community area, there are various burial sites and a burial area noted on the southern portion of the reserve, as well as a cemetery referred to as Rabbit Hill in the central east portion of the reserve (MFFN, 2019).

Burial sites have been noted along the Albany River, from the area of Buffaloskin River on the west side of the reserve to the Ruby Creek area to the east (MFFN, 2019).

There are various burials sites and a graveyard in the area of *Wegwajihwanang*, the historic location of the community (MFFN, 2019; MFFN, 2023). Northwest of this, a burial site has been noted along Gourlie Creek (MFFN, 2019). Several burial sites have also been noted in the Teabeau Lake area and further west along the Albany River (MFFN, 2019), as well as in the area of Washi Lake (MFFN, 2023).

Further to the south, burial sites and graves have been noted in the area of Dusey Lake, to the east at the confluence of the Ogoki and Dusey Rivers, and further upstream (southwest) along the Ogoki River (MFFN, 2019; MFFN, 2023).

3.6.1.4 Traditional Gathering Sites and Areas and Meeting Places

There are several traditional gathering areas to the east of the reserve, in the area of Ruby Creek (MFFN, 2019). West of the reserve and along the Albany River, several traditional gathering areas have been identified in the area of the Wabassi River (MFFN, 2019). Traditional gathering sites and areas and a meeting place have also been noted west along the Wabassi River and around several associated waterbodies (MFFN, 2019).

A spiritual and ceremonial area where generations have gathered and danced has been identified east of *Wegwajihwanang* (MFFN, 2023). Various traditional gathering sites and areas and meeting places have been identified further upstream (south and west) along the Albany River, including:

- A traditional meeting place in the area *kiniigo yahway minis* (Long Neck Island) (MFFN, 2019);
- A ceremonial area where generations have gathered and danced, east of *Wegwajihwanang* (MFFN, 2023);
- Several traditional gathering areas and meeting places in the area of *Wegwajihwanang*, the historic location of the community (MFFN, 2019);
- A traditional meeting place in the area (east) of *kiinaybik pahwiitik* (Snake Rapids) (MFFN, 2019);
- A traditional meeting place in the area west of Kagiami Falls (MFFN, 2019); and
- A traditional meeting place and gathering areas in the area around Teabeau Lake (MFFN, 2019).

To the south, the Dusey Lake area is identified as a big gathering place (MFFN, 2019). To the southeast, another big gathering place is identified near a waterbody associated with a tributary of the Dusey River (MFFN, 2019).

3.6.1.5 Traditional Place Names and Legend Sites and Areas

Many of the place names are the traditional names used by Marten Falls First Nation people for the various waterways and waterbodies, including (MFFN, 2019):

- *Keshijih'wano Wih Ziibih* (Albany River), which means ‘Fast Current River’;
- *Zakamosgwanih' Ziibih* (Ogoki River), which means ‘River that Connects’;
- *Ajidamo Wi Ziibih* (Dark River), which means ‘Squirrel River’;
- *Majih Waayaan ih Ziibih* (Buffaloskin River), which means ‘bad skin river’;

- *Wabihzii Wih Ziibih* (Wabassi River), which means 'Swan River';
- *Onagwa'ihgan Ziibih* (Gourlie Creek), which means 'river where you hunt in the evening';
- *Atikameko Zakaihkan* (Dusey Lake), which means 'Whitefish Gizzard Lake'; and
- *Bakihda'hawgan* (Patience Lake), which means 'place where you set nets (likely sturgeon)'.

In the area of the community, there are place names along the Albany River, south of the reserve. There is also a legend about a giant beaver and its den associated with the Albany River in this area (MFFN, 2019). South of the reserve, place names have been identified along the Dark and Ogoki Rivers, and Ruby Creek to the east (MFFN, 2019). There are also various place names associated with waterways and waterbodies east and north of the reserve (MFFN, 2019).

West of the reserve, a spiritual and sacred place with a legend about a great lynx den was identified along the Albany River in the area of the limestone rapids (MFFN, 2019). Further west, many place names have been identified along the Albany River and its tributaries and associated waterbodies to the north and south, including the Wabassi River, Muskeg (Gittins) Lake, and the lake to the west ('Long way travel surrounded by spruce lake') (MFFN, 2019). Several of the unnamed tributaries on the north and south side of the Albany River have traditional names, including:

- *Biitakweya Wih Ziibi*, which means 'lined with trees on both sides for a long time (mostly Spruce) long (distance) muskeg- don't see the end of the muskeg for a long time';
- *Wadobii Wih Ziibih*, which means 'Alder River'; and
- *Mooz "O" Ziibih*, which means 'Moose River'.

The area of *Wegwajihwanang* (the historic location of the community) is associated with a *windigo* (supernatural and cannibalistic monster) legend (MFFN, 2019). There may be other locations associated with a legend in this area given the history in this location (MFFN, 2019). Further upstream (southwest) on the Albany River, the area east of *kiinaybik pahwiitik* (Snake Rapids) is associated with a story / legend (MFFN, 2019). Based on information provided during the Marten Falls First Nation community meeting in December 2022, the area northeast of Teabeau Lake is a bigfoot area.

3.6.2 Continued Experiences on the Land

At the time of writing, there is no information available specific to Marten Falls First Nation in terms of the experiences of community members on the land. However, information available on the Anishinaabeg has been used to form a preliminary understanding of potential considerations with respect to the experiences of Marten Falls First Nation community members when out on the land.

The Anishinaabe worldview is grounded in spirituality, and among the Anishinaabeg, a good life is transmitted spiritually (Gonzalez et al., 2023). This is accomplished by following Anishinaabe ways, including spending time on the land to hunt, fish, and gather (Gonzalez et al., 2023). Spending time on the land to observe and listen is also an important part of reciprocity, and how knowledge is acquired (Gonzalez et al., 2023). In addition, creating space for quiet within nature is an important pathway to Anishinaabe wellbeing (Gonzalez et al., 2023), and being out on the land allows people to find solace (Tsuji et al., 2023).

Being out on the land also:

- Promotes community belonging and strong, healthy relationships (Gonzalez et al., 2023);
- Allows Indigenous people to feel connected with their ancestors, and reinforces the spiritual and community connectedness (Robbins & Dewar, 2011, as cited in Nightingale & Richmond, 2022); and
- Supports physical and mental health (Gonzalez et al., 2023).

3.6.3 Sufficiency of Lands, Waters, and Resources

At the time of writing, there is no information available specific to Marten Falls First Nation in terms of any thresholds that, if exceeded, impair the ability of community members to exercise their rights, including maintaining their culture and cultural wellbeing. However, it is recognized that as Anishinaabeg, balance of and respect for all living creatures is considered integral to the circle of life and the environment that Marten Falls First Nation depends on (MFFN & OMNRF, 2020).

There is also no information available specific to Marten Falls First Nation in terms of traditional laws that guide their land use patterns and resource management and to enable a sufficient level of lands, waters, and resources for traditional use. However, it is recognized that as Anishinaabeg, Marten Falls First Nation holds important stewardship

responsibilities. As noted in the Draft Community-based Land Use Plan (MFFN & OMNRF, 2020), the Creator put the Anishinaabeg on their lands as stewards, to take care of the lands and use the lands and their resources indefinitely. The only conditions were to adhere to the natural and traditional teachings of the elders. Being able to go out on the land allows for laws and customs related to protecting the lands and this important stewardship responsibility to be transmitted across and between generations (Tsuji et al., 2023). Further information on traditional legal principles and stewardship responsibilities of the Anishinaabeg is provided in **Sections 2.1.5** and **2.1.6**, respectively.

3.6.4 Ability to Practice and Transmit Cultural Traditions

Among the Anishinaabeg, continuing and transmitting cultural traditions to the next generation is important for cultural wellbeing and healing (Gonzalez et al., 2023). Being able to go out on the land allows for cultural traditions, stories, and language to be transmitted across and between generations (Tsuji et al., 2023). Elders play an important role in transferring knowledge and sharing oral history and stories that provide teachings on how to live a good life, and how to live in a good way (Gonzalez et al., 2023).

Efforts to revitalize and transmit Marten Falls First Nation culture include the revival of traditional ceremonies. For example, summer celebrations include a Traditional Gathering where families and communities nearby gather, and the *Wabanowin* Ceremony in August (MFFN & OMNRF, 2020). Efforts have also been made to revitalize and transmit cultural traditions:

- Cultural weeks are held in October for hunting and winter preparations, and in April for goose and duck hunting. During these weeks, elders teach youth skills like how to clean game and keep it fresh, how to dry and preserve meat, and how to live off the land. Parents are encouraged to take their children hunting and fishing each spring and fall (MFFN & OMNR, 2020).
- As part of the summer celebrations and on long weekends, parents take their children along the river to fish, swim, and expose children to the traditional way of life undertaken when the ice melts (MFFN & OMNRF, 2020).
- A youth retreat is held each July where traditional activities and way of life are introduced and practiced on the land with young people (MFFN & OMNRF, 2020).

Anishinaabe knowledge and teachings are also contained within traditional language. Historically, it was through traditional language that children were taught to have respect for the earth and other beings on it (Gonzalez et al., 2023). Traditional language is also an important aspect of Anishinaabe identity (Gonzalez et al., 2023). There is great concern among the Marten Falls First Nation community that traditional languages (Ojibwe and Oji-Cree), which are a significant part of the culture, have faded over time (MFFN & OMNRF, 2020). Until more recently, Marten Falls First Nation elders spoke their traditional language and little to no English; however, English taught in residential schools was brought back to the community, leading to fewer community members with knowledge of their traditional language (MFFN & OMNRF, 2020).

Various efforts to retain and revitalize the traditional languages, including incorporating traditional language into the community-based land use planning process through the use of place names, a traditional language glossary, and promoting the use of syllabics (MFFN & OMNRF, 2020). Based on the work of a number of Indigenous scholars, the re-establishment of place names is an important part of language and cultural revitalization (Gray & Rück, 2019).

3.7 Understanding of Cultural Continuity and Wellbeing in Relation to the Project Area

Sections 3.7.1 to **3.7.4** describe the current understanding of Marten Falls First Nation cultural continuity and wellbeing factors in relation to the proposed Project. It is expected that these factors will form the foundation for the assessment on Marten Falls First Nation's cultural continuity and wellbeing.

It is recognized that Marten Falls First Nation's cultural continuity and wellbeing is closely related to land, water, and resource use for traditional purposes. As described in **Section 3.5**, Marten Falls First Nation's land, water, and resource use for traditional purposes occurs within the Project Development Area and the Local and Regional Study Areas.

It is important to note that the purpose of this preliminary existing conditions report is to develop an understanding of what is important for Marten Falls First Nation cultural continuity and wellbeing. This is not an assessment of potential impacts to Aboriginal and /or Treaty Rights. The assessment on potential impacts will be completed in future stages of the Impact Assessment / Environmental Assessment.

The assessment of potential impacts on cultural continuity and wellbeing will also be informed by the results of other relevant Valued Component assessments (e.g., visual, noise, air etc.). It will also be informed by additional inputs from the Project's Indigenous Knowledge Program and / or Consultation Program.

3.7.1 Protection of Cultural, Spiritual, and / or Sacred Sites and Areas

Sections 3.7.1.1 to **3.7.1.3** provide an overview of cultural, spiritual, and / or sacred sites and areas in relation to the Project Development Area and the Local and Regional Study Areas.

It is also likely that the protection of waterways, including the Albany River, is important to Marten Falls First Nation for the protection of cultural areas, and for cultural continuity and wellbeing. This lens will be applied to the assessment on Marten Falls First Nation's cultural continuity and wellbeing.

3.7.1.1 Project Development Area

Based on available information on cultural, spiritual, and / or sacred sites and areas used by Marten Falls First Nation members (as described in **Section 3.6.1** and shown in **Figure 3-9**), cultural, spiritual, and / or sacred sites and areas are present in the Project Development Area.

A total of X cultural, spiritual, and / or sacred sites and areas are located within the Project Development Area. These are primarily associated with (but not limited to) the Albany River (**Figure 3-9**).

3.7.1.2 Local Study Area

Based on available information on cultural, spiritual, and / or sacred sites and areas used by Marten Falls First Nation members (as described in **Section 3.6.1** and shown in **Figure 3-9**), cultural, spiritual, and / or sacred sites and areas are present in the Local Study Area.

A total of X cultural, spiritual, and / or sacred sites and areas are located within the Local Study Area. These are primarily associated with (but not limited to) the Albany, Wabassi, and Dusey Rivers, the Teabeau Lake area, and the waterbodies north of the reserve (**Figure 3-9**).

3.7.1.3 Regional Study Area

Based on available information on cultural, spiritual, and / or sacred sites and areas used by Marten Falls First Nation members (as described in **Section 3.6.1** and shown in **Figure 3-9**), cultural, spiritual, and / or sacred sites and areas are present in the Regional Study Area.

A total of X cultural, spiritual, and / or sacred sites and areas are located within the Regional Study Area. In addition to the cultural, spiritual, and / or sacred sites and areas that intersect with the Project Development Area and the Local Study Area, Dusey and Gurden Lakes are culturally sensitive areas, and several cultural, spiritual, and / or sacred sites and areas are associated with (but not limited to) waterbodies and waterways in the Regional Study Area, including east of the reserve (**Figure 3-9**).

3.7.2 Continued Experiences on the Land

Based on the information available and presented in **Section 3.6.2**, it is likely that the following is important to Marten Falls First Nation for the continued experiences on the land, and for cultural continuity and wellbeing:

- Access to quiet and undisturbed areas of solitude for peaceful experiences on the land;
- Connection to the landscape, ancestors, and community members by being able to access preferred and ancestral sites and areas for cultural practices, including traditional gathering sites and areas and meeting places, and historical family or village sites and areas;
- Being able to maintain community and kinship ties and values through community social traditions like the spring and fall hunts.

This lens will be applied to the assessment on Marten Fall First Nation's cultural continuity and wellbeing.

3.7.3 Sufficiency of Lands, Waters, and Resources

Based on the information available and presented in **Section 3.6.3**, it is likely that the following is important to Marten Falls First Nation and for cultural continuity and wellbeing, and for the ability of Marten Falls First Nation community members to honour their role as stewards of their lands:

- A sufficient level and quality of lands, waters, and resources, as well as access to these resources; and,
- Being able to practice traditional land governance.

This lens will be applied to the assessment on Marten Falls First Nation's cultural continuity and wellbeing.

3.7.4 Ability to Practice and Transmit Cultural Traditions

Based on the information available and presented in **Section 3.6.4**, it is likely that the following is important to Marten Falls First Nation for the continued practice and transmission of cultural traditions:

- Being able to have intergenerational experiences on the land to practice language and traditions;
- Being able to practice cultural traditions in the preferred way (i.e., preferred resources and methods in the preferred times of year); and
- Being able to have continued access to and use of important teaching sites and areas, including place names and sites and areas of importance based on oral history / stories / legends.

This lens will be applied to the assessment on Marten Falls First Nation's cultural continuity and wellbeing.

04

Next Steps

The Marten Falls First Nation Project Team invites you to share your feedback and comments on the information contained in this preliminary draft report. We welcome any additional information you would like to share with us. If there are additional sources of information you would like us to include for this report, we welcome you sending us this information. We are available to meet at your earliest convenience to further discuss the information found in this report. To arrange a time to meet and/or to provide comments or share additional information, please contact:

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05

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B13.4 Community Specific Meeting Materials

Hello! Boozhoo!

Marten Falls First Nation Community Access Road

Marten Falls First Nation Chief & Council Meeting
Route Selection

Monday, October 23, 2023

MFFN CAR Project Team

Bob Baxter
Councillor MFFN and Senior Community Member Advisor

Lawrence Baxter
Senior Community Member Advisor

Qasim Saddique
Project Director

Jennifer Bruin
Technical Advisor

MFFN CAR Consultants

Ingrid Trimble
Environmental Assessment

Dan Kuenstler
Engineering

Rowena Moonias
MFFN Community Coordinator

Niki Angelis
Consultation

What we will discuss today

- Introductions and Opening Remarks
- Building the Community Access Road
- Route Selection Milestone – Presenting the technically preferred route
- Next Steps

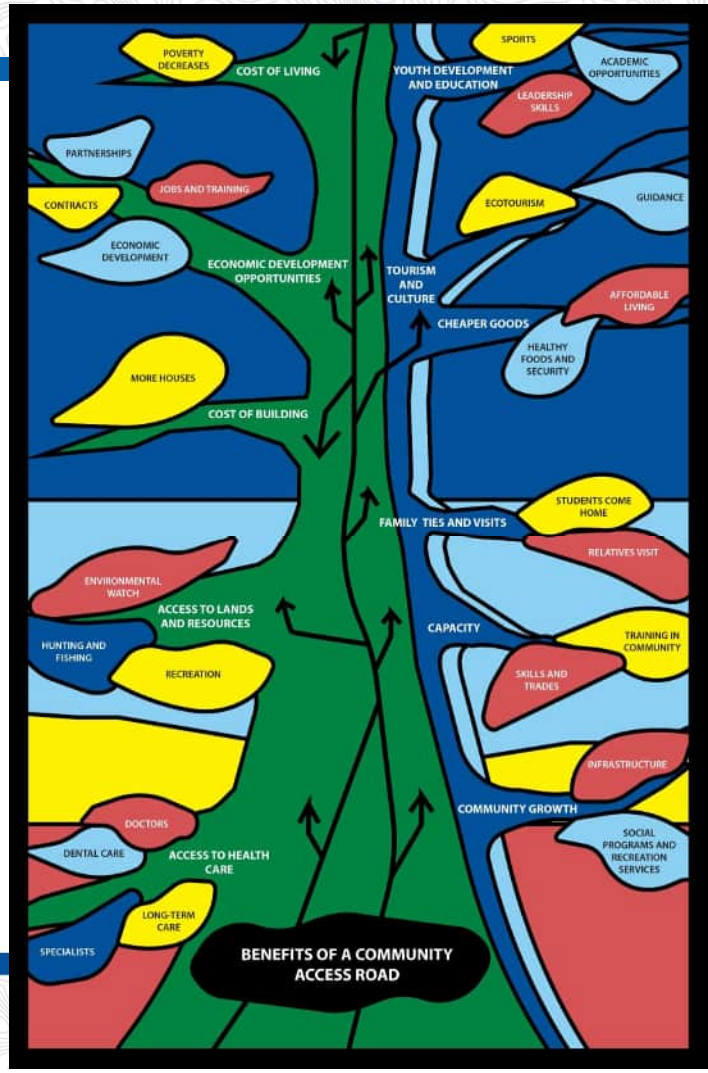
Building the Community Access Road

MFFN Community Access Road is a proposed all-season road that will connect MFFN to Ontario's provincial highway network in the south.

The road is needed to improve the well-being of the community by reducing transportation costs for goods and services, increasing access, helping foster economic development and improve quality of life for community members.

> *"For as long as I can remember, Marten Falls First Nation (MFFN) has had a strong desire to develop a road that would connect our remote northern community to the Ontario provincial highway network and advance our vision of building a sustainable and thriving community in the North."*
>
> *-Chief Bruce Achneepineskum*

COMMUNITY ACCESS ROAD



Building the Community Access Road

Planning for the Community Access Road is ongoing. The proposed access road will be multipurpose in use to support both community needs and current and future industry.

The access road is anticipated to include the following features:

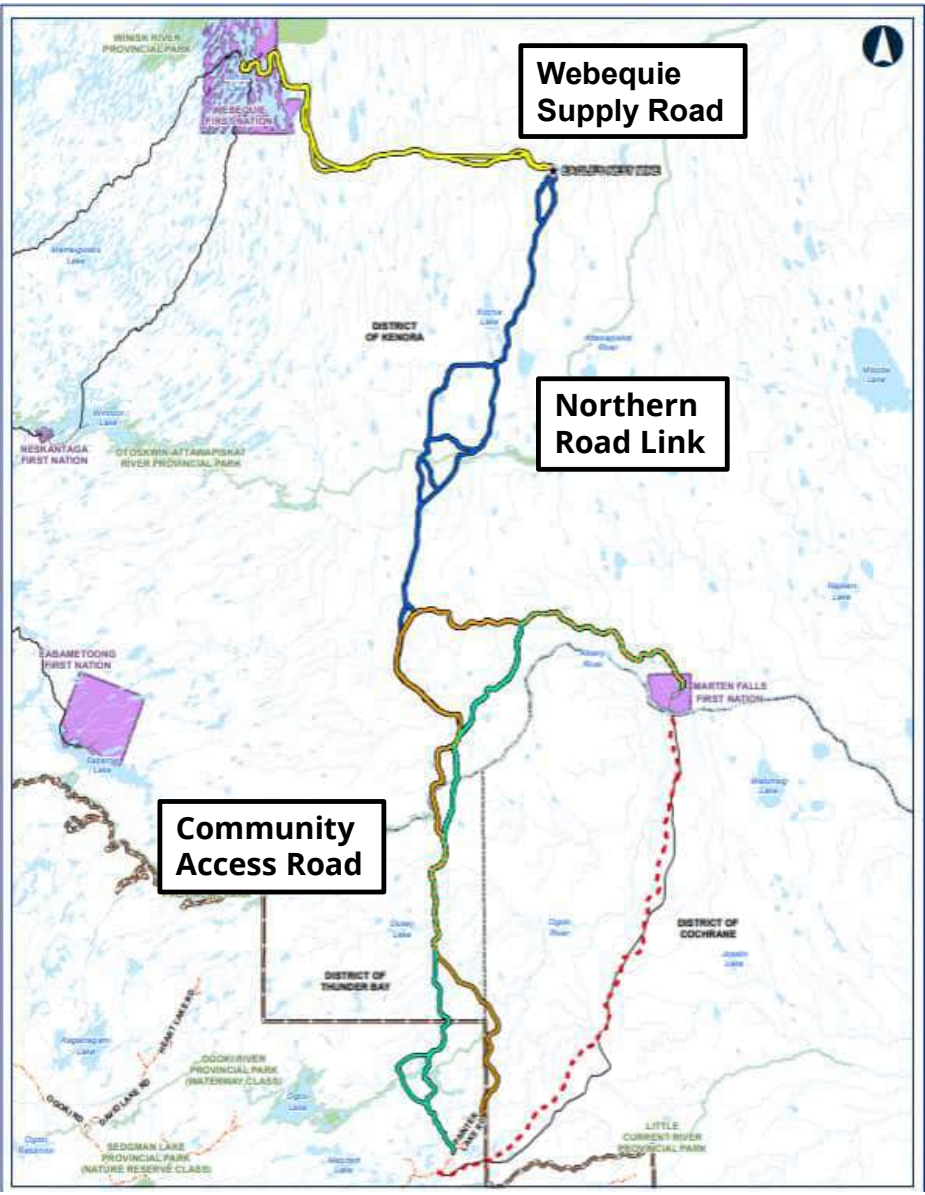
- 190 km to 230 km of two-lane gravel road;
- Quarries, borrow areas and aggregate sources;
- Bridges for river and stream crossings; and
- Temporary construction access roads, work areas and camps.

MARTEN FALLS FIRST NATION

Road Projects Near MFFN

The Community Access Road Project is a separate project from both the Northern Road Link and Webequie Supply Road projects.

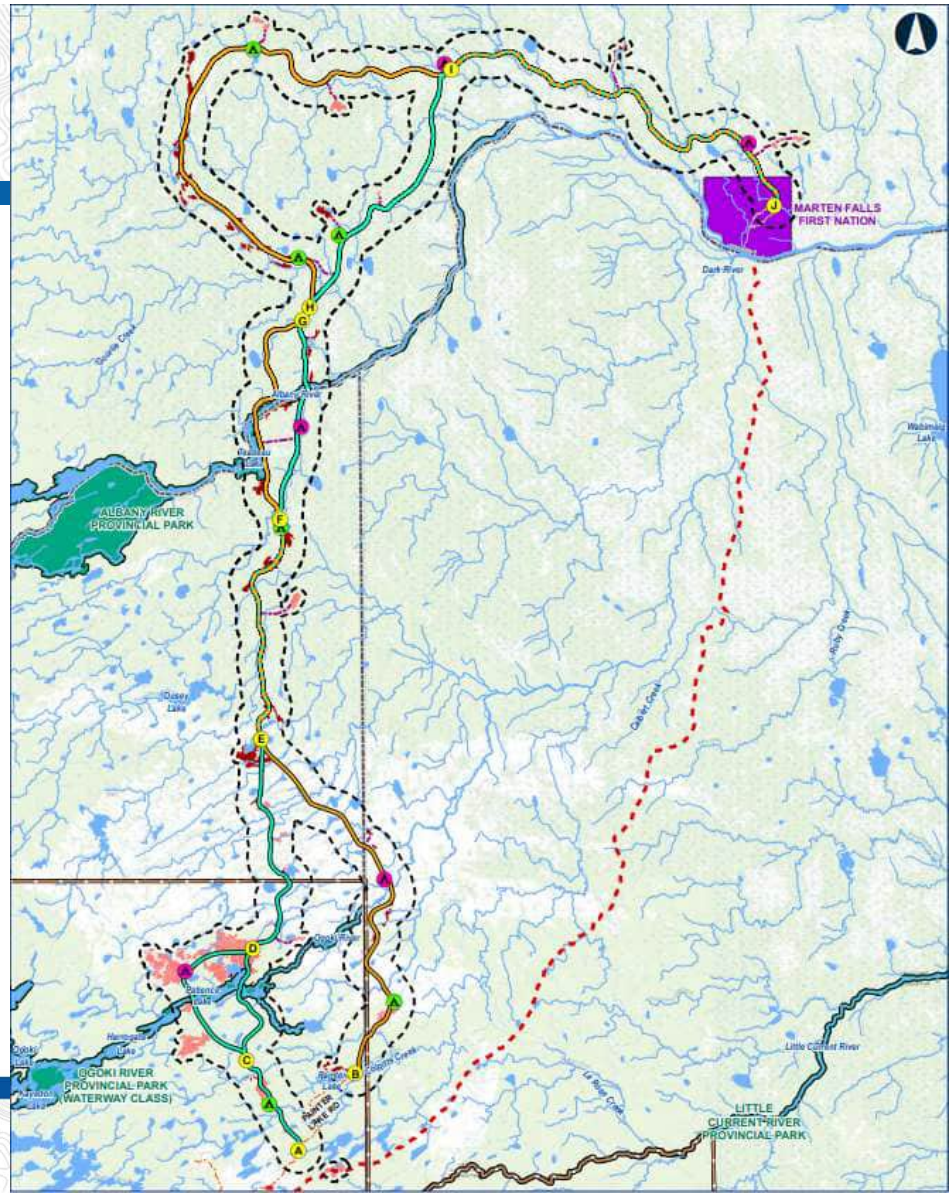
All three projects have a different primary purpose; the primary purpose of the Community Access Road is to connect Marten Falls to the provincial highway network.



Where are we now?

We are in the process of a coordinated provincial Environmental Assessment (EA) and federal Impact Assessment (IA).

The next major milestone for this process is the selection of the preferred route.



Environmental Assessment / Impact Assessment Process

EA / IA Process & Design

Construction

Operation & Maintenance

2023

2024 - 2025

Step 4: Identification of Preferred Alternatives

Select the preferred route and related infrastructure

WE ARE HERE

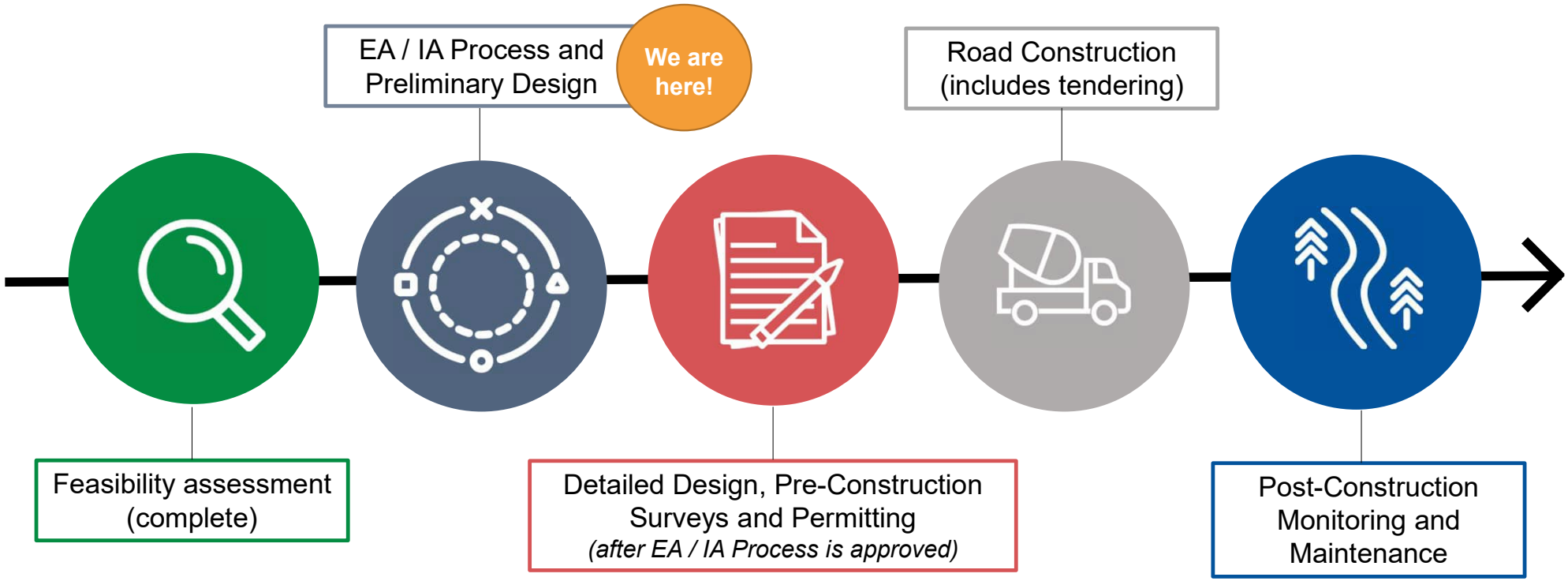
Step 5: Review of draft and final EA / IS update

Submit the combined draft (2024) and final (2025) EA Report and the Federal Impact Statement (IS)

Timeline for detail design and construction will be available after the conclusion of the EA process

Federal and provincial decisions will be made to approve or not approve the road. If approved, Project moves forward…

Steps to Road Construction



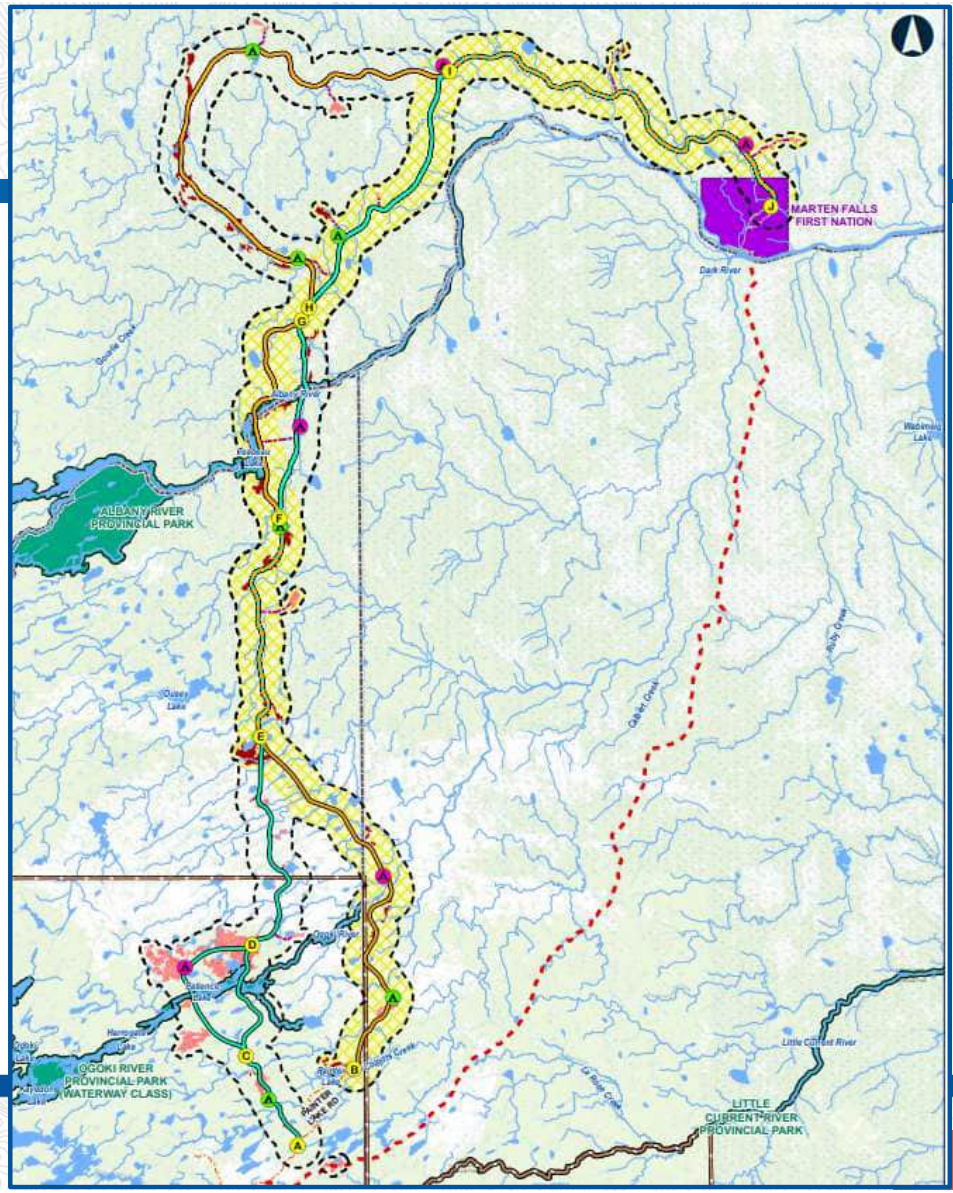
ROUTE SELECTION

Technically Preferred Route Recommendation

There are currently two alternatives being considered (**Alternative 1** and **Alternative 4**). Each alternative starts at Painter Lake Road and runs north before turning eastward toward MFFN roughly following the west / north side of the Albany River.

Alternative 1 and Alternative 4 parallel, overlap and cross each other at multiple locations. These are set or confirmed but there are others that have options to choose from.

The technically preferred route recommendation will be further informed through consideration of Indigenous Knowledge when available.



Selecting the Preferred Route

Where there are options to choose between, evaluation criteria will be used to determine the best option for each segment.

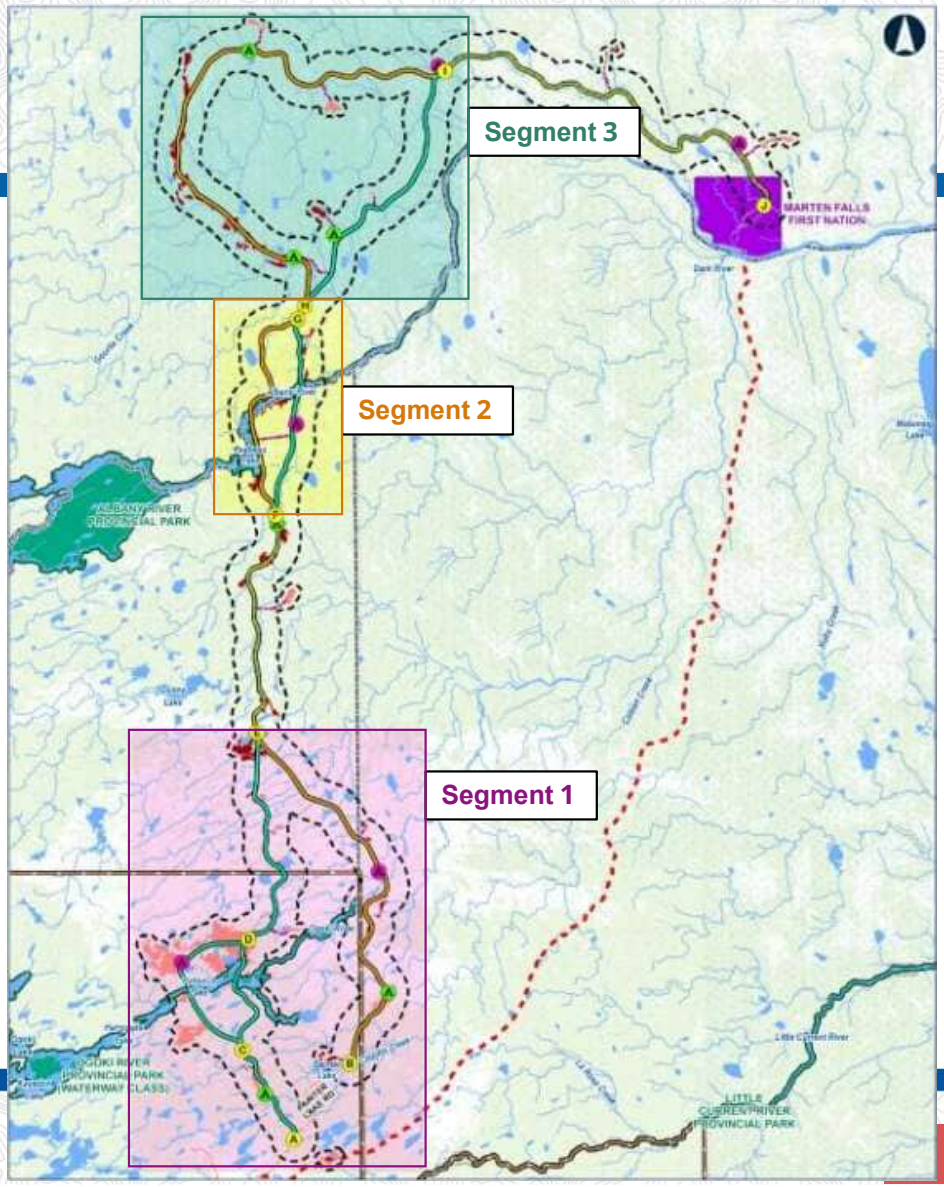
Alternative 1 and Alternative 4 were divided into three separate segments based on their geographical locations.

These segments are:

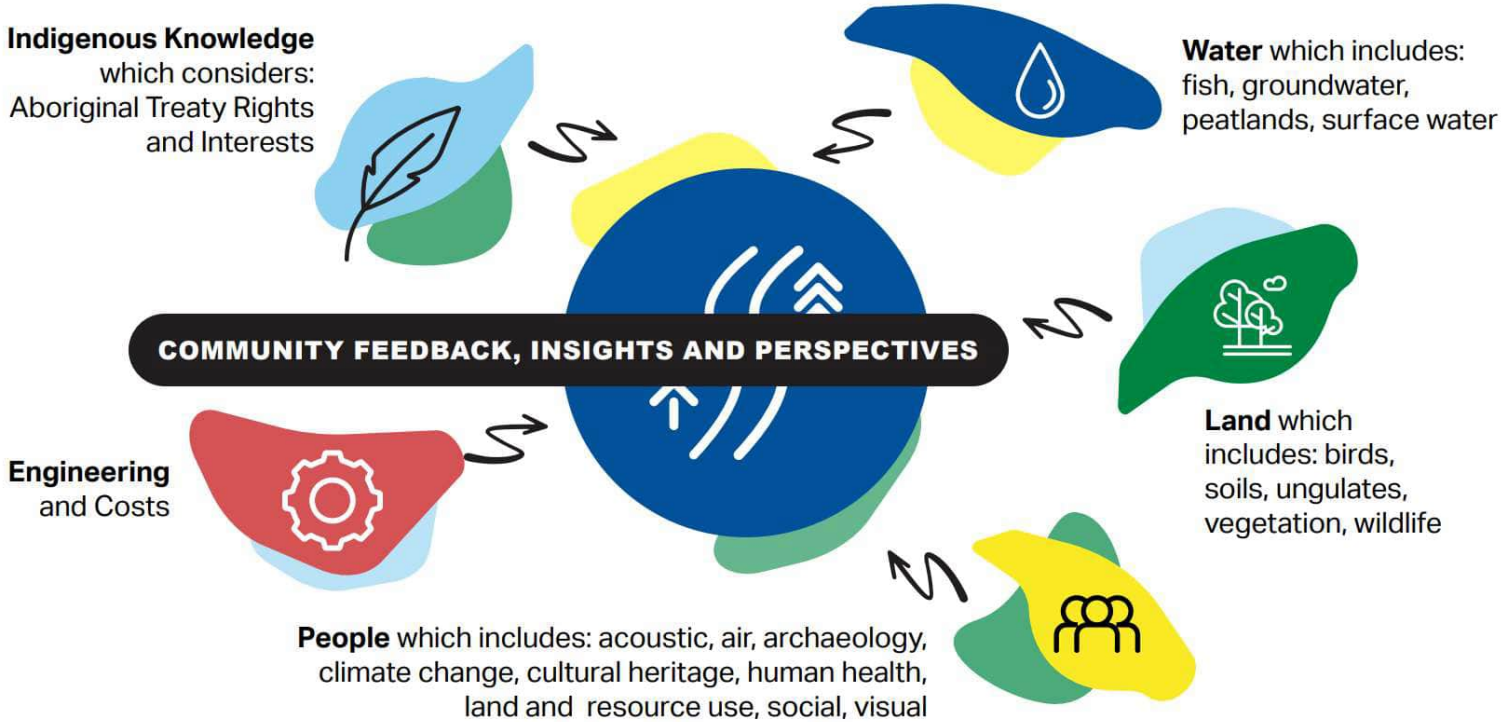
Segment 1 – Ogoki Crossing

Segment 2 – Albany Crossing

Segment 3 – North of Albany



What we considered when evaluating the route options:

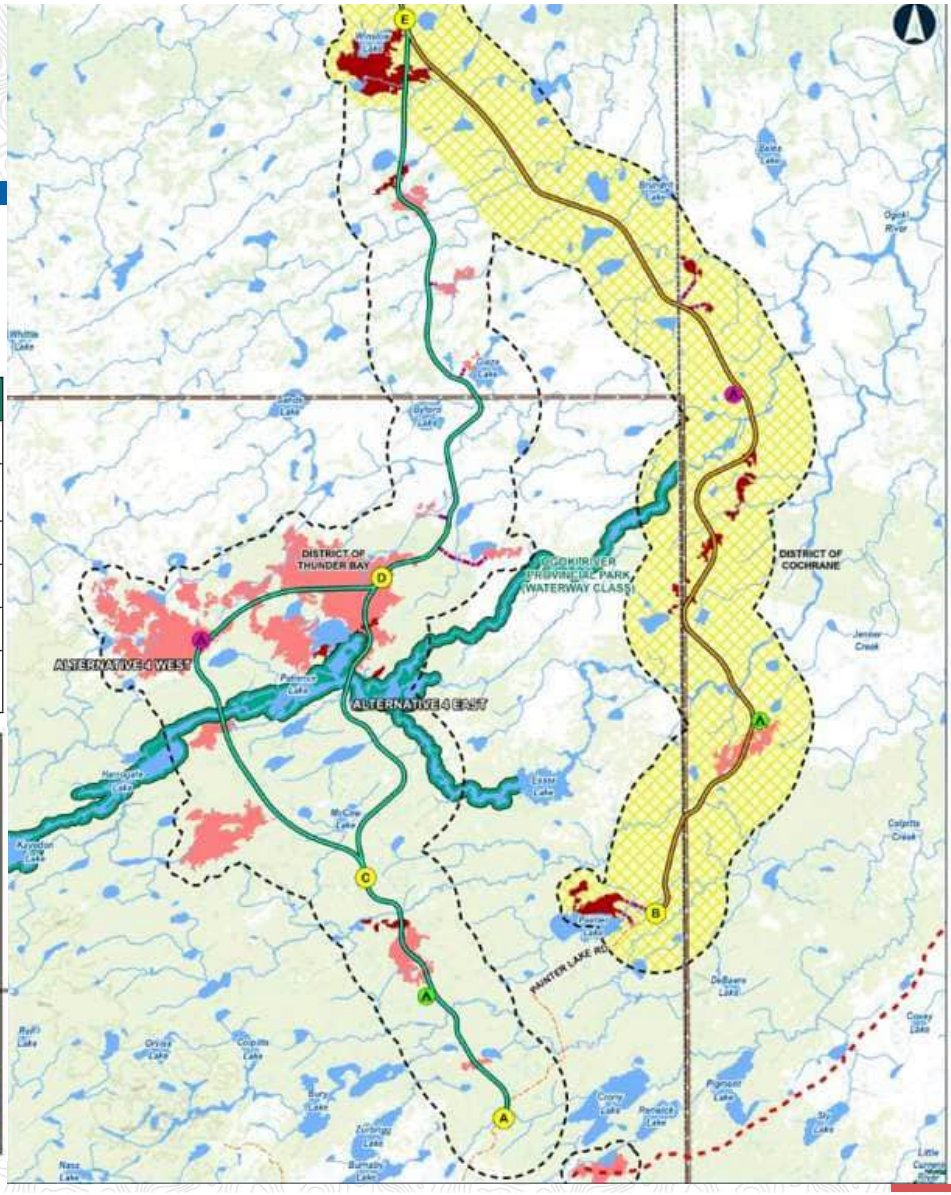


MARTEN FALLS FIRST NATION

Technically Preferred Route Segment 1 – Ogoki Crossing

Category	Alternative 1	Alternative 4 East	Alternative 4 West
MFFN community feedback	🟢	🔴	🟡
Indigenous Knowledge	Community Input Required	Community Input Required	Community Input Required
Water	🟢	🟡	🟡
Land	🟢	🟡	🟡
People	🟢	🟡	🟡
Engineering, Costs	🟡 $313 M	🟡 $439 M	🟢 $397 M

Legend: *Green = most preferred*
Yellow = moderately preferred
Red = least preferred

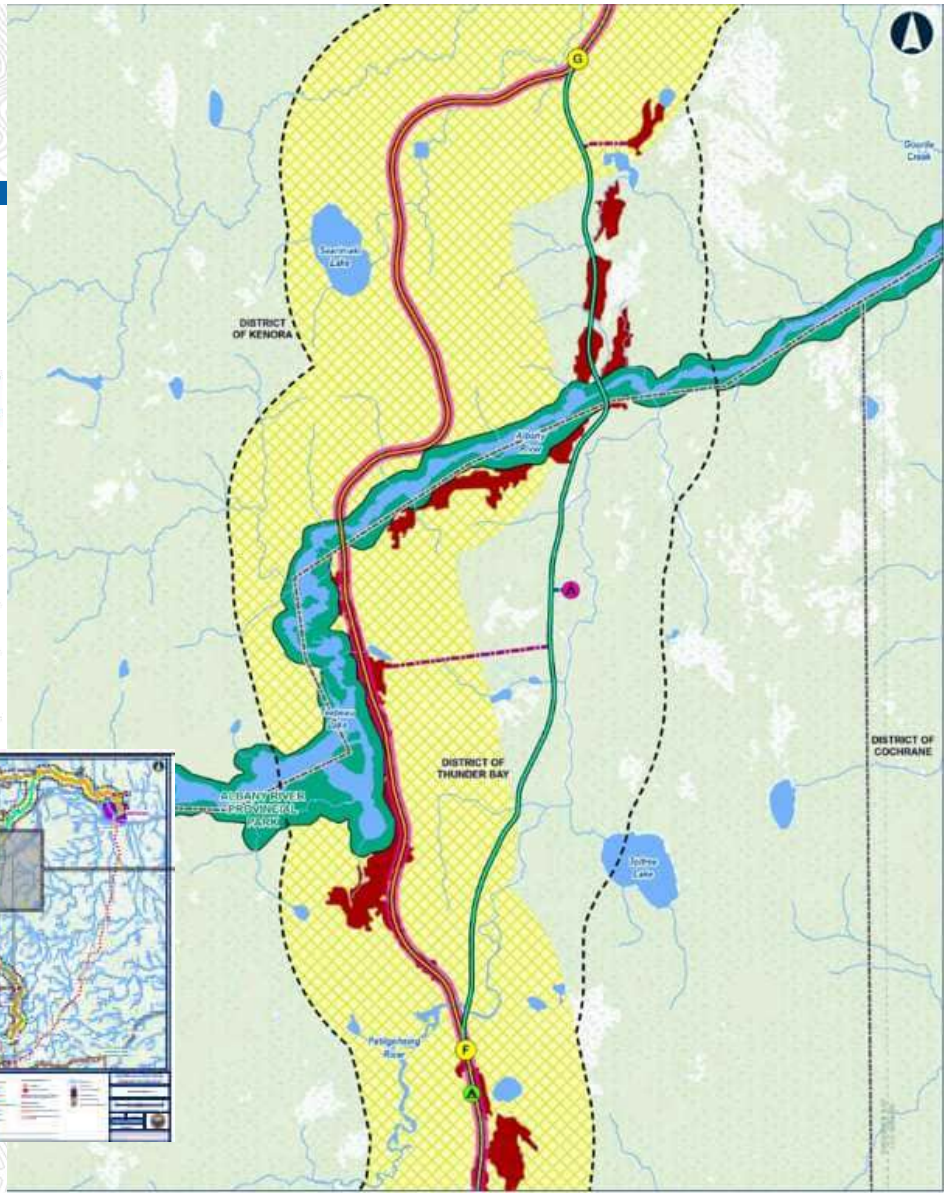


MARTEN FALLS FIRST NATION

Technically Preferred Route Segment 2 – Albany Crossing

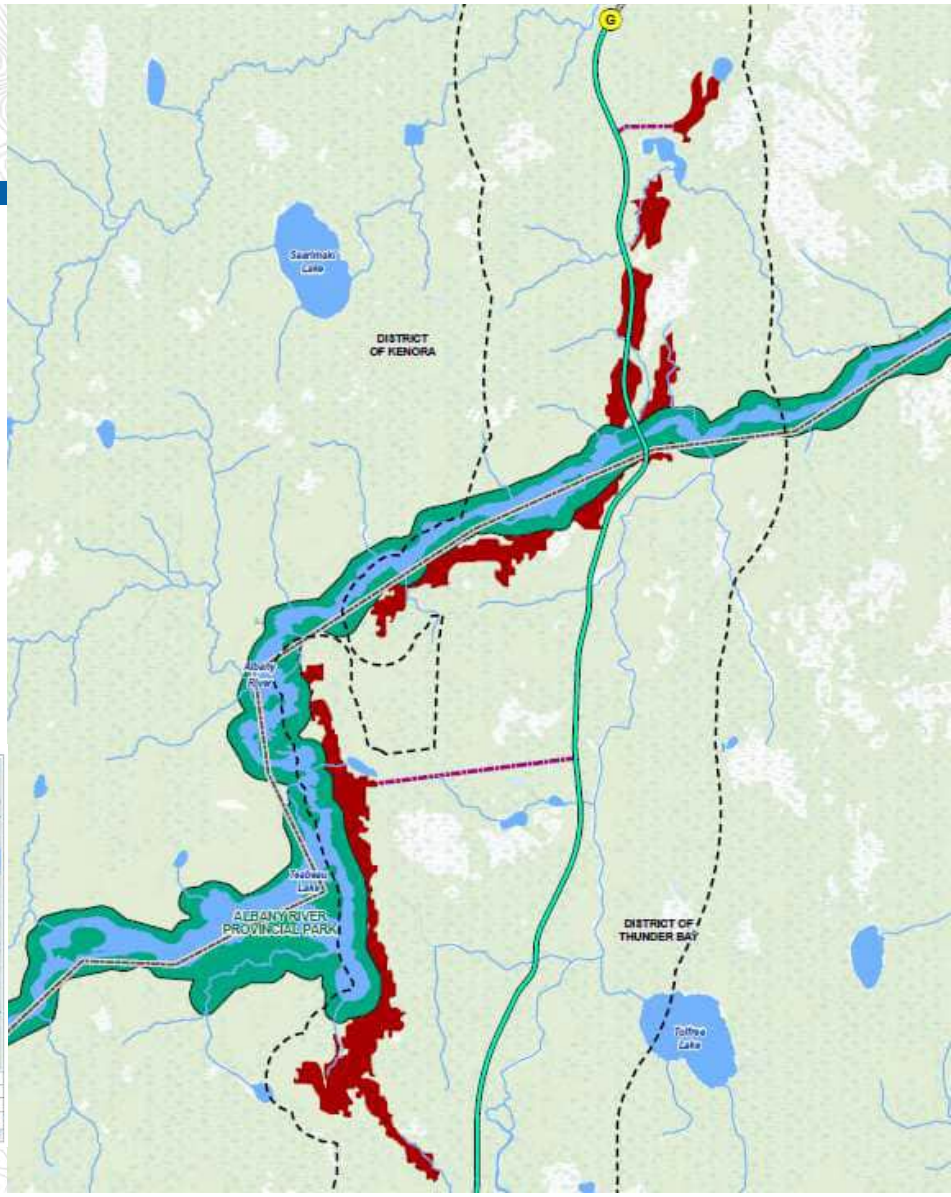
Category	Alternative 1	Alternative 4
MFFN community feedback	🔴	🟢
Indigenous Knowledge	Community Input Required	Community Input Required
Water	🟢	🔴
Land	🟢	🔴
People	🟢	🔴
Engineering, costs	🟢 $233 M	🔴 $172 M

Legend: Green = most preferred / Red = least preferred



Segment 2 – Albany Crossing

- Aggregate sites needed to support Alternative 1
- Additional access roads required to access aggregate

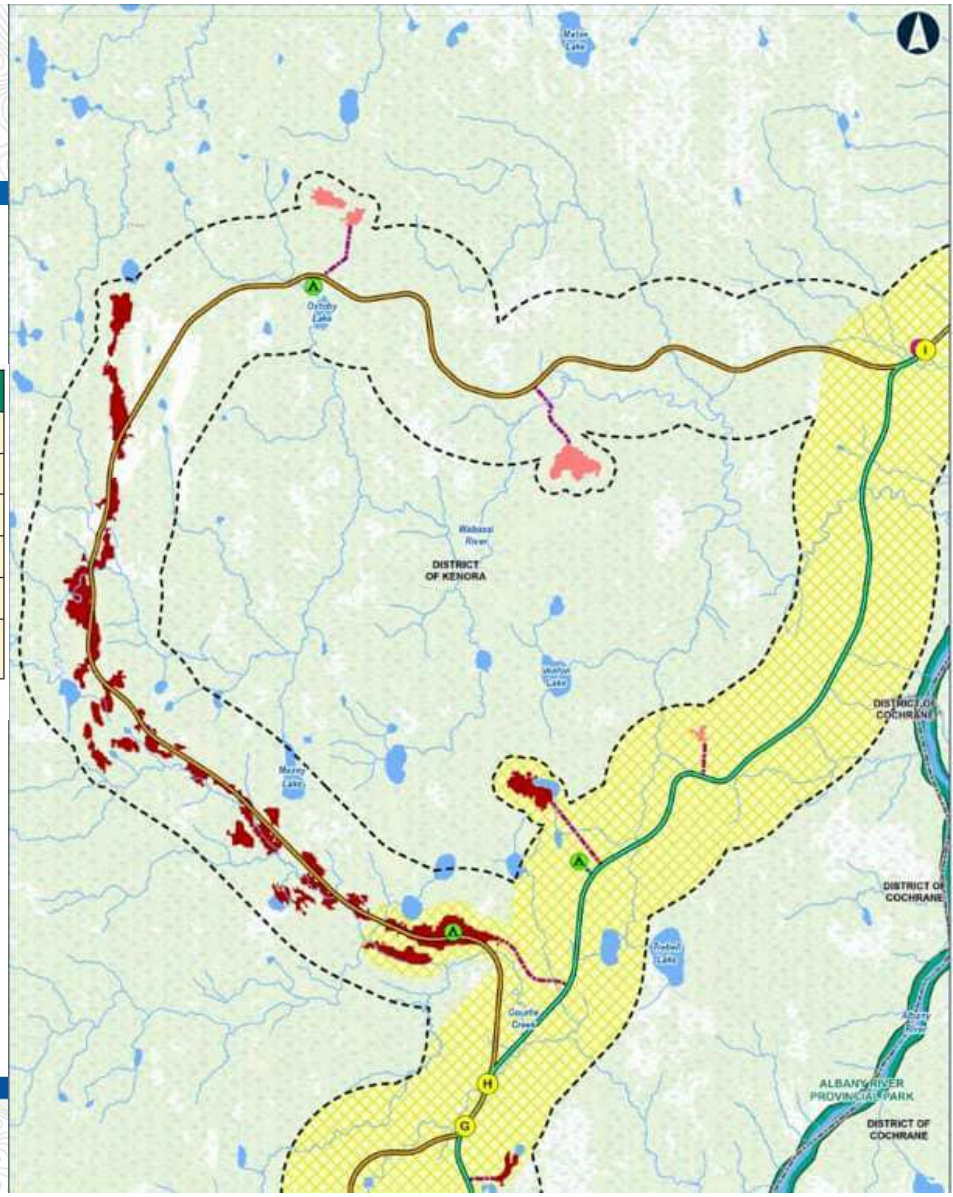


MARTEN FALLS FIRST NATION

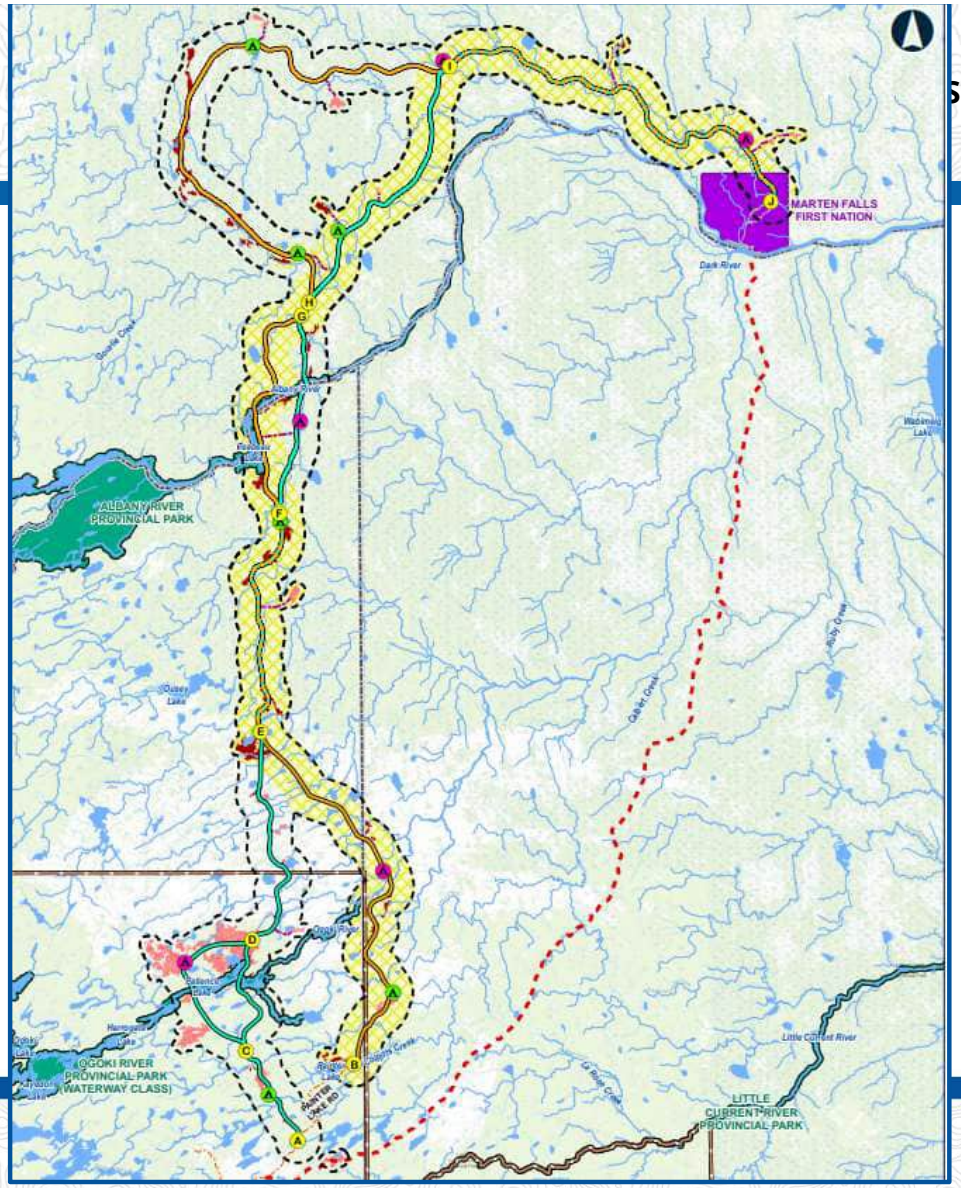
Technically Preferred Route Segment 3– North of the Albany

Category	Alternative 1	Alternative 4
MFFN community feedback	🔴	🟢
Indigenous Knowledge	Community Input Required	Community Input Required
Water	🔴	🟢
Land	🔴	🟢
People	🔴	🟢
Engineering, costs	🟢 $396 M	🔴 $460 M

Legend: Green = most preferred / Red = least preferred



Technically Preferred Route Recommendation



Route Selection – Next Steps

October 23 & 24, 2023

In-person meeting with MFFN Chief and Council in-community to validate preliminary presentation.

October 25 & 26, 2023

Share with the public at PIC #5

November 2023

Route Selection Webinar

November 29, 2023

Virtual meeting with MFFN Chief and Council to respond to questions about technically preferred route

December 1, 2023

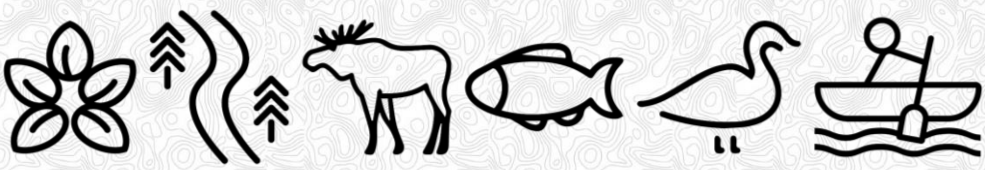
Band Council resolution and Final Preferred Alternative Route confirmation.

Thank you! Meegwetch!

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

Progress Report 4: Environmental Assessment / Impact Statement Milestone

January 2026



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Acronyms

Acronym	Definition
ATRI	Aboriginal and / or Treaty Rights and Interests
ATRI: Draft IA Report	Community-specific Aboriginal and / or Treaty Rights and Interests: Draft Impact Assessment Report
ATRI: Final IA Report	Community-specific Aboriginal and / or Treaty Rights and Interests: Final Impact Assessment Report
EA / IS	Environmental Assessment / Impact Statement
E-blast	Electronic newsletter
GBA Plus	Gender Based Analysis Plus
IK	Indigenous Knowledge
MECP	Ministry of the Environment, Conservation and Parks
MFFN	Marten Falls First Nation
NoC	Notice of Commencement
NRL	Northern Road Link
PIC	Public Information Centre
RoCE	Record of Consultation and Engagement
The Agency	Impact Assessment Agency of Canada
The Assessment Process	The Environmental Assessment / Impact Assessment
ToR	Terms of Reference
WSR	Webequie Supply Road

1. Introduction

1.1 Overview

This Milestone #4 Progress Report is the last of four consultation and engagement reports that collectively make up the Record of Consultation and Engagement (RoCE) for Indigenous Communities, as part of the Marten Falls First Nation (MFFN) Community Access Road's Final Environmental Assessment / Impact Statement (EA / IS).

A RoCE for Interested Persons and a RoCE for Government Agencies are also included in the Final EA / IS. Additionally, a Cumulative Effects Consultation Report has also been prepared[1]. All RoCEs are part of Appendix X of the Final EA / IS.

Figure 1-1 illustrates the four milestone reports and their respective date ranges; each of Milestones #1 through #3 Progress Reports have been previously released to individual Indigenous communities for review and comment. While a separate Milestone #4 Progress Report was not mandated, its inclusion reflects MFFN's commitment to transparency and meaningful consultation and engagement.

1. A Cumulative Effects Consultation Report was an additional requirement as part of the Terms of Reference approval.

Figure 1-1: The Record of Consultation and Engagement for Indigenous Communities

The reporting time period of Milestone #4 Progress Report begins on August 1, 2024, the day after the third milestone (Identification of Preferred Alternatives) concluded, and ends September 5, 2025.

This report documents all communications, consultation, and engagement activities during this time period, including efforts related to the preparation and release of the Draft EA / IS in support of the Final EA / IS submission.

The September 5, 2025, end date for this reporting period marked the conclusion of the Draft EA / IS review phase and accommodated extension requests from Indigenous communities and government agencies for submitting formal comments on the Draft EA / IS; the original submission date of June 23, 2025, provided Indigenous communities four months to provide feedback and with the extension a total of six and a half months was provided.

Outreach conducted after September 5, 2025, is reflected in Section 11 “We Listened” of the Final EA / IS, and feedback provided after this date may also appear in Appendix C, Feedback and Response Log, of the Final EA / IS. Accepting feedback on the Draft EA / IS up to September 5, 2025, accommodated extension requests and helped ensure that the MFFN Community Access Road Project Team had sufficient time to review, analyze, and respond to comments received on the Draft EA / IS. This approach allowed feedback to be thoughtfully and accurately documented and incorporated, where appropriate, into the Final EA / IS.

While the MFFN Community Access Road Project Team worked to include as much feedback as possible received after September 5, 2025, into the Final EA / IS, incorporation depended on when comments were received and the complexity of the issues raised. Indigenous communities have an opportunity to comment on the Final EA / IS and raise any outstanding or additional feedback at that time.

1.1.1 Major Consultation and Engagement Initiatives and Feedback

The reporting period for Milestone #4 Progress Report encompassed a broad range of communication, consultation, and engagement initiatives to provide Indigenous communities with meaningful opportunities to participate in the Environmental Assessment / Impact Assessment (Assessment Process), including but not limited to:

- **Indigenous Knowledge (IK) Program:** Continued implementation of the IK Program supported the collection and integration of traditional land use and cultural information into the assessment. Several communities provided IK information during this period, which informed Aboriginal and / or Treaty Rights and Interests (ATRI) and valued component studies.
- **Draft EA / IS:** Released the Draft EA / IS for early review by Indigenous communities on February 19, 2026, including plain language summaries in multiple languages and an Assessment Summary Package. Meetings, webinars, and Public Information Centre (PIC) #6 were also hosted to support understanding and encourage feedback during the Indigenous review period. More details on the Draft EA / IS are provided in **Section 1.1.2**.
- **Community Well-Being Report:** This report, focusing on socio-economic conditions, health, and cultural considerations, was advanced and shared with communities for review and feedback on April 10, 2025.
- **ATRI Work:** Community-specific Aboriginal and / or Treaty Rights and Interests: Draft Impact Assessment Reports (ATRI: Draft IA Report) were distributed to communities between June 10 to July 11, 2025, for comment, reflecting both publicly available information and ATRI / IK provided to date by Indigenous communities.

- **Three Roads Project Gathering and Expo:** Hosted in Thunder Bay and Timmins in February 2025, this forum brought together Indigenous communities, provincial representatives, and project teams for the Community Access Road, Webequie Supply Road, and Northern Road Link. This event featured project overviews, panel discussions, and breakout sessions in an expo-style format to encourage dialogue on cumulative effects, ATRI considerations, and community priorities. Private breakout sessions were offered to Indigenous communities to discuss project-specific concerns and provide feedback.
- **Funding Programs:** The Community Capacity Funding Program was introduced in November 2024, to replace the Community Coordinator Program, offering flexible funding to support communities in reviewing the Draft EA / IS and participating in consultation and engagement activities.
- **PIC #6:** Held in Thunder Bay and Geraldton in May 2025, PIC #6 provided updates on the Assessment Process, Cumulative Effects Assessment, and community well-being findings.
- **Webinars and Multimedia:** A series of webinars and videos were delivered on topics such as cumulative effects, valued components, and socio-economic considerations. These were complemented by plain language summaries, translated materials, and monthly E-blasts to make technical information accessible.
- **Band Council Resolution:** MFFN members contributed IK, land and resource use information, and feedback on existing conditions and areas of concern. Community members participated in the evaluation of route alternatives, supported the development of preliminary route recommendations, and reviewed the technically Preferred Route. This engagement culminated in a Band Council Resolution supporting the Preferred Route in August 2024. These activities were supported by ongoing outreach through social media, targeted communications, and both virtual and in-person meetings, helping ensure consultation and engagement remained inclusive and responsive throughout the milestone.

Feedback heard through this reporting period includes, but is not limited to, the following topics:

- Community well-being;
- Cumulative effects;
- Access and safety;
- Consultation and engagement;
- Socio-economic opportunities;

- Construction activities and long-term operation and maintenance of the Community Access Road;
- Cultural heritage;
- Indigenous Knowledge; and
- Climate change.

1.1.2 Importance of the Draft EA / IS

As further described in **Section 1.2**, this milestone is voluntary—MFFN chose to release a Draft EA / IS even though this is not a regulatory requirement. Doing so, however, provided Indigenous communities, interested persons, and government agencies early access to Community Access Road information and findings, and created meaningful opportunities for feedback prior to the submission of the Final EA / IS.

This proactive step allowed for a more collaborative process. Without the release of the Draft EA / IS, the first and only opportunity to review and comment would have occurred after submission of the Final EA / IS to federal and provincial agencies. By contrast, the Draft EA / IS review period resulted in over 1000 comments from Indigenous communities. These comments informed the preparation of the Final EA / IS and allowed the MFFN Community Access Road Project Team to incorporate input where possible in the Final EA / IS.

This Milestone #4 Progress Report demonstrates how consultation and engagement efforts were tailored to provide opportunities for Indigenous communities to participate in the review of the Draft EA / IS prior to the review deadline.

Consultation and engagement activities undertaken during this reporting period are included, as well as comments and feedback received up to the end of the Draft EA / IS review period. **This report does not include formal comments submitted by Indigenous communities on the Draft EA / IS or the responses to those comments. This information is available in the Feedback and Response Log, available in Appendix C of the Final EA / IS.** This log includes feedback received from Indigenous communities; the corresponding responses; and resulting changes to the Final EA / IS, where applicable. If specific topics were raised, section references of the Final EA / IS are also provided to direct readers to more detailed information.

1.2 Federal and Provincial Requirements

There are both federal and provincial requirements that set the framework for the Assessment Process. These are summarized below and were used to inform the Consultation and Engagement Plan developed during the Terms of Reference to guide communications, engagement, and consultation related to the Community Access Road.

1.2.1 Federal Requirements

Federal requirements for engagement, specific to Indigenous communities, on the Community Access Road can be found in the following federal documents:

- Tailored Impact Statement Guidelines (Impact Assessment Agency of Canada, 2020a); and
- Indigenous Engagement and Partnership Plan for the Community Access Road (Impact Assessment Agency of Canada, 2021).

In addition, the Tailored Impact Statement Guidelines require Gender-Based Analysis Plus (GBA Plus) to be applied to impact assessments in Canada. Section 11 of the Final EA / IS provides information on how GBA Plus has been applied to the Community Access Road.

1.2.2 Provincial Requirements

The Marten Falls-Ontario Memorandum of Understanding on Shared Consultation Responsibilities (AECOM, 2020) was signed in January 2020 between MFFN and the Province of Ontario. The Memorandum outlines shared responsibilities regarding the procedural aspects of Ontario's duty to consult in the context of the provincial Environmental Assessment for the proposed Community Access Road, for potentially impacted and interested Indigenous communities. Roles and responsibilities governed by the Memorandum include consultation planning and notification, delivery of the planned activities, issues resolution and follow-up, and record keeping for consultation and engagement with Indigenous communities.

A Terms of Reference (ToR) is the first step in the provincial EA process and is a roadmap for planning and decision-making. It outlines how an EA should be prepared, including the studies to be conducted, the process for identifying and assessing the effects of a proposed project, and how people should be consulted.

The ToR for the MFFN Community Access Road was approved with amendments on October 8, 2021, and the Notice of Commencement (NoC) of the provincial EA for the Community Access Road was posted on October 29, 2021. As part of the ToR – Notice of Approval, Ontario's Minister of the Environment, Conservation and Parks (MECP) included an amendment requiring three additional consultation and engagement reports with Indigenous communities (for example, Milestone Progress Reports) at key EA milestones. Visit https://www.ontario.ca/page/marten-falls-community-access-road-project to read the details on the Notice of Approval.

As required by the MECP, progress reports were developed to reflect consultation and engagement activities associated with each of the following EA milestones, with intent to support Indigenous communities in providing meaningful input during the development of the EA:

- **Milestone #1:** NoC of Provincial EA (referred to as NoC of EA) – sent to Indigenous communities December 6, 2022. The reporting period covered October 29, 2021, to June 30, 2022, and focused on the introduction of the Community Access Road.
- **Milestone #2:** Effects Assessment Methods – sent to Indigenous communities November 27 and 29, 2023. The reporting period covered July 1, 2022, to May 31, 2023, and focused on the development of the Effects Assessment methodology, including review by regulators and presentation of the Effects Assessment methodology at PICs.
- **Milestone #3:** Identification of Preferred Alternatives – sent to Indigenous communities November 28 and 29, 2024. The reporting period covered June 1, 2023, to July 31, 2024, and focused on the development of: valued component metrics tables and evaluation of information; development of a preliminary preferred alternative; validation of information with MFFN Chief and Council and community members; and confirmation of the Preferred Route through submission of the final route recommendation memo to Chief and Council, resulting in a Band Council Resolution for the Preferred Route.

Each progress report was required to:

- Be organized by each Indigenous community;
- Contain a consultation and engagement log and summary that tracks consultation and engagement activities, information shared by the MFFN Community Access Road Project Team with Indigenous communities, and community input and MFFN Community Access Road Project Team's responses to such input for the EA milestone; and
- Contain a discussion of how input and information provided by the Indigenous communities have informed the development of the EA milestone.

Each report met the requirements noted above and community-specific sections were distributed to each individual Indigenous community for review and comment. Each progress report was also shared with the Ministry of the Environment, Conservation and Parks.

Provincial requirements were inclusive of all federal requirements, and both were met during the Assessment Process. Additional requirements outlined in the Marten Falls-Ontario Memorandum of Understanding on Shared Consultation Responsibilities were also met.

1.3 Indigenous Communities Identified for Consultation and Engagement

MFFN has consulted and engaged with Indigenous communities identified by the MECP and the Impact Assessment Agency of Canada (the Agency) based on the level of interest expressed by each community.

In total, there are 31 Indigenous communities, Tribal Councils, and Political Treaty Organizations / Provincial Territorial Organizations being consulted and engaged on the Community Access Road (23 Indigenous communities and 8 Tribal Councils, and Political Treaty Organizations / Provincial Territorial Organizations).

From August 1, 2024, to September 5, 2025, the Community Access Road received communication from 19 of the 31 being engaged, listed below. Additionally, 12 Indigenous communities, Tribal Councils, and / or Political Treaty Organizations / Provincial Territorial Organizations who met with the MFFN Community Access Road Project Team during this reporting period are indicated with an asterisk (*):

- MFFN*;
- Animbiigoo Zaagi'igan Anishinaabek*;
- Aroland First Nation*;
- Attawapiskat First Nation*;
- Constance Lake First Nation*;
- Chiefs of Ontario;
- Eabametoong First Nation (Fort Hope);
- Fort Albany First Nation*;
- Ginoogaming First Nation*;
- Kasabonika Lake First Nation;
- Kashechewan First Nation*;
- Kitchenuhmaykoosib Inninuwug First Nation;
- Long Lake #58 First Nation*;
- Matawa First Nations Management*;
- Métis Nation of Ontario;
- Mushkegowuk Council*
- Nibinamik First Nation*;
- Red Sky Métis Independent Nation*; and
- Weenusk First Nation.

The following 12 of 31 did not communicate with MFFN from August 1, 2024, to September 5, 2025. MFFN continued to offer to meet and shared updates on an ongoing basis (e.g., monthly E-blasts, notifications, field notices). The 12 Indigenous communities, Tribal Councils, and / or Political Treaty Organizations / Provincial Territorial Organizations include:

- Independent First Nations Alliance;
- Kingfisher Lake First Nation;
- Mishkeegogamang First Nation;
- Neskantaga First Nation;
- Nishnawbe Aski Nation;
- Nokiiwin Tribal Council;
- Shibogama First Nations Council;
- Union of Ontario Indians;
- Wapekeka First Nation;
- Wawakapewin First Nation;
- Webequie First Nation; and
- Wunnumin Lake First Nation.

The term “neighbouring” is used to identify any Indigenous community being consulted and engaged with respect to the Community Access Road; the term is not in reference to proximity. MFFN is regarded as both the Proponent and the most potentially impacted community; and participates in consultation and engagement activities for neighbouring Indigenous communities.

To help achieve an appropriate level of consultation and engagement related to the Community Access Road, (i.e., frequency and depth of consultation and engagement), the list of communities being engaged was considered against the following:

- Expressed interest (to-date) in the Community Access Road, including applying to Ministry of Energy and Mines, and the Agency for capacity funding, and / or participation in the IK Program, the Community Coordinator Program, and the Community Capacity Funding Program;
- ATRI, including any rights that neighbouring Indigenous communities have identified that may be adversely affected by the Community Access Road;
- Geographical distance or proximity to the study area;
- Located downstream of the Community Access Road, with the potential to experience effects to watercourses due to the Community Access Road;
- Traditional and / or current land use within the study area or of lands potentially affected by the Community Access Road;
- Potential for effects on the environmental and community well-being (social, economics, and human health conditions) of neighbouring Indigenous communities; and
- Provided comments during the Assessment Process.

Throughout the Assessment Process, the MFFN Community Access Road Project Team adjusted their approach to engaging each individual Indigenous communitiy in consideration of these criteria; evolving the list as new information became available and additional neighbouring Indigenous communities engaged in the consultation and engagement opportunities provided. These opportunities are summarized in **Section 2**.

The above criteria were also used to identify which communities were offered funding to participate in the Indigenous Knowledge Program and the Community Capacity Funding Program[2]. Section 11 of the Final EA / IS provides more information on the IK Program and the Community Capacity Funding Program. The status of participation for both these programs can be found in **Table 1-1**.

2. To better serve the interest of Indigenous communities in reviewing the Draft EA / IS, the Community Coordinator Program was replaced with the Community Capacity Funding Program in November 2024.

Additionally, MFFN and Aroland First Nation members were also offered employment opportunities as Field Study Support Staff to assist with field programs and were provided funding for goods and services associated with in-person meetings, such as transportation, catering, and meeting set-up.

Table 1-1: Status of Neighbouring Indigenous Communities' Participation in the Community Capacity Funding Program and Funding Offer for the IK Program

No.	Indigenous Community	Status of Uptake in Community Capacity Funding Program and Comments on the Draft Environmental Assessment / Impact Statement	Status of Uptake for Community Coordinator Program	Status of Funding Offer for Indigenous Knowledge Program
1	Aroland First Nation	• Funding provided • Aroland First Nation provided comments on the Draft Environmental Assessment / Impact Statement	• Aroland First Nation was reviewing applicants for the position • The Community Coordinator Program was amended to the Community Capacity Funding Program in advance of an applicant being selected by the community	• Funding Provided • Received Indigenous Knowledge from the community
2	Attawapiskat First Nation	• Capacity Funding information sent to community • No response received • Attawapiskat First Nation provided comments on the Draft Environmental Assessment / Impact Statement	• Offered • No response received	• Indicated they do not want to participate in the Indigenous Knowledge Program
3	Animbiigoo-Zaagi'igan Anishinaabek	• Funding provided • Animbiigoo-Zaagi'igan Anishinaabek provided comments on the Draft Environmental Assessment / Impact Statement	• Offered • No response received	• Funding provided • Received Indigenous Knowledge from the community
4	Constance Lake First Nation	• Funding provided • Contance Lake First Nation provided comments on the Draft Environmental Assessment / Impact Statement	• Offered • Expressed interest; noted difficulty finding resource to fill role • The Community Coordinator Program was amended to the Community Capacity Funding Program in advance of an applicant being selected by the community	• The Sharing Agreement is with the community for signing • The updated funding agreement is with the community for review • Constance Lake First Nation did not provide Indigenous Knowledge

No.	Indigenous Community	Status of Uptake in Community Capacity Funding Program and Comments on the Draft Environmental Assessment / Impact Statement	Status of Uptake for Community Coordinator Program	Status of Funding Offer for Indigenous Knowledge Program
5	Eabametoong First Nation	• Community Capacity Funding information sent to community • Community acknowledged receipt of information and expressed interest. Follow-ups have been sent; no further response received regarding the program during the Assessment Process • Eabametoong First Nation provided comments on the Draft Environmental Assessment / Impact Statement, after the review period ended	• Offered • No response received	• Updated versions of the sharing and funding agreements are with the community for review • Eabamatoong First Nation did not provide Indigenous Knowledge
6	Fort Albany First Nation	• Funding provided • Fort Albany First Nation provided comments on the Draft Environmental Assessment / Impact Statement	• Offered • Acknowledged offer • The Community Coordinator Program was amended to the Community Capacity Funding Program in advance of an applicant being selected by the community	• Funding provided • Received Indigenous Knowledge from the community
7	Ginoogaming First Nation	• Funding provided • Ginoogaming First Nation provided comments on the Draft Environmental Assessment / Impact Statement	• Offered • Have expressed interest in program; actively recruiting. • The Community Coordinator Program was amended to the Community Capacity Funding Program in advance of an applicant being selected by the community	• Funding provided • Received Indigenous Knowledge from the community

No.	Indigenous Community	Status of Uptake in Community Capacity Funding Program and Comments on the Draft Environmental Assessment / Impact Statement	Status of Uptake for Community Coordinator Program	Status of Funding Offer for Indigenous Knowledge Program
8	Kasabonika Lake First Nation	• Community Capacity Funding information sent to community • No response received • Kasabonika Lake First Nation did not provide comments on the Draft Environmental Assessment / Impact Statement	• Offered • No response received	• Updated versions of the sharing and funding agreements are with the community for review • Kasabonika Lake First Nation did not provide Indigenous Knowledge
9	Kashechewan First Nation	• Funding provided • Kashechewan First Nation provided comments on the Draft Environmental Assessment / Impact Statement	• Offered • Acknowledged offer • The Community Coordinator Program was amended to the Community Capacity Funding Program in advance of an applicant being selected by the community	• Funding provided • Received Indigenous Knowledge from the community
10	Long Lake #58 First Nation	• Community Capacity Funding information sent to community • Community acknowledged receipt of information and expressed interest; Community Capacity Funding Agreement has been sent to the community. • Long Lake #58 First Nation did not provide comments on the Draft Environmental Assessment / Impact Statement	• Offered • Acknowledged offer • The Community Coordinator Program was amended to the Community Capacity Funding Program in advance of an applicant being selected by the community	• Initial versions of sharing and funding agreements sent to the community • Long Lake #58 First Nation did not provide Indigenous Knowledge
11	Marten Falls First Nation	• Funding provided • Marten Falls First Nation did not provide comments on the Draft Environmental Assessment / Impact Statement	• One previous Community Coordinator hired (living in Marten Falls); one current Community Coordinator (living outside of Marten Falls) • Funding provided	• Funding provided • Received Indigenous Knowledge from the Community

No.	Indigenous Community	Status of Uptake in Community Capacity Funding Program and Comments on the Draft Environmental Assessment / Impact Statement	Status of Uptake for Community Coordinator Program	Status of Funding Offer for Indigenous Knowledge Program
12	Neskantaga First Nation	• Community Capacity Funding information sent to community • No response received • Neskantaga First Nation did not provide comments on the Draft Environmental Assessment / Impact Statement	• Offered • No response received	• Updated versions of the sharing and funding agreements are with the community for review • Neskantaga First Nation did not provide Indigenous Knowledge
13	Nibinamik First Nation	• Funding provided • Nibinamik First Nation provided comments on the Draft Environmental Assessment / Impact Statement	• Offered • No response received	• Initial versions of the sharing and funding agreements sent to the community • Nibinamik First Nation did not provide Indigenous Knowledge
14	Webequie First Nation	• Community Capacity Funding information sent to community • No response received • Webequie First Nation did not provide comments on the Draft Environmental Assessment / Impact Statement	• Offered • No response received	• Updated versions of the sharing and funding agreements are with the community for review • Webequie First Nation did not provide Indigenous Knowledge
15	Weenusk First Nation	• Funding provided • Weenusk First Nation provided comments on the Draft Environmental Assessment / Impact Statement	• Offered • Acknowledged offer • The Community Coordinator Program was amended to the Community Capacity Funding Program in advance of an applicant being selected by the community	• The final versions of the sharing and funding agreements have been signed by the Project Team and the community • Once banking information is shared by Weenusk First Nation, funding for Indigenous Knowledge will be provided to Weenusk First Nation • Received Indigenous Knowledge from the community

1.4 Summary of Input and Information Received

Throughout this reporting period, issues, comments, and interests were provided by Indigenous communities.

An issue is defined as feedback provided that has the potential to influence the Assessment Process.

A comment or interest is defined as a question, statement, data, and / or information that does not have the potential to influence the Assessment Process.

Feedback is documented in the consultation and engagement log within each community-specific section, however, only issues are elaborated on in the community-specific Summary of Feedback Received and Response / Action tables. All comments and interests are available in Appendix X of the Final EA / IS.

Section 2 includes a summary of key consultation and engagement activities and a more detailed summary of issues received through consultation and engagement activities.

Section 3 provides a detailed record of the consultation and engagement efforts with each of the 31 Indigenous communities and organizations, including all communications received between August 1, 2024, and September 5, 2025. The community-specific sections also include discussion of how input provided (e.g., issues) by the Indigenous communities has informed or been considered in the Assessment Process, as well as Final EA / IS section references for more information on select topics.

2. Consultation and Engagement

2.1 Approach and Consultation and Engagement Activities

As outlined in the Consultation and Engagement Plan to support the Assessment Process, this Milestone #4 Progress Report reporting period focused on the following activities and requests for targeted input.

Activities for Indigenous communities:

- Held Indigenous leadership and community discussions / meetings, considering applicable and relevant subgroups (e.g., women, youth, and Elders), in-person and virtual;
- Circulated Community Access Road updates, including 12 E-blasts;
- Sent emails and made phone calls to confirm interest in being consulted on the Community Access Road (for communities that had not yet expressed interest);
- Developed plain language updates (translated, as required);
- Maintained a website to share the latest updates and information on the Community Access Road;
- Distributed field notices and updates regarding specific programs;
- Circulated email updates;
- Posted social media updates;
- Conducted follow-up communications to confirm information was received and the material(s) provided were understood;
- Encouraged participation in Community Access Road programs including the IK Program and Community Capacity Funding Program;
- Circulated Notice of Release of the Draft EA / IS (translations available);
- Distributed Notice of PIC #6;
- Held PIC #6 in Thunder Bay and Geraldton, along with two in-community MFFN meetings, two in-community Aroland meetings, and online version of PIC #6;
- Circulated materials to support the review of the Draft EA / IS, including an Assessment Summary Package and plain language summaries;
- Circulated information on the Community Capacity Funding Program to 15 communities to support the review of the Draft EA / IS;
- Distributed 11 plain language summaries in five languages (English, French, Ojibway, Cree, and Oji-Cree);

- Posted three videos on What We've Heard, Draft EA / IS Update, and Understanding Cumulative Effects;
- Distributed community-specific ATRI: Draft IA Reports;
- Held six meetings with MFFN Chief and Council and broader community;
- Held eight meetings with Indigenous communities;
- Distributed notices for the online webinar series, including Community Well-Being, Ungulates, Fish and Fish Habitat, and Land and Resource Use;
- Hosted an online webinar series on Community Well-Being, Ungulates, Fish and Fish Habitat, and Land and Resource Use;
- Held the second Three Road Projects Gathering and Expo;
- Shared multimedia-based communications related to the Draft EA / IS such as videos, live webinars, and web updates; and
- Sent an introductory letter and Frequently Asked Questions about the Draft EA / IS.

Requested information to determine and identify the following targeted input:

- The navigability of the Preferred Route;
- Indigenous community's values and topics of interest;
- Potential effects and mitigation measures to be considered, monitored and adapted to;
- Impacts of the Community Access Road on ATRI, socio-community, and economic impacts, and potential impact management measures to avoid, mitigate, and off-set the impact(s);
- Validation of reports including Milestone #3 Progress Report and ATRI: Draft IA Report;
- Cumulative effects assessment results and the Project Inclusions List;
- GBA;
- Confirmation on whether input and feedback provided during the previous milestone was captured appropriately;
- Confirmation of how Indigenous communities would like to receive the Draft EA / IS, language preferences for translations, study areas of interest, and their interest in scheduling a meeting with the MFFN Community Access Road Project Team; and

- The Draft EA / IS conclusions, including technical reports and the Record of Consultation and Engagement for Interested Persons, and whether input and feedback provided during the previous milestone was captured appropriately.

The documents associated with the activities and targeted input for Indigenous communities can be found in **Appendix A**.

The following further describes the above activities and requests for targeted input that took place during this reporting period.

2.1.1 Draft EA / IS

The early release of the Draft EA / IS started on February 18, 2025, for an Indigenous community review period of 120 days. The public and regulator review period started on April 22, 2025, for a 60-day review period. The comment period for Indigenous communities, the public, and regulators was intended to conclude on June 23, 2025[3], however, requests for extensions were received from government regulators and Indigenous communities. Comments and feedback accepted up until September 5, 2025, are included within this reporting period; input received and information provided or activities conducted after this date are reflected within Section 11 of the Final EA / IS.

Consultation and engagement activities related to the release of the Draft EA / IS began with letters issued to the 31 Indigenous communities, Tribal Councils, and Political Treaty Organizations / Provincial Territorial Organizations engaged on the Community Access Road. The intent was to advise of the upcoming release of the Draft EA / IS; to help ensure those who were interested in taking part in the review were well informed and prepared for the process. The letter outlined the overall Draft EA / IS process, the review process, how the Community Access Road Project Team could support in the review process, and the estimated document content and size. A Frequently Asked Questions document regarding the circulation of the Draft EA / IS was also provided. An online questionnaire was included in the email to determine each community's main point of contact and preferred format to receive the Draft EA / IS. It also offered an opportunity to share their preferred language for translations, their key areas of interest, and whether they would like to meet with the MFFN Community Access Road Project Team to discuss the Draft EA / IS. A copy of the Frequently Asked Questions and questionnaire is provided in **Appendix A**.

In addition, key information related to the Draft EA / IS was provided in the monthly E-blasts, videos, and social media posts leading up to the official release.

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3. The deadline for the review of the Draft EA / IS was initially communicated as June 18, 2025. The deadline for feedback was changed to June 23, 2025, to account for the Easter holidays.

On February 12 and 19, 2025, the MFFN Community Access Road Project Team met with MFFN members in-community and in Thunder Bay, respectively, to deliver a printed copy of the Draft EA / IS and help guide the Community through the document. To assist in the review of the Draft EA / IS, an Assessment Summary Package was created. The Assessment Summary Package included a letter from Chief Bruce Achneepineskum, frequently asked questions, information on what is included in the Draft EA / IS, the Executive Summary, plain language summaries, a technical guide to the plain language summaries, and a USB with all the contents of the Draft EA / IS and its supporting documents.

On February 19, 2025, an email was sent to Indigenous community key contacts sharing the link to the Draft EA / IS and informing them of the 120-day review period for Indigenous communities. Links to supporting documents were also shared, including the Assessment Summary package and its contents. Communities who had requested hard copies of the Draft EA / IS had copies shipped to them. Furthermore, a hard copy of the Draft EA / IS and supporting technical documents were made available for in-person viewing at the MFFN Band Office in Ogoki, Matawa First Nations Management office in Thunder Bay, the Choose Life office in Geraldton, Greenstone Public Library at the Geraldton and Long Lac branches, Sioux Lookout Public Library, Thunder Bay Public Library – Waverley Resource Library, and Timmins Public Library.

The Community Well-Being Report was not available at the time of distribution of the Draft EA / IS. It was provided to Indigenous community key contacts on April 10, 2025, and MFFN community members on April 16, 2025 (the delay was caused by a technical difficulty).

Throughout the review period, meetings were offered to Indigenous communities to answer questions or assist in reviewing the documents. The MFFN Community Access Road Project Team relayed information on the Draft EA / IS through various information outlets, including but not limited to, monthly E-blasts, webinars, videos, monthly outreach to Indigenous key contacts, and website updates.

Feedback, comments and questions were welcomed via email, telephone or mail until June 23, 2025. To accommodate extension requests from Indigenous communities and government regulators, the comment capture period was extended until September 5, 2025. Over 1000 comments were received by the MFFN Community Access Road Project Team on the Draft EA / IS from nine Indigenous communities, including Aroland First Nation, Animbiigoo Zaagi'igan Anishinaabek, Constance Lake First Nation, Fort Albany First Nation, Ginoogaming First Nation, Kashechewan First Nation, Mushkegowuk Council, Nibinamik First Nation, and Weenusk First Nation. In addition, comments on the Draft EA / IS were provided by Attawapiskat First Nation to MECP and the Agency, copying the MFFN Community Access Road Project Team. Comments and responses to the feedback received on the Draft EA / IS, including how each was considered, is documented in a Feedback and Response Log in Appendix C of the Final

EA / IS. The log lists the comment submitted, the response to that comment, and where those changes appear in the Final EA / IS, if any changes were necessary.

The following Indigenous communities did not provide comments on the Draft EA / IS MFFN, Chiefs of Ontario, Eabametoong First Nation, Kasabonika Lake First Nation, Kitchenuhmaykoosib Inninuwug First Nation, Long Lake #58 First Nation, Matawa First Nations Management, Métis Nation of Ontario, Red Sky Métis Independent Nation, Independent First Nations Alliance, Kingfisher Lake First Nation, Mishkeegogamang First Nation, Neskantaga First Nation, Nishnawbe Aski Nation, Nokiiwin Tribal Council, Shibogama First Nations Council, Union of Ontario Indians, Wapekeka First Nation, Wawakapewin First Nation, Webequie First Nation, and Wunnumin Lake First Nation.

The following table (**Table 2-1**) shows the topics / disciplines that each Indigenous community provided feedback on in their review of the Draft EA / IS. Topics that were commented on are shown with a check mark.

Table 2-1: Draft EA / IS Comments from Indigenous Communities by Topic / Discipline

Topic	Animbiigoo-Zaagi'igan Anishinaabek	Attawapiskat First Nation	Aroland First Nation	Constance Lake First Nation	Fort Albany First Nation	Ginoogaming First Nation	Kashechewan First Nation	Mushkegowuk Tribal Council	Nibinamik First Nation	Weenusk First Nation
Aboriginal and / or Treaty Rights and Interests	☑	☐	☑	☐	☐	☑	☑	☑	☑	☑
Access and Security	☑	☐	☑	☑	☐	☑	☑	☑	☑	☐
Accidents and Malfunctions	☐	☐	☑	☐	☐	☐	☑	☑	☑	☐
Acoustic Environment (Noise and Vibration)	☐	☐	☑	☐	☐	☐	☑	☐	☑	☑
Atmospheric Environment (Air Quality)	☑	☐	☑	☑	☐	☑	☑	☑	☑	☑
Climate Change	☑	☐	☑	☑	☑	☑	☑	☑	☑	☑
Community Well-being (Economics, Human Health, Social, Community)	☑	☐	☑	☐	☑	☑	☑	☑	☑	☑
Construction (Camps, Aggregate, Waste Management, Decommis-sioning Abandonment, Construction Monitoring)	☑	☐	☑	☑	☑	☑	☑	☑	☑	☑
Consultation Methods	☑	☐	☐	☑	☑	☑	☑	☑	☑	☑
Country / Traditional Foods	☐	☐	☑	☐	☐	☐	☐	☐	☐	☐
Cultural Heritage and Resources (Archaeology)	☑	☐	☑	☐	☑	☑	☑	☑	☑	☑
Cumulative Effects	☑	☐	☑	☑	☑	☑	☑	☑	☑	☑
Draft EA / IS	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑
Economy	☑	☐	☐	☐	☐	☑	☐	☑	☐	☐
Education, Training and Employ-ment	☑	☐	☑	☐	☐	☐	☐	☐	☑	☐
Engineering and Design (including Bridges and Culverts)	☑	☐	☑	☑	☐	☑	☑	☑	☑	☐
Federal Process	☐	☐	☐	☑	☐	☑	☑	☐	☐	☐

Topic	Anim biigoo-Zaagi'igan Anishinaabek	Attawapiskat First Nation	Aroland First Nation	Constance Lake First Nation	Fort Albany First Nation	Ginoogaming First Nation	Kashechewan First Nation	Mushkegowuk Tribal Council	Nibinamik First Nation	Weenusk First Nation
Fish and Fish Habitat	☑	☐	☑	☑	☑	☑	☑	☑	☑	☑
Future Indigenous Involvment	☑	☐	☑	☑	☑	☑	☑	☐	☑	☑
GBA Plus	☐	☐	☐	☐	☐	☐	☑	☐	☐	☑
General Project	☑	☑	☑	☑	☑	☑	☑	☑	☐	☑
Groundwater (Quality and Quantity)	☑	☐	☑	☑	☑	☑	☑	☑	☑	☑
Indigenous Knowledge and Land Use	☑	☐	☑	☑	☑	☑	☑	☐	☑	☑
Land and Resource Use	☑	☐	☐	☐	☑	☑	☐	☐	☑	☑
Operations and Maintenance (including Post-Construction Monitoring)	☑	☐	☑	☑	☑	☑	☑	☑	☑	☑
Peatlands	☑	☐	☑	☑	☑	☑	☑	☑	☑	☑
Physiography, Terrain and Soils	☑	☐	☑	☑	☑	☑	☑	☑	☐	☑
Route Alternatives	☑	☐	☑	☐	☐	☑	☐	☑	☐	☐
Provincial Process	☑	☐	☑	☑	☐	☑	☑	☑	☑	☐
Request for Regulators	☑	☐	☐	☑	☐	☑	☐	☐	☐	☐
Surface Water (Quality and Quantity)	☑	☐	☑	☑	☑	☑	☑	☑	☑	☑
Ungulates	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑
Vegetation	☑	☐	☑	☑	☐	☑	☑	☑	☑	☑
Visual Aesthetics	☐	☐	☑	☐	☐	☐	☑	☑	☑	☑
Wildlife	☑	☐	☑	☑	☑	☑	☑	☑	☑	☑

2.1.2 PIC #6

PIC #6 was held on May 26, 2025, in Thunder Bay and on May 29, 2025, in the Municipality of Greenstone (Geraldton). PIC #6 was held in an open house format and featured a series of display boards, large maps, and hand outs. PIC #6 provided an update on the Community Access Road, including: the Assessment Process; the Cumulative Effects Assessment, the Project Inclusions List, and results; how the road will affect community well-being for MFFN and nearby communities; land and resource use; and information on the Country Foods sampling program. The MFFN Community Access Road Project Team, including MFFN Senior Community Member Advisors, and Consultants, were available to guide attendees through the display boards and answer questions. Attendees were encouraged to review the display boards and provide comments and feedback through discussions.

The following printed and online materials were available for attendees:

- Paper copy of the open house boards;
- Frequently Asked Questions – Draft EA / IS;
- Draft EA / IS Executive Summary (English, Cree, Oji-Cree, and Ojibway);
- 11 plain language summaries (English, Oji-Cree, and Ojibway)[4];
- Maps of: Preferred Route, tourism outfitter locations, Project Inclusions List (cumulative effects), and trapline areas;
- Cumulative Effects Inclusions List information sheet;
- Community Well-Being – Economics Information Sheet; and
- Socio-Community Effects and Mitigations Information Sheet.

Approximately 27 individuals attended PIC #6 (11 attendees in Thunder Bay on May 26, 2025, and 16 attendees in Geraldton on May 29, 2025). Attendees included Indigenous community members, federal and provincial agencies, members of the public / local residents, and environmental group and industry representatives.

A shuttle service was offered for nearby Long Lake #58 First Nation and Ginoogaming First Nation members to attend PIC #6. Shuttle services were declined, however, a group of Elders from Long Lake #58 First Nation attended PIC #6 in Geraldton.

In consideration of the type of feedback provided at PIC #6, insights provided were considered an interest or comment; no issues were raised at PIC #6. Key feedback themes reflected a range of interests and comments, highlighting the importance of

4. Due to the size and complexity of the documents, along with limited resources available across Canada to complete the translations in Cree, these documents were not available at the time of this meeting.

safety, environmental stewardship, and ongoing consultation and engagement. The following high-level interests / comments were provided at PIC #6 and community meetings:

- Questions regarding land access, such as for hunting and trapping;
- Adding visuals and known landmarks on maps;
- Engineering and design, including construction camps, water crossings, and road design;
- Community benefits received from the road;
- Access and safety of the road, including ownership and restrictions on use;
- Training programs and job opportunities during and post-construction;
- Interest in the Food Sampling Program;
- Community well-being, safety, including mental health, drugs, and alcohol;
- Cumulative effects and the Project Inclusion List;
- Consultation and engagement methods, including meeting outreach, Community Access Road timelines, map locations, and differentiations between other road projects in the area;
- Cultural heritage information including burial grounds (note: these areas were already known by the MFFN Community Access Road Project Team); and
- In-Community Forestry Road upgrades.

A detailed description of PIC #6, including the materials presented, comments, questions, and responses (via summary report) is available in **Appendix A**.

2.1.3 Three Roads Project Gathering and Expo

A second Three Roads Project Gathering and Expo was held in Thunder Bay on February 19 and 20, 2025, and in Timmins on February 25 and 26, 2025, with the province offering to fund up to three representatives from each Indigenous community to attend the event in person. The forum was hosted by Indigenous & Community Engagement (ICE), with the support of the Community Access Road, Webequie Supply Road (WSR), and Northern Road Link (NRL). The purpose of this forum was to advance conversations from the last forum that took place in June 2024, with an emphasis on the release of the Draft EA / IS, and to provide a space where participants could engage and learn more about the three unique road projects, ask questions, and share feedback.

The first day of the February 2025 Three Roads Project Gathering and Expo provided project overviews, panel discussions, individual community breakout sessions, and an expo style forum where participants could visit various booths hosted by Project Team

members for all three road projects. The Community Access Road Booth emphasized the: Draft EA / IS, Cumulative Effects Assessment methodology, and the proposed Project Inclusions List; consultation and engagement efforts to date; and project effects and mitigations. The second day of the forum included panel discussions on ATRI and additional breakout sessions. Private breakout sessions with each road project were available for Indigenous communities. The MFFN Community Access Road Project Team held seven breakout sessions with ten communities (grouping of each breakout session is as follows):

- Animbiigoo Zaagi'igan Anishinaabek;
- Aroland First Nation;
- Attawapiskat First Nation;
- Constance Lake First Nation, Fort Albany First Nation, and Long Lake #58 First Nation;
- Kashechewan First Nation and Mushkegowuk Council;
- Nibinamik First Nation, and;
- Red Sky Métis Independent Nation.

Comments received during the private breakout sessions include but are not limited to the following key themes:

- **Construction:** Construction and accident prevention methods and such as spill control and dust abatement;
- **Consultation methods:** Consultation and engagement during the Draft EA / IS review period and document translation availability;
- **Employment and economy:** Capacity building benefits from the Community Access Road;
- **Socio-community:** Growth and development resulting from the Community Access Road;
- **Post construction:** Operations and maintenance activities during and post-construction, including traffic estimates and access;
- **Climate change:** Concerns and actions taken in consideration of the Community Access Road;
- **Cumulative effects:** Impacts in relation to other road projects and caribou; and
- **General project:** Road construction timelines.

Meeting notes from breakout sessions are included in each communities' specific appendix, and feedback is documented in their community-specific chapter of the Milestone #4 Progress Report (for issues) or the Comments and Interests List in the

Final RoCE for Indigenous Communities (for comments and interests). Confidential meeting notes and feedback are not included.

2.1.4 Community Meetings

Twenty-seven community meetings occurred during the reporting period. These meetings are summarized below, in addition to the Three Roads Project Gathering and Expo breakout sessions, which are listed above. Additional details may be found in individual community chapters.

MFFN

Two meetings with MFFN were scheduled in October 2024. A meeting occurred in Thunder Bay, Ontario, on October 15, 2024. A second meeting was planned in Marten Falls for October 17, 2024, but due to unforeseen circumstances in the Community, the meeting was cancelled.

A total of approximately[5] 16 MFFN community members attended the community member meeting. At these meetings, attendees were encouraged to share their feedback, concerns, and pose questions verbally or by completing the available feedback form. Questions were answered by MFFN Senior Community Member Advisors and the MFFN Community Access Road Project Team members and Consultants. The MFFN community meetings focused on new information on the Draft EA / IS review process, construction, socio-community studies, potential effects and mitigation measures, offsetting activities, cumulative effects, and climate change challenges.

MFFN community members feedback centered around:

- Learning more about topics relating to socio-community, including housing, human health, and safety;
- Providing climate change observations within the Community;
- Water crossings; and
- Employment opportunities during construction.

Meetings with MFFN community members also occurred on February 12 and 19, 2025, in Marten Falls and Thunder Bay, respectively. A total of approximately 25 community members attended the community meetings. The intent of these meetings was to deliver a printed copy of the Draft EA / IS and to discuss what was included in the report

5. Sign-in at these events was voluntary, therefore numbers have been approximated.

and the review timeline. In addition to the full Draft EA / IS, Assessment Summary Packages were shared with community members.

Feedback centred around:

- Road construction, design, and the preferred route;
- Construction schedules; and
- Consultation and engagement methods during the Draft EA / IS review period.

Meetings with MFFN community members also occurred on May 27 and 28, 2025, in Thunder Bay and Marten Falls, respectively. A total of approximately 68 MFFN community members attended the community member meetings. At these meetings, attendees were encouraged to share their feedback and concerns, and to pose questions either verbally or in writing using the available feedback forms. Questions were answered by MFFN Senior Community Member Advisors and the MFFN Community Access Road Project Team members and Consultants. The MFFN community meetings focused on the Draft EA / IS and how to provide feedback, the road and community well-being, and cumulative effects and final projects / activities considered.

Feedback centred around:

- Community well-being, including expressed excitement about the Country Foods Program;
- Concern regarding the road increasing access to drugs and alcohol; and
- Recommendations regarding different ways to provide notice about the community meetings in the future.

Additional opportunities to provide feedback were presented through the Country Foods Program and Story Beads Exercise. The Community Well-Being Team conducted a Country Foods Program where community members provided samples of foods to assess existing contaminant levels in traditional food species commonly harvested and consumed within the Community. The Story Beads Exercise was intended to create space for intergenerational dialogue and shared storytelling using beadwork as a metaphor. MFFN members shared stories and their hopes and concerns around the Community Access Road, including increased access to food and reduced cost of living, and their concerns about outsider access and substance abuse.

Figure 2-1: Photos from the Country Foods Program and Story Beads Exercise in MFFN

MFFN held a general meeting on July 4, 2025, in Thunder Bay, and invited a member of the MFFN Community Access Road Project Team to present on the Community Access Road. The presentation outlined the Assessment Process, the EA / IS schedule, feedback received during the Draft EA / IS, consultation and engagement activities that occurred during the Draft EA / IS review period, and an update on the Country Foods Program.

Animbiigoo Zaagi'igan Anishinaabek

The MFFN Community Access Road Project Team met in-person and online with Animbiigoo Zaagi'igan Anishinaabek on August 28, 2024, to discuss the IK Program, along with the IK Funding Agreement. Four people attended the meeting, including representatives from Animbiigoo Zaagi'igan Anishinaabek and MFFN Community Access Road Project Team and Consultants. An overview of the IK Program and its deliverables was given, followed by a question and answer period.

Comments and questions received included, but were not limited to:

- If feedback on the Draft Preliminary ATRI Existing Conditions Report was still being accepted;
- How study areas were assessed; and
- How information on traditional territory would be used for Animbiigoo Zaagi'igan Anishinaabek's area of interest.

Follow-up discussions included ATRI report feedback, information on study areas, clarification on traditional territory, and areas of interest. Representatives of Animbiigoo Zaagi'igan Anishinaabek requested a Community Access Road schedule and consultation and engagement milestones to be distributed following the meeting, and indicated they would confirm if information on their traditional territory could be shared with the MFFN Community Access Road Project Team.

Aroland First Nation

Meetings with Aroland First Nation occurred on May 28 and 29, 2025, in Thunder Bay and Aroland, respectively. Approximately 12 individuals attended the community meeting in Thunder Bay on May 28, 2025, and approximately 23 individuals attended the meeting in Aroland First Nation on May 29, 2025. Due to a miscommunication regarding the date and time of the Aroland First Nation members only meeting, members of Aroland First Nation also attended the MFFN members meeting on May 27, 2025. Approximately 22 Aroland First Nation members attended the meeting on May 27, 2025.

At these meetings, attendees were encouraged to share their feedback, concerns, and pose questions verbally or in writing using the available feedback form. Questions were answered by MFFN Senior Community Member Advisors and the MFFN Community Access Road Project Team and Consultants. The MFFN community meetings discussed the Draft EA / IS and how to provide feedback, community well-being studies, cumulative effects, and the Project Inclusions List.

Questions and comments centred around:

- Community well-being and health;
- Trapline use;
- Water crossings; and
- Potential effects of the road.

The Community Well-Being Team hosted a Story Beads Exercise at these meetings which intended to create space for intergenerational dialogue and shared storytelling using beadwork as a metaphor. Aroland members shared stories and their concerns about environmental impacts in relation to the Community Access Road, especially related to water, wildlife migration, and the Ring of Fire. Aroland First Nation members also expressed strong interest in the Community Access Road, highlighting its potential to improve access to food, goods, services, and employment opportunities.

In April of 2024, a task force was created between Marten Falls First Nation and Aroland First Nation to discuss various topics, including advancing discussions related

to the Community Access Road and other road projects, as well as collaboration between the nations. Several task force meetings have occurred between the two communities; however, they are not specific to the Community Access Road and fall outside of the scope of this Environmental Assessment / Impact Statement. Two task force meetings occurred within the reporting period, on August 8, 2024, and October 29, 2024.

Constance Lake First Nation

The MFFN Community Access Road Project Team held a meeting in Constance Lake First Nation on February 22, 2025, to provide a general overview of the Community Access Road and present an update on the Draft EA / IS. Approximately ten people attended. The meeting format consisted of a sit-down dinner and presentation from the MFFN Community Access Road Project Team to share general information on the Community Access Road and the Draft EA / IS.

A variety of topics were discussed, which included:

- Mitigation measures and cumulative effects;
- Road ownership and access;
- Human health;
- ATRI; and
- Consultation and engagement methods.

Fort Albany First Nation

The MFFN Community Access Road Project Team met virtually with Fort Albany First Nation on November 7, 2024, to discuss various Community Access Road updates and meaningful consultation and engagement. Five people attended this meeting, including representatives from Fort Albany First Nation and MFFN Community Access Road Project Team and Consultants. During the meeting, discussions surrounded Fort Albany First Nation's concerns related to the Community Access Road, consultation and engagement methods, and the release of the Draft EA / IS. Fort Albany also inquired about the comments they made on the Stage 1 Archaeological Assessment and the Draft Preliminary ATRI Existing Conditions Report. Updates were provided by the MFFN Community Access Road Project Team on the IK Program and the new Community Capacity Program.

A variety of topics were discussed, which included:

- Availability of the Draft EA / IS;
- Communications regarding the Draft EA / IS timeline;

- The Community Capacity Funding Agreement;
- A request from Fort Albany First Nation on the response to comments on the Archaeological Assessment Report and the Draft Preliminary ATRI Existing Conditions Report; and
- Fort Albany First Nation's Milestone #1 Progress Report comments, following the meeting.

A virtual meeting between the MFFN Community Access Road Project Team and Fort Albany First Nation also occurred on June 3, 2025, to discuss the ongoing review of the Draft EA / IS. 15 people attended this meeting, including representatives from Fort Albany First Nation and the MFFN Community Access Road Project Team and Consultants. During the meeting, discussions surrounded identifying gaps noted by Fort Albany First Nation in the Draft EA / IS. Specific topics of discussion included:

- Bill 5;
- Future development in the Project area;
- Free, Prior, and Informed Consent;
- Mitigations of psycho-social impacts, including but not limited to gendered violence and impacts to youth;
- Protection and plans for access and stewardship for harvesting areas, sacred areas, and burial sites;
- The importance of the Albany River and water assessments;
- Moose movement and habitat disruption;
- Regional impacts and other development as a result of the Community Access Road; and
- Anticipated timelines for the release of the ATRI: Draft IA Report.

Representatives from Fort Albany First Nation requested that the ATRI: Draft IA Report be distributed to the community. They also asked that the MFFN Community Access Road Project Team provide written responses to Fort Albany First Nation's comments on the Draft EA / IS, once submitted. Additionally, Fort Albany First Nation indicated that they would request an in-community meeting with the MFFN Community Access Road Project Team after the community has completed its review of the Draft EA / IS.

The MFFN Community Access Road Project Team requested Fort Albany First Nation's final IK Report and preferred payment method for the distribution of IK Program funding (note, IK funding has since been provided).

Ginoogaming First Nation

The MFFN Community Access Road Project Team met with Ginoogaming First Nation on August 1, 2024, to discuss the work being done by the MFFN Community Access Road Archaeology Team. Nine people attended this meeting, including representatives from Ginoogaming First Nation and MFFN Community Access Road Project Team and Consultants. The meeting was held virtually and discussed the Elder's Committee, as well as involvement of Indigenous perspectives (e.g., Indigenous archaeologists on archaeology work). The MFFN Community Access Road Archaeology Team provided an overview of their work and answered questions.

Following the meeting, Ginoogaming First Nation was provided an Executive Indigenous Summary of the Archaeology Assessment Report and information about findings in the study area of the Community Access Road. Two additional meetings were requested within the reporting period; one with Ginoogaming First Nation representatives and one Nation-to-Nation meeting between Ginoogaming First Nation and MFFN. Both meetings did not happen due to unforeseen circumstances. Two attempts to reschedule the meeting with Ginoogaming First Nation representatives were made during the reporting period, however, the MFFN Community Access Road Project Team did not receive a response regarding the meeting. The MFFN Community Access Road Project Consultant directed Ginoogaming First Nation to reach out directly to MFFN regarding a Nation-to-Nation meeting.

Long Lake #58 First Nation

The MFFN Community Access Road Project Team met virtually with Long Lake #58 First Nation on February 6, 2025, to discuss the IK Program. Nine people attended the meeting, including representatives from Long Lake #58 First Nation and MFFN Community Access Road Project Team and Consultants. Discussions surrounded the desire to participate in the IK Program, materials shared, collection efforts including the timeline, and the revised ATRI study areas for the assessment. Representatives from Long Lake #58 First Nation requested that the:

- Long Lake #58 First Nation Draft Preliminary ATRI Existing Conditions Report be re-sent; and
- Revised figure of the Local and Regional Study Areas will be used for the ATRI Impact Assessment.

The MFFN Community Access Road Project Team also committed to follow-up with Long Lake #58 First Nation Chief and Council on the status of the IK Sharing Agreement and Funding Agreement.

Matawa First Nations Management

The MFFN Community Access Road Project Team met with Matawa First Nations Management virtually on May 9, 2025. Ten people attended this meeting, including representatives of Matawa First Nations Management and MFFN Community Access Road Project Team and Consultants. The meeting included a presentation followed by a question and answer period. Discussions surrounded the Community Well-Bring Report, included:

- Economic development;
- Human health;
- Education and training for community members;
- Housing options; and
- Road access.

Matawa First Nations Management requested the link to the Building the Community Access Road webinar; this was shared following the meeting.

Nibinamik First Nation

A community meeting was planned for November 14, 2024, with Nibinamik First Nation, but was cancelled due to unforeseen circumstances. Attempts to reschedule this meeting continued, however, as of September 5, 2025, Nibinamik First Nation had not responded to requests to reschedule the meeting.

2.1.5 Aboriginal and / or Treaty Rights and Interests

Community-specific ATRI: Draft IA Reports were prepared and issued to each community in June and July 2025, with a 90-day review period.

These community-specific ATRI: Draft IA Reports included IK information received from the community prior to January 2025, along with information obtained from publicly available sources. The community-specific ATRI: Draft IA Reports outlined the assessment process for ATRI related to the Community Access Road, and focused specifically on each community. Communities were given 90 days to provide feedback before the finalization of their ATRI: Draft IA Report in October 2025. The ATRI: Draft IA Reports are confidential, therefore feedback provided are not available publicly. An ATRI Summary Report is available in Appendix O of the Final EA / IS. Community-specific Final ATRI Impact Assessment Reports, including a specific Feedback and Response Logs will be available in Spring 2026.

2.1.6 Community Capacity Funding Program

The Community Capacity Funding Program was introduced in November 2024 as an evolution of the existing Community Coordinator Program, offering flexible funding to support communities in reviewing the Draft EA / IS and participating in consultation and engagement activities. The Community Capacity Funding Program offered a one-time capacity funding payment designed to support consultation and engagement on the Community Access Road in a way that best suited the unique needs of each eligible Indigenous community. This new approach provided communities with the flexibility and autonomy to allocate funds as needed to support their review of the Draft EA / IS. Each community who participated in the program provided feedback on the Draft EA / IS.

Introductory letters were sent to specific communities via email between November 1 and 8, 2024. An additional letter was sent to Neskantaga First Nation in May 2025 to provide information on the Community Capacity Program to new Chief and Council. The following nine communities requested and received funding: Aroland First Nation, Animbiigoo Zaagi'igan Anishinaabek, Constance Lake First Nation, Fort Albany First Nation, Ginoogaming First Nation, Kashechewan First Nation, Nibinamik First Nation, MFFN, and Weenusk First Nation. Eabametoong First Nation and Long Lake #58 First Nation, had also expressed interest by this time, but had not yet advanced the steps necessary to obtain funding (e.g., sign Funding Agreement, provide banking information).

This redirected approach resulted in more capacity for participation in consultation and engagement for the Community Access Road. During the timeline of the Community Coordinator Program, only one community participated, whereas nine communities received Community Capacity Funding and of those who received funding, eight provided feedback on the Draft Environmental Assessment / Impact Statement (as of September 5, 2025), with the exception of the Proponent, MFFN.

2.1.7 Field Programs and Education, Consultation, and Engagement on Valued Components

Four field programs took place during the reporting period. To help Indigenous communities better understand the field studies related to valued components, field notices were distributed with plain language information about what the Community Access Road is studying, why it is important, when the field studies will take place, and what to expect when crews are in the field (e.g., an increase in air traffic as crews travel by helicopter). The following notices were published in advance of their respective field studies:

- **Fall 2024 Field Notice** was distributed in September 2024, and provided information about the Groundwater and Geochemistry Program and the Geotechnical investigation;
- **Winter 2025 Field Notice** was distributed in January 2025 and provided information on the Atigwag / Caribou Collar Removal program; and
- **Summer / Fall 2025 Field Notice** was distributed in July 2025, and provided information on the Stage 2 Archaeological Assessment, Groundwater Well Decommissioning, and Geotechnical Investigation.

Whenever possible, in light of availability and safety considerations; field crews were accompanied by MFFN community members, Field Assistant(s), or Senior Community Member Advisor(s); the summer groundwater monitoring (August 2024), the fall groundwater monitoring (September / October 2024) and the Stage 2 Archaeological Assessment (August 2025) were supported by community members. Although Field Assistants were sought from both Aroland First Nation and MFFN, Aroland First Nation members were not able to participate due to scheduling conflicts.

Each of the distributed field notices included links to educational videos and webinars on valued components related to the upcoming field programs. Field notices were distributed by email and posted on the Community Access Road website. Social media posts with information about upcoming field programs were also timed to coincide with the publication of field notices, and information was shared through the Community Access Road monthly E-blast.

2.1.8 Webinars and Videos

Webinars and videos were used to share information on the Assessment Process for the Community Access Road. A webinar series dedicated to technical aspects of the Community Access Road and on the Draft Environmental Assessment / Impact Statement were held during the reporting period.

Five webinars in total were hosted: Building the Community Access Road, Community Well-Being, Ungulates, Fish and Fish Habitat, and Land and Resource Use. The recordings were made available on the Project website.

Informational videos were also developed and shared on the website to provide information on cumulative effects, the Draft EA / IS, and socio-economic considerations.

2.1.9 Raising Awareness

Several activities were completed to raise awareness of the Community Access Road and encourage opportunities to meet with the MFFN Community Access Road Project

Team. E-blasts were distributed and included a section encouraging those interested to reach out and schedule a meeting with the MFFN Community Access Road Project Team. The public Community Access Road Facebook, Instagram, and LinkedIn accounts, and the private MFFN members only Facebook account, were used to share information and promote upcoming events. The Community Access Road website was regularly updated to reflect information that had been shared via the electronic newsletters and social media accounts.

In addition, a separate website was created to host the Draft EA / IS and related documents, along with educational videos and ways to connect with the MFFN Community Access Road Project Team. A separate email account was also created to keep Indigenous communities updated on the Draft EA / IS review period. Communities were encouraged to submit feedback on the Draft EA / IS to this email account.

2.2 Community Access Road Notifications and Information Releases

The following notification and information releases cover communications activities during this reporting period, from August 1, 2024, to September 5, 2025. For all notifications and information releases prior to this reporting period, please visit:

- Community Access Road archive website https://archive.martenfallsaccessroad.ca/; and
- Community Access Road main website https://www.martenfallsaccessroad.ca/.

2.2.1 Monthly E-blasts

Throughout the Assessment Process, E-blasts were distributed via email to approximately 600 people included on the contact list. E-blasts were distributed monthly and included Community Access Road updates relevant to the month of distribution (e.g., upcoming field programs and consultation and engagement activities). Links to the Community Access Road's social media pages and contact information were always included, along with an offer to meet with the MFFN Community Access Road Project Team. Additionally, E-blasts were published on the Community Access Road website, receiving over 719 views during this reporting period. All E-blasts can be found in **Appendix A**.

2.2.2 Field Program, Webinar, and Video Notifications

Notices for each field program were distributed via email to persons identified on the contact list prior to the study taking place. These notices are provided in **Appendix A**

and on the Community Access Road website (https://www.martenfallsaccessroad.ca/documents/#notices).

Notifications for virtual consultation and engagement opportunities, such as webinars, were also distributed via email to the contact list and posted on social media platforms, as appropriate, including the Community Access Road Facebook page and the private MFFN Facebook pages, Instagram, and LinkedIn. Notifications included the date and time of the webinar, links for registration, and webinar poster attachments. Reminder emails were sent shortly before the live webinar occurred. Video notifications were also posted to the Community Access Road website and included in relevant E-blasts, as appropriate. These were also shared to the Community Access Road Facebook, Instagram, and LinkedIn pages to encourage broader outreach with interested persons. Email information for webinars, along with webinar posters, are provided in **Appendix A**.

2.2.3 Release of Milestone #3 Progress Report – November 2024

The Milestone #3 Progress Report was released to each Indigenous community for their review via email between November 28 and 29, 2024. A link was provided to each community-specific section and feedback was requested by February 14, 2025. Only Mushkegowuk Council submitted feedback on the Milestone #3 Progress Report.

In comparison to previous reports:

Aroland First Nation, Fort Albany First Nation, and Métis Nation of Ontario submitted feedback on the Milestone #1 Progress Report; and

Kashechewan First Nation, Weenusk First Nation, and Mushkegowuk Council submitted feedback on the Milestone #2 Progress Report.

A summary of comments received on all three reports, as well as material changes made to each report and where they can be found, is included in each respective community-specific report.

Individual community-specific Milestone #3 Progress Report can be found on the EA / IS website here: https://eais.martenfallsaccessroad.ca/progress-reports/.

2.2.4 Draft EA / IS – February 2025

Letters issued to Indigenous communities regarding the upcoming Draft EA / IS were issued between September 24 and 26, 2024, via email.

An email was distributed to Indigenous community key contacts on February 13, 2025, informing of the upcoming release of the Draft EA / IS, and was followed up with an

email on February 19, 2025, informing that the report is available online for their review until June 23, 2025. On April 10, 2025, the Community Well-Being Report was distributed via email to Indigenous community key contacts, and then to MFFN members on April 16, 2025, (the delay was caused by a technical difficulty).

A reminder email was sent on June 19, 2025, giving notice of five days remaining for the end of the review period for the Draft EA / IS. Requests for extensions were received from Indigenous communities and government agencies and were granted. The comment capture period was extended until September 5, 2025, to accommodate these requests. Draft EA / IS materials can be found in **Appendix A**.

2.2.5 PIC #6 – May 2025

PIC #6 was held on May 26, 2025, in Thunder Bay and on May 29, 2025, in Geraldton. A formal notice and invitation to PIC #6 was published on the Community Access Road and EA / IS websites, with the Notice of Publication of the Draft EA / IS, on April 22, 2025, in English, Cree, French, Oji-Cree, and Ojibway. The first hour of each PIC was advertised as for Indigenous community members only. The notice was published between April 26 and May 23, 2025, in the following newspapers: Wawatay News, Geraldton Times Star, and The Chronicle Journal. Online advertisements were posted on April 22, 2025, through the following media outlets: Northern Ontario Business, Windspeaker, Thunder Bay NewsWatch, and Wawatay News. Radio advertisements were released between April 22 and May 26, 2025, on the following radio stations: CFNO Radio, CHRZ-FM (91.3) REZFM, and Wawatay Radio. PIC #6 was also advertised on the Community Access Road Facebook, Instagram, and LinkedIn pages, the private MFFN Facebook page, and the Municipality of Greenstone online events calendar. PIC #6 materials can be found in **Appendix A**.

2.2.6 MFFN Community Member Meetings – October 2024

Meetings with MFFN, open to Chief and Council and community members, were planned for October 15, 2024, and October 17, 2024, in Thunder Bay and Ogoki, respectively. Notifications were distributed via email on October 2 and 9, 2024, and included a poster attachment; posters were placed at the health centre, band office and choose life building in MFFN. The notice was also posted on the private MFFN and the Ogoki Post Bulletin Facebook pages on October 8, 14, and 15, 2024. A copy of the notice is provided in **Appendix B**.

Due to unforeseen circumstances in the Community, the meeting planned for October 17, 2024, was cancelled.

2.2.7 MFFN Community Member Meetings – February 2025

Meetings with MFFN, open to Chief and Council and community members, were planned for February 11 and 12, 2025, in Thunder Bay and Ogoki, respectively. Notifications were distributed via email on January 30 and February 10, 2025, and included a poster attachment; posters were placed at the health centre, band office, and choose life building in MFFN. Due to the cancellation of the February 11 meeting, an additional email reminder was sent on February 14, 2025, for the rescheduled meeting on February 19, 2025. The notice was also posted on the private MFFN and the Ogoki Post Bulletin Facebook pages on February 15 and 18, 2025. A copy of the notice is provided in **Appendix B**.

2.2.8 MFFN Community Member Meetings – May 2025

Meetings with MFFN, open to Chief and Council and community members, were planned for May 27 and 28, 2025, in Thunder Bay and Ogoki, respectively. Notifications were distributed via email on May 21 and 27, 2025, and included a poster attachment; posters were placed at the health centre, band office, and choose life building in MFFN. The notice was also posted on the private MFFN and the Ogoki Post Bulletin Facebook pages on May 22, 2025. A copy of the notice is provided in **Appendix B**.

2.2.9 Aroland First Nation Community Member Meetings – May 2025

Meetings with MFFN, open to Chief and Council and community members, were planned for May 27 and 28, 2025, in Thunder Bay and Ogoki, respectively. Outreach consisted of an email with meeting details for each consultation and engagement along with a poster for distribution. The email notification showed the correct meeting dates (May 28, 2025, in Thunder Bay, and May 29, 2025, in Aroland First Nation), however, a typo on the poster led to a miscommunication around the Thunder Bay meeting date. As a result, Aroland First Nation members attended the MFFN members meeting on May 27, 2025, in Thunder Bay, as well as the planned Aroland meeting on May 28, 2025. A copy of the notice is provided in **Appendix B**.

2.3 Consultation and Engagement Snapshot

Table 2-2 provides an overview of consultation and engagement activities that took place from milestone 1 to milestone 4, including upcoming activities. Issues received through consultation and engagement activities during this reporting period are included in **Section 3**. Comments and interests received from Indigenous communities are included in Appendix X of the Final EA / IS.

Items without an asterisk occurred during the NoC of EA milestone between October 29, 2021, to June 30, 2022, the Effects Assessment milestone from July 1, 2022, to May

31, 2023, and the Identification of Preferred Alternatives milestone from June 1, 2023, to July 31, 2024. Items with an asterisk occurred during Milestone 4: Draft EA / IS reporting period from August 1, 2024, to September 5, 2025, or are planned to take place after September 5, 2025.

Table 2-2: Consultation and Engagement Snapshot – From October 29, 2021, to September 5, 2025

Project Phases: NoC of EA, Effects Assessment, Identification of Preferred Alternatives, and Draft EA / IS			
Activity	**Audience**		
	Indigenous Communities	**Interested Persons**	**Agencies & Government Bodies**
NoC			
• Distribution of EA NoC (October 29, 2021).	✓	✓	✓
• NoC Advertisement (October 29 to November 12, 2021).	✓	✓	✓
Interim Record of Consultation and Engagement (RoCE)			
• Draft Interim RoCE distributed to Indigenous communities for review (December 6, 2022).	✓		
• Email follow-up distributed in January 2023.	✓		
Milestone #1 Progress Report			
• Draft Progress Report distributed to Indigenous communities for review (December 6, 2022).	✓		
• Email follow-up distributed in January 2023.	✓		
Milestone #2 Progress Report			
• Draft Progress Report distributed to Indigenous communities for review (November 27, 2023).	✓		
• Email follow-up to request re-download of Draft Progress Report (November 29, 2023).	✓		
Milestone #3 Progress Report			
• Draft Progress Report distributed to Indigenous communities for review (November 28 and 29, 2024).*	✓		
• Email follow up distributed in December 2024 and January 2025.*	✓		
Draft EA / IS			
• Draft EA / IS online Indigenous community release (February 18, 2025).*	✓		
• Draft EA / IS online Indigenous community release email notification (February 19, 2025).*	✓		
• The Assessment Summary for the Draft EA / IS was distributed to Indigenous communities via Canada Post registered mail (February 19, 2025).*	✓		
• Community Well-Being Report online Indigenous community release and email notification (April 10, 2025).*	✓		
• Notice of publication of the Draft EA / IS (April 22, 2025).*	✓	✓	✓
• Draft EA / IS online, Indigenous community, public and government agencies release and email notification (April 22, 2025).*	✓	✓	✓
• The Assessment Summary for the Draft EA / IS was made available online and at designated library locations (announcement made April 22, 2025).*	✓	✓	✓

Project Phases: NoC of EA, Effects Assessment, Identification of Preferred Alternatives, and Draft EA / IS			
Activity	**Audience**		
	Indigenous Communities	**Interested Persons**	**Agencies & Government Bodies**
• Draft EA / IS reminder to provide feedback email notification (June 19, 2025).*	✓	✓	✓
Public Information Centres (PIC)			
• PIC #3 Notice distributed (June 13, 2022)	✓	✓	✓
• PIC #3 in Thunder Bay (June 27, 2022)	✓	✓	✓
• PIC #3 in Geraldton (June 29, 2022)	✓	✓	✓
• PIC #4 Notice distributed (November 22, 2022)	✓	✓	✓
• PIC #4 in Thunder Bay (December 7, 2022)	✓	✓	✓
• PIC #4 in Geraldton (December 8, 2022)	✓	✓	✓
• PIC #5 Notice distributed (October 10, 2023)	✓	✓	✓
• PIC #5 in Thunder Bay (October 25, 2023)	✓	✓	✓
• PIC #5 in Geraldton (October 26, 2023)	✓	✓	✓
• PIC #6 Notice distributed (April 21, 2025)*	✓	✓	✓
• PIC #6 in Thunder Bay (May 26, 2025)*	✓	✓	✓
• PIC #6 in Geraldton (May 29, 2025)*	✓	✓	✓
Provincially-Supported Forums			
• Aboriginal and / or Treaty Rights and Interests Forum #1 in Thunder Bay (February 8 to 9, 2023).	✓		✓
• Aboriginal and / or Treaty Rights and Interests Forum #2 in Thunder Bay (November 21 to 23, 2023).	✓		✓
• Three-Road Project Gathering and Expo in Thunder Bay (June 11 to June 13, 2024).	✓		✓
• Three-Road Project Gathering and Expo in Thunder Bay (February 19 to February 20, 2025).*	✓		✓
• Three-Road Project Gathering and Expo in Timmins (February 25 to February 26, 2025).*	✓		✓
Individual Project Meetings			
• In-person meeting with MFFN to provide an update on the Community Access Road and the approval of the ToR (November 16 to 17, 2021).	✓		
• Presented to the Mushkegowuk Council AGM (in-person, November 24, 2021).	✓		
• A teleconference meeting with MFFN to discuss the Assessment Process (February 2, 2022).	✓		
• Teleconference with Métis Nation of Ontario to discuss the IK Program (February 4, 2022). Note: Also captured under the IK Program section below	✓		
• Teleconference with Constance Lake First Nation (April 21, 2022). Note: Also captured under the IK Program and Community Coordinator section below	✓		
• Teleconference presentation to Mushkegowuk Tribal Council's Terrestrial Working Group (May 18, 2022).	✓	✓	
• Teleconference with Marten Falls First Nation Senior Community Member Advisor to discuss and collect feedback on the upcoming Bird Field Program (May 31, 2022).	✓		

Project Phases: NoC of EA, Effects Assessment, Identification of Preferred Alternatives, and Draft EA / IS			
Activity	**Audience**		
	Indigenous Communities	**Interested Persons**	**Agencies & Government Bodies**
• In-person meeting with MFFN community members in advance of PIC #3 (June 28, 2022).	✓	✓	
• Virtual meeting with Ginoogaming First Nation to discuss the Indigenous Knowledge Program and the Community Coordinator Program (July 5, 2022).	✓		
• In-person meeting regarding Community Coordinator and IK Programs with Long Lake # 58 (August 9, 2022).	✓		
• In-person meeting with MFFN community members in advance of PIC #4 (November 2, 2022).	✓	✓	
• In-person meeting with MFFN community members in advance of PIC #4 (December 6, 2022).	✓	✓	
• In-person Council-to-Council meeting with Marten Falls First Nation and Aroland First Nation in Thunder Bay. Meeting minutes were not taken (January 26, 2023).	✓		
• A teleconference meeting with Long Lake #58 First Nation to discuss the Community Coordinator Program and IK Program. (February 13, 2023).	✓		
• Virtual meeting with Ginoogaming First Nation to discuss the Indigenous Knowledge Program and the Community Coordinator Program (March 27, 2023).	✓		
• A virtual meeting with Long Lake #58 First Nation, Constance Lake First Nation and Ginoogaming First Nation to discuss the Archaeology and Cultural Heritage reports (April 21, 2023).	✓		
• Teleconference with Métis Nation of Ontario to discuss Archaeology and Cultural Heritage Program (April 27, 2023).	✓		
• In-person Nation-to-Nation meeting with Eabametoong First Nation to provide an overview of the MFFN Community Access Road (May 10, 2023)	✓		
• A virtual meeting with MFFN was held regarding the engineering, construction and the route selection process for the Community Access Road (May 15, 2023).	✓		
• A virtual meeting with Long Lake #58 First Nation's legal counsel to discuss the IK Sharing Agreement (May 17, 2023).	✓		
• A virtual meeting with Long Lake #58 First Nation was held to provide a Community Access Road overview (August 29, 2023).	✓		
• In-person meeting with MFFN community members in advance of PIC #5 (October 23, 2023).	✓	✓	
• In-person meeting with MFFN community members in advance of PIC #5 (October 24, 2023).	✓	✓	
• In-person meeting with Long Lake #58 First Nation Elders to discuss general updates for the Community Access Road (October 26, 2023).	✓		
• A virtual meeting with Long Lake #58 First Nation was held as a follow up to discuss the Community Coordinator and IK Program meeting (November 10, 2023).	✓		
• A virtual meeting held with Attawapiskat First Nation representatives to discuss the Community Access Road and Caribou Study Plan (December 4, 2023).	✓		
• In-person meeting with Nibinamik First Nation to provide a Community Access Road update (January 16, 2024).	✓		

Project Phases: NoC of EA, Effects Assessment, Identification of Preferred Alternatives, and Draft EA / IS			
Activity	**Audience**		
	Indigenous Communities	**Interested Persons**	**Agencies & Government Bodies**
• A virtual meeting with Red Sky Métis Independent Nation to review the Draft Preliminary ATRI Existing Conditions Report (March 19, 2024).	✓		
• In-person Nation-to-Nation meeting with Aroland First Nation to build on and improve the relationship between the two nations and to provide both Nations the opportunity to discuss any concerns or issues, including the previously drafted Communication Protocol Agreement (April 19, 2024).	✓		
• In-person taskforce meeting between MFFN and Aroland First Nation (May 7, 2024).	✓		
• In-person taskforce meeting between MFFN and Aroland First Nation (May 28, 2024).	✓		
• In-person Chief and Council meeting with MFFN to provide a Community Access Road update (May 29, 2024).	✓		
• Virtual meeting with Attawapiskat First Nation to discuss the Spring Groundwater Program (May 31, 2024).	✓		
• In-person taskforce meeting between Marten Falls First Nation and Aroland First Nation (June 5, 2024).	✓		
• A virtual meeting with Weenusk First Nation to provide a Community Access Road update and discuss the IK Program and socio-economic programs (June 5, 2024).	✓		
• In-person meetings with Aroland First Nation community members to obtain feedback on the final route recommendation, existing conditions and cumulative effects, including inclusions list (June 19 to 20, 2024).	✓		
• In-person meeting with Long Lake #58 First Nation Elders and community members to present the preliminary technically preferred routes (June 20, 2024).	✓		
• Virtual meeting with Ginoogaming First Nation to discuss the Archaeology Assessment Report, Community Coordinator Program and upcoming engagement opportunities (July 10, 2024).	✓		
• In-person taskforce meeting between Marten Falls First Nation and Aroland First Nation (July 11, 2024).	✓		
• In-person meetings with Aroland First Nation community members to obtain feedback on the final route recommendation including Segment 1, Dusey Lake, Segment 2, Segment 3, cumulative effects, evaluation approach and inclusions list, and engineering considerations and existing conditions (valued component studies) (July 15 to 16, 2024).	✓		
• In-person meetings with MFFN community members to confirm selection of the final route selection, cumulative effects, evaluation approach and inclusions list, engineering considerations and existing conditions (valued component studies) (July 17 to 18, 2024).	✓		
• A virtual meeting held with Attawapiskat First Nation to discuss the Draft Preliminary ATRI Existing Conditions Report (July 23, 2024).	✓		
• A virtual meeting held with Ginoogaming First Nation to discuss the Stage 1 Archaeological Report (August 1, 2024).*	✓		
• In-person taskforce meeting between Marten Falls First Nation and Aroland First Nation (August 8, 2024).	✓		
• A virtual meeting held with Animbiigoo Zaagi'igan Anishinaabek to discuss the IK Program (August 28, 2024).*	✓		

Project Phases: NoC of EA, Effects Assessment, Identification of Preferred Alternatives, and Draft EA / IS			
Activity	**Audience**		
	Indigenous Communities	**Interested Persons**	**Agencies & Government Bodies**
• In-person meetings with MFFN community members to discuss final route selection, the Draft EA / IS, construction and design details, potential effects and mitigations, socio-economics, climate change adaptation, and offsetting (October 15, 2024).*	✓		
• In-person taskforce meeting between Marten Falls First Nation and Aroland First Nation (October 29, 2024).*	✓		
• A virtual meeting held with Fort Albany First Nation to discuss Community Access Road updates and meaningful consultation and engagement (November 7, 2024).*	✓		
• A virtual meeting held with Long Lake #58 First Nation to discuss the IK Program and the community's IK collection study (February 6, 2025).*	✓		
• In-person meetings with MFFN community members to present the Draft EA / IS and discuss the Draft EA / IS content (February 12 and 19, 2025).*	✓		
• In-person meetings at the Three Road Project Gathering and Expo with representatives from Animbiigoo Zaagi'igan Anishinaabek, Aroland First Nation, Attawapiskat First Nation, Constance Lake First Nation, Fort Albany First Nation, Long Lake #58 First Nation, Kashechewan First Nation, Mushkegowuk Tribal Council, Nibinamik First Nation and Red Sky Métis Independent Nation (February 19 to 25, 2025).*	✓		
• In person meeting with Constance Lake First Nation community members to provide a Community Access Road overview and present the Draft EA / IS. (February 22, 2025).*	✓		
• Virtual meeting with Matawa First Nations Management to discuss the Community Well-Being Report (May 9, 2025).*	✓		
• In-person meeting with MFFN community members to discuss the Draft EA / IS content including community well-being and cumulative effects (May 27 and 28, 2025).*	✓		
• In-person meeting with Aroland First Nation community members to discuss the Draft EA / IS content including community well-being and cumulative effects (May 28 and 29, 2025).*	✓		
• Virtual meeting with Fort Albany First Nation to discuss the community's ongoing review of the Draft EA / IS (June 3, 2025).*	✓		
• MFFN Community Access Road Project Team attendance at in-person general meeting for MFFN in Thunder Bay (July 4, 2025).*	✓		
Field Program Involvement			
• Helicopter flyover to visually inspect three potential groundwater sites with Aroland First Nation (August 17 and 18, 2022).	✓		
• Well drilling activities monitored by Aroland First Nation representatives (November 25 to December 3, 2022).	✓		
• Helicopter flyover to inform the Geotechnical Program with Marten Falls First Nation and Aroland First Nation (July 19 and 20, 2024).	✓		
Other Notices / Newsletters			
• 2021 Highlights Letter distributed to Indigenous communities via email (December 15, 2021)	✓		
• Phone calls to Indigenous communities to follow-up on the December E-blast, Winter Discussion Guide and field notice (December 16 to 17, 2021)	✓		

Project Phases: NoC of EA, Effects Assessment, Identification of Preferred Alternatives, and Draft EA / IS			
Activity	**Audience**		
	Indigenous Communities	**Interested Persons**	**Agencies & Government Bodies**
• Circulated Monthly Community Access Road Update Email Blast (referred to as E-blast) - October 2021 (November 3, 2021) - November 2021 (November 30, 2021) - December 2021 (December 15, 2021) - January 2022 (January 31, 2022) - February / March 2022 (March 15, 2022) - April 2022 (April 29, 2022) - May 2022 (May 27, 2022) - June 2022 (June 24, 2022) - July 2022 (July 26, 2022) - August 2022 (August 19, 2022) - September 2022 (September 29, 2022) - October 2022 (November 2, 2022) - November 2022 (November 25, 2022) - December 2022 (December 20, 2022) - January 2023 (January 30, 2023) - February 2023 (February 28, 2023) - March 2023 (April 4, 2023) - April 2023 (April 28, 2023) - May 2023 (June 7, 2023) - June 2023 (June 28, 2023) - July 2023 (August 2, 2023) - August 2023 (September 1, 2023) - September 2023 (September 28, 2023) - October 2023 (November 2, 2023) - 2023 Year In Review (December 12, 2023) - January 2024 (January 31, 2024) - February 2024 (March 1, 2024) - March 2024 (April 3, 2024) - April 2024 (April 30, 2024) - May 2024 (May 30, 2024) - June 2024 (July 9, 2024 - July 2024 (August 1, 2024)* - August 2024 (September 4, 2024)* - September 2024 (October 3, 2024)* - October 2024 (November 5, 2024)* - 2024 Year In Review (December 18, 2024)* - January 2025 (February 10, 2025)* - February 2025 (March 4, 2025)* - March 2025 (April 3, 2025)* - April 2025 (May 8, 2025)* - May 2025 (June 11, 2025)* - June 2025 (July 15, 2025)* - July 2025 (August 7, 2025)*	✓	✓	✓
• Circulated Field Study Notices and Discussion Guides: - Winter Field Program Notice and Discussion Guide (December 10, 2021) - Furbearer Ground Track Survey Update (January 19, 2022) - Bird Aerial Surveys Update (February 4, 2022)	✓	✓	✓

Project Phases: NoC of EA, Effects Assessment, Identification of Preferred Alternatives, and Draft EA / IS			
Activity	**Audience**		
	Indigenous Communities	**Interested Persons**	**Agencies & Government Bodies**
- Wolverine Den Surveys Notice (February 14, 2022) - Wolverine Hair Snag Program and Bird Autonomous Recording Unit Update (March 3, 2022) - Wolverine Den Survey Update (March 9, 2022) - Early Spring Notice (March 29, 2022) - Terrain and Soils Notice (May 11, 2022) - Surface Water, Fish, and Fish Habitat Notice (May 30, 2022) - Vegetation Field Notice (June 10, 2022) - Groundwater and Geochemistry (July 29, 2022) - Fall Field Programs Update (September 16, 2022) - Winter / Spring 2023 Field Notice (December 1, 2022) - Field Programs updates (March 9, 2023) - Spring 2023 Field Notice (April 21, 2023) - Summer 2023 Field Notice (July 12, 2023) - Fall 2023 Field Notice (September 15, 2023) - Winter 2024 Field Notice (January 18, 2024) - Spring 2024 Field Notice (April 17, 2024) - Spring Groundwater Program Update (May 24, 2024) - Summer 2024 Field Notice (July 16, 2024) - Fall 2024 Field Notice (September 18, 2024)* - Winter 2025 Field Notice (January 15, 2025)* - Summer / Fall 2025 Field Notice (July 17, 2025)* - Field Notice Update to Stage 2 Archaeology Assessment (July 31, 2025)			
• Matawa Messenger newsletter feature (June 2022)	✓	✓	
• Webinar Series: - Animals and Wildlife (Ungulates and Furbearers) (November 15, 2022) - Surface Water, Fish, and Fish Habitat (November 29, 2022) - Archaeology and Cultural Heritage (January 10, 2023) - Vegetation and Physiography (January 17, 2023) - Peatlands (January 31, 2023) - Air Quality, Greenhouse Gases, and Climate Change (February 14, 2023) - Socio-Economic Studies Part I (February 21, 2023) - Socio-Economic Studies Part II (February 28, 2023) - Groundwater and Geochemistry (March 14, 2023) - Birds (March 21, 2023) - Reptiles, Amphibians, Insects, and Bats (March 28, 2023) - ATRI (April 4, 2023) - Route Selection Milestone (November 16, 2023) - Climate Change Webinar (February 8, 2024) - Building the Community Access Road (November 26, 2024)* - Community Well-Being (May 6, 2025)* - Ungulates (May 15, 2025)* - Fish and Fish Habitat (May 22, 2025)* - Land and Resource Use (June 5, 2025)*	✓	✓	✓
• Engagement questionnaire sent to Indigenous communities (July 27 to 29, 2022)	✓		

Project Phases: NoC of EA, Effects Assessment, Identification of Preferred Alternatives, and Draft EA / IS			
Activity	**Audience**		
	Indigenous Communities	**Interested Persons**	**Agencies & Government Bodies**
• Follow-up to furbearer winter tracking field program notice (January 27, 2023)	✓		
• Follow-up on ungulate aerial survey notice (February 15, 2023)	✓		
• Monthly emails and phone calls to Indigenous communities regarding the Community Access Road*	✓		
Archaeological Assessment Reports			
• Stage 1 and 2 Archaeology Assessment Reports distributed via email to Indigenous communities (February 3, 2023)	✓		
• Stage 1 Archaeological Assessment Report distributed via email to Indigenous communities (June 3, 2024)	✓		
Indigenous Knowledge (IK) Program			
• Circulated an update on the MFFN Community Access Road IK Program which included an updated schedule and timeline for Indigenous communities to share IK (January 21 to 24, 2022)	✓		
• Teleconference with Métis Nation of Ontario to discuss the IK Program (February 4, 2022)	✓		
• Teleconference with Constance Lake First Nation to discuss the IK Program (and Community Coordinator Program) (April 21, 2022)	✓		
• IK Program Update on the Proposed ATRI Study Areas Memo and ATRI Shapefiles were distributed via email. (August 2022)	✓		
• Distributed a Save the Date for the upcoming ATRI Forum and Cultural Heritage Workshop via email (December 20, 2022)	✓		
• Invitation to ATRI Forum distributed (January 13, 2023, and February 1, 2023)	✓		
• ATRI Forum and Cultural Heritage Workshop in Thunder Bay (February 8 to 9, 2023)	✓		
• IK Program timeline and update letter (March 22, 2023)	✓		
• IK Program timeline and update letter (June 22, 2023)	✓		
• IK Program timeline and update letter (October 5, 2023)	✓		
• IK Program timeline and update letter (November 10, 2023)	✓		
• ATRI Forum in Thunder Bay (November 21 to 23, 2023)	✓		
• Draft Preliminary ATRI Existing Conditions Report distributed via email to Indigenous communities (November 28, 2023)	✓		
• Distribution of community-specific ATRI: Draft IA Reports (June 10 to July 11, 2025)*	✓		
Community Coordinator Program			
• Distribution of letter introducing the Community Coordinator Program to 13 neighbouring Indigenous communities including job posting (March 17, 2022).	✓		
• Teleconference with Constance Lake First Nation to discuss the Community Coordinator Program (and the Indigenous Knowledge Program) (April 21, 2022).	✓		
Community Capacity Funding Program			
• Information on the Community Capacity Funding Program sent to 15 Indigenous communities via email (October 30 to November 13, 2024).*	✓		
Activities after September 5, 2025, to February 13, 2026			

Project Phases: NoC of EA, Effects Assessment, Identification of Preferred Alternatives, and Draft EA / IS			
Activity	**Audience**		
	Indigenous Communities	**Interested Persons**	**Agencies & Government Bodies**
• Distribution of monthly E-Blasts: - September 2025 E-Blast (October 17, 2025)* - 2025 Year End Message (December 18, 2025)*	✓	✓	✓
• Distribution of Field Notices and updates: - Groundwater Well Decommissioning Update (September 16, 2025)* - Fall Field Programs Update (September 23, 2025)* - Geotechnical Investigation Update (November 10, 2025)*	✓	✓	✓
• Distribution of community-specific Milestone #4 Progress Reports to Indigenous communities for review and validation (January 16, 2026)*	✓		
• Distribution of Stage 2 Archaeological Assessment Report (January 16, 2026)*	✓		
• Hybrid meetings with MFFN community members in advance of PIC #7 (August 3 and August 4, 2026)	✓		
• Virtual meeting session for Aroland First Nation community members (August 4, 2026)	✓	✓	
• Public Information Centre #7* - Distribution of notice (January 27, 2026)* - MFFN hybrid meetings (February 3 and 4, 2026)* - Aroland virtual meeting (February 4, 2026)* - Virtual public session (February 4, 2026)*	✓	✓	✓
• Ongoing planning for distribution of Final EA / IS*	✓	✓	✓
• Ongoing planning for distribution of community-specific Aboriginal and / or Treaty Rights and Interests: Final Impact Assessment Reports (ATRI: Final IA Reports)*	✓		
• Ongoing conversations with 13 Indigenous communities regarding the IK Program and Community Capacity Funding, as needed*	✓		
• Ongoing follow-up to set-up meetings with Indigenous communities and ask about ATRI*	✓		
Planned Future MFFN Community Access Road Consultation and Engagement Activities			
• Ongoing outreach to Indigenous communities to engage on the Community Access Road*	✓		
• Ongoing outreach to Indigenous communities to address questions and discuss details of the Capacity Funding Program*	✓		
• Distribution of Notice of Submission*	✓	✓	✓
• Targeted outreach to Indigenous communities regarding the Final EA / IS release*	✓		
• Release of Final EA / IS*	✓	✓	✓
• Release of community-specific ATRI: Final IA Reports*	✓		
• Release of Country Foods and Water Use Assessment Report to MFFN and Aroland First Nation*	✓		
• Release of Draft Cultural Heritage Reports*	✓		
• Support government agency regulators in responding to comments on the Final EA / IS*			✓

3. Consultation and Engagement with Indigenous Communities, Provincial and Territorial Organizations and Tribal Councils

3.1 Consultation and Engagement with Indigenous Communities

To summarize overall consultation and engagement with each Indigenous community, the following analytics were performed:

The L**evel of Consultation and Engagement Effort and Response** bar graphs in each community-specific chapter reflect the efforts taken by the MFFN Community Access Road Project Team to engage Indigenous communities and the level of response received. Communications channels considered include **email correspondence** (outgoing and incoming), **phone correspondence** (outgoing and incoming) and **meetings offered in comparison to meetings scheduled**, by any means of communication.

- **Email Correspondence** reflects all emails sent between the MFFN Community Access Road Project Team and Indigenous communities:
  - **Outgoing Email Correspondence** reflects all personalized emails sent from the MFFN Community Access Road Project Team to a specific Indigenous community and mass communications sent to all communities by the MFFN Community Access Road Project Team; and
  - **Incoming Email Correspondence** includes emails received from an Indigenous community directly to MFFN Community Access Road Project Team; emails that only confirm receipt of an outgoing email or emails where the MFFN Community Access Road Project Team are copied but not directly mentioned are not included.
- **Phone Correspondence** reflects all call attempts between the MFFN Community Access Road Project Team and an Indigenous community:
  - **Outgoing Phone Calls** reflect all phone calls made by the MFFN Community Access Road Project Team to an Indigenous community. Answered Phone Calls includes those calls that were answered immediately by the intended recipient or were returned at a later time when the contact was available; and

  - **Incoming Phone Calls** reflect instances where Indigenous communities contacted MFFN Community Access Road Project Team without a previous outgoing phone call.

- **Mail Correspondence** reflects all physical mail exchange between the MFFN Community Access Road Project Team and an Indigenous community:
  - **Outgoing Mail** reflect all instances of mail distributed by the MFFN Community Access Road Project Team to an Indigenous community; and
  - **Incoming Mail** reflect all instances of mail received by the MFFN Community Access Road Project Team from an Indigenous community.
- **Meetings Offered vs. Held** reflects the efforts taken by the MFFN Community Access Road Project Team to schedule a meeting in comparison to the number of meetings achieved between the Indigenous community and the MFFN Community Access Road Project Team.

4. References

AECOM Canada ULC., 2019. Draft Terms of Reference Marten Falls First Nation Community Access Road – Environmental Assessment.

AECOM Canada ULC., 2020. Proposed Terms of Reference Marten Falls First Nation Community Access Road – Environmental Assessment.

Hatch, 2016. Technical Review of Industrial Transportation Infrastructure Proposals.

Appendix A

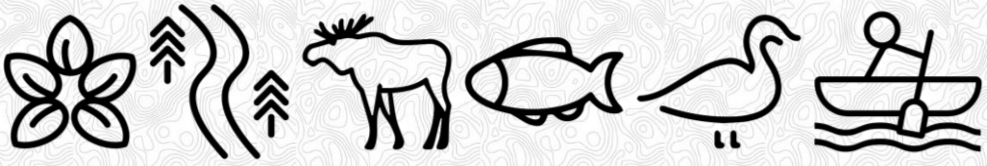
Notices and Other Information Releases

Appendix A is available online at https://eais.martenfallsaccessroad.ca/progress-reports/.

Appendix B

Community-Specific Correspondence

Appendix B is available online at https://eais.martenfallsaccessroad.ca/progress-reports/.



13. Marten Falls First Nation (MFFN)

Table 13-1: Community Profile

Key Identifiers	Details
Location:	Ogoki, ON P0T 2L0
Tribal Council:	Matawa First Nations Management
Treaty:	9
Project Team Lead:	Niki Angelis

Figure 13-1: Marten Falls First Nation Distribution of Communication

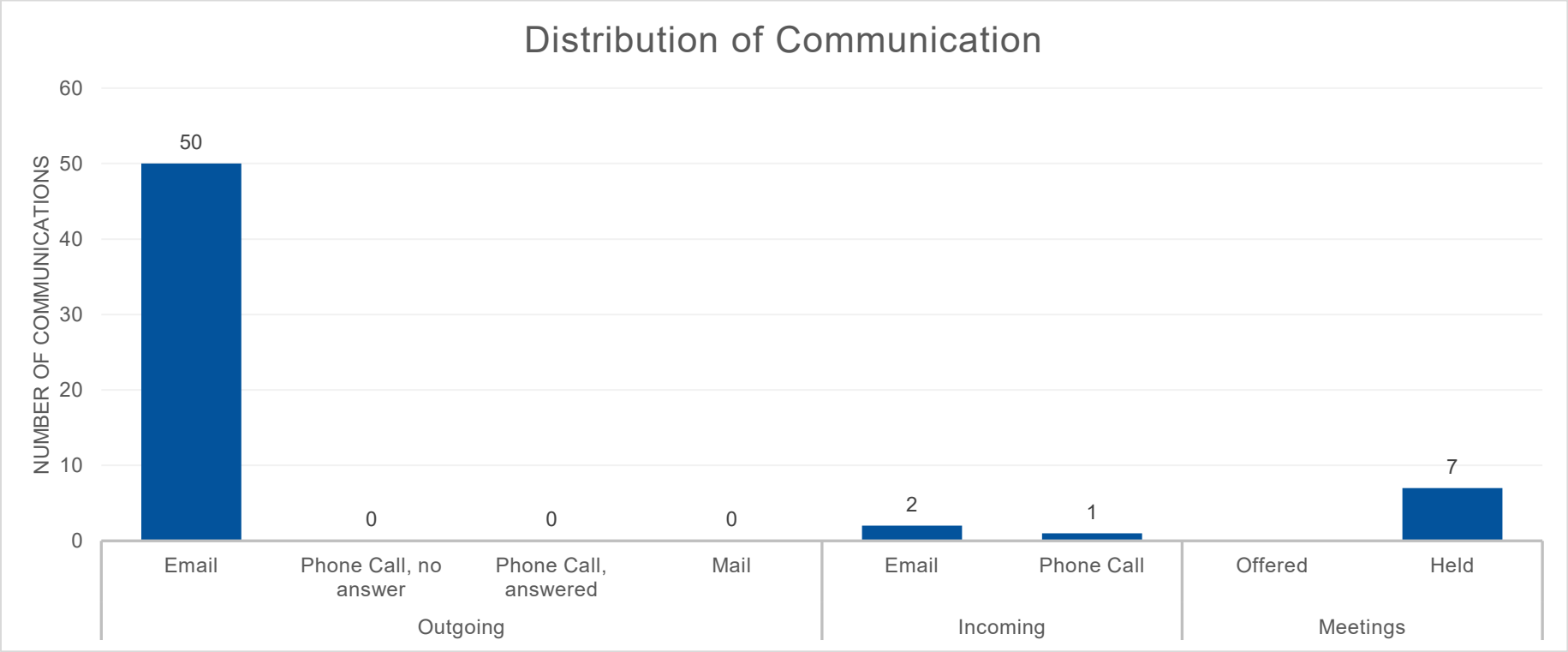


Table 13-2: Summary of Participation During Milestone 4

Activity	Status
Date of last outgoing communication from MFFN CAR Project Team (email or phone):	September 3, 2025 (Email)
Date of last incoming communication from community (email or phone):	December 4, 2024 (Phone)
Participating in Indigenous Knowledge (IK) Program:	Status of IK Sharing Agreement: Finalized
	Status of IK Funding Agreement: Finalized
	IK information provided: Yes
Participating in Community Coordinator Program / Community Capacity Funding Program:	Yes (Community Coordinator Program) Yes (Capacity Funding)
Provided comments on the Draft Environmental Assessment (EA) / Impact Statement (IS):	No
Provided comments on the community-specific Aboriginal and / or Treaty Rights and Interests (ATRI): Draft Impact Assessment (IA) Report:	No
Provided comments on the Community Well-Being Report:	No
Provided comments on the milestone progress reports:	No

Table 13-3: Key Consultation and Engagement Activities Undertaken During Milestone 4

Date	Consultation and Engagement Activity
Aug 01, 2024	July 2024 E-blast distributed via email.
Sep 04, 2024	August 2024 E-blast distributed via email.
Sep 18, 2024	Fall 2024 Groundwater and Geochemistry Program Update distributed via email.
Sep 25, 2024	Letter and frequently asked questions (FAQ) shared via email regarding the circulation of the Draft EA / IS. A link to a questionnaire to identify a key contact and preferences related to the review process was also included.
Oct 02, 2024	Invitation to the upcoming October 15 and October 17 in-person meetings for MFFN Members.
Oct 03, 2024	September 2024 E-blast distributed via email.
Oct 09, 2024	Email reminder of upcoming in-person meetings for MFFN Members.
Oct 11, 2024	Email to MFFN Councillor advising that the results of the Socio-Economic survey would be available at the upcoming in-community meetings.
Oct 15, 2024	Community member meeting in Thunder Bay to discuss the latest updates on the CAR including the Draft EA / IS, socio-economic studies and engineering and road design.
Oct 17, 2024	Community member meeting in-community was cancelled due to a reported health outbreak.
Oct 23, 2024	Meeting minutes from past MFFN community member meetings sent via email.
Nov 05, 2024	October 2024 E-blast distributed via email.
Nov 07, 2025	Email outreach explaining the Community Capacity Funding Program sent via email.
Nov 20, 2024	Building the Community Access Road webinar announcement distributed via email.
Nov 26, 2024	Building the Community Access Road webinar reminder distributed via email.
Nov 28, 2024	Milestone #3 Progress Report distributed via email.
Dec 04, 2024	Emails and telephone calls with a MFFN Councillor with inquiries on the Community Capacity Funding Program.
Dec 18, 2024	2024 Year in Review E-blast distributed via email.
Dec 19, 2024	End of year CAR update regarding feedback for the Milestone #3 Progress Report, and the Community Capacity Funding Program was shared.
Jan 15, 2025	2025 Winter Field Notice distributed via email.
Jan 25, 2025	Email outreach regarding Project updates including the Draft EA / IS, Community Capacity Funding Program and feedback for Milestone #3 Progress Report.

Date	Consultation and Engagement Activity
Jan 30, 2025	Invitation to the upcoming February 11 and February 12 in-person meetings for MFFN Members.
Feb 10, 2025	January 2025 E-blast distributed via email.
Feb 11, 2025	The February 11 meeting was cancelled due to a conflict with the MFFN Annual General Meeting (AGM) held at the same time. A poster was developed to advise MFFN community members that an update on the CAR would be available at the AGM along with the Assessment Summary packages.
Feb 12, 2025	In-person meeting held in Ogoki to present a copy of the Draft EA / IS and the Assessment Summary: Draft EA / IS provided to MFFN Community members.
Feb 13, 2025	Notification of upcoming Draft EA / IS early release to Indigenous communities distributed via email.
Feb 13, 2025	Draft EA / IS and the Assessment Summary: Draft EA / IS hard copy delivered to Matawa First Nations Management office as an in-person viewing location for MFFN community members.
Feb 14, 2025	Invitation to attend an in-person meeting on February 19, 2025, for MFFN Community members only (to make up for cancelled Feb 11, 2025, meeting).
Feb 19, 2025	Notification of availability of Draft EA / IS on website distributed via email.
Feb 19, 2025	In-person meeting held in Thunder Bay to present a copy of the Draft EA / IS to MFFN Community members.
Feb 28, 2025	Email outreach on the CAR including where to view the Draft EA / IS and information on the Community Capacity Funding Program.
Mar 04, 2025	February 2025 E-blast distributed via email.
Mar 27, 2025	Email outreach regarding Project updates including Draft EA / IS and the Community Capacity Funding Program.
Apr 03, 2025	March 2025 E-blast distributed via email.
Apr 10, 2025	Community Well-Being report availability announcement distributed via email.
Apr 30, 2025	Draft EA / IS webinar series reminder distributed via email.
May 06, 2025	Reminder of Community Well-Being webinar distributed via email.
May 08, 2025	April 2025 E-blast distributed via email.
May 12, 2025	In-person outreach via the MFFN Community Coordinator providing notice of the upcoming MFFN community meetings via the private MFFN Facebook group and posting of the meeting notice in the MFFN Band Offices, Health Centre and Henry Coaster Memorial School.
May 14, 2025	Email informing MFFN that the recording of the Community Well-Being webinar was available online and that a link to a survey for additional feedback on the topic was available in the email and online.
May 20, 2025	Notification for Fish and Fish Habitat webinar distributed via email.
May 21, 2025	Reminder email of upcoming in-person meetings for MFFN members only on May 27 and May 28, 2025, in Thunder Bay and Ogoki respectively. A poster sharing information about the Country Foods Program was also included.
May 26, 2025	Notification for Public Information Centre #6 distributed via email.
May 27, 2025	Email reminder of upcoming Community Meetings for MFFN members only.
May 27 & 28, 2025	In-person meetings related to the Draft EA / IS in Thunder Bay and Ogoki, Ontario.
Jun 05, 2025	Reminder for People: Land and Resource Use webinar distributed via email.
Jun 11, 2025	May 2025 E-blast distributed via email.
Jun 13, 2025	Release of the Draft Aboriginal and / or Treaty Rights and Interests Report for review and feedback.
Jun 17, 2025	Follow up email sharing a meeting summary from the February 12 and 19, 2025, in-person meetings with MFFN community members.
Jun 27, 2025	Email outreach with an update on the MFFN Community Access Road including the end of the review period for the Draft EA / IS and information on recent meetings. The email also included information that the Draft RoCE for Indigenous communities that will be available for review in the fall.
Jul 15, 2025	June 2025 E-blast and Summer / Fall 2025 Field Notice distributed via email.
Jul 16, 2025	June 2025 E-blast and Summer / Fall 2025 Field Notice correction distributed via email.
Jul 30, 2025	Email outreach regarding Project updates including upcoming field programs and a reminder to review and provide feedback on the Community-specific ATRI: Draft Impact Assessment Report by September 11, 2025.
Jul 31, 2025	Stage 2 Archaeological Assessment update distributed via email.
Aug 07, 2025	July 2025 E-blast distributed via email.
Aug 28, 2025	Email outreach regarding Project updates including a reminder of the Draft ATRI Report deadline and sharing a new video on Cumulative Effects.
Sep 3, 2025	Email follow-up on the available funds through the Capacity Funding Program.

Table 13-4: Summary of Feedback Received and Response / Action – Marten Falls First Nation

Topic / Issue Raised	Specific Issue Raised	Communication Channel	Response / Action	Addressed in the EA / IS
Study Area, Wildlife, Species at Risk	Wildlife ■ During the in-community June 28, 2022, PIC #3 meeting a community member flagged that there is a caribou area in the District of Kenora, in the area between points I and H on the Alternative Routes map.	■ In-person	■ More detailed information is required in order to determine how to incorporate feedback into the EA / IS, including location and description of activities. ■ The MFFN CAR Project Team shared early findings from the draft Existing Conditions Reports at PIC #5 and related MFFN community meetings in October 2023 and was made available on the CAR website. ■ On February 19, 2025, the MFFN CAR Project Team shared the Draft EA / IS with MFFN which included information on ungulates. MFFN had until June 23, 2025, to review and provide feedback. ■ As of September 5, 2025, no comments were received on the Draft EA / IS by MFFN.	■ General identification of caribou location(s) has been used to aid the field investigations in the Ungulates Technical Support Document **(Appendix M)** and is considered in **Section 8.2.7.1**. ■ Information received to date on caribou migration and impacts to gathering rights has been considered in **Section 9.4.5.4**. Furthermore, confidential individual Aboriginal and / or Treaty Rights and Interest reports will be prepared for each Indigenous community. These consider caribou and impacts to gathering rights for those communities which identified caribou as part of their Aboriginal and / or Treaty Rights and Interests.
Field Studies, Engineering and Design, Consultation Methods, Wildlife	Fish ■ During the in-community November 2, 2022, PIC #4 meeting, a community member noted protecting fish populations and avoiding sensitive fish areas was very important.	■ In-person	■ In the EA / IS, one of the primary mitigations proposed to protect fish and fish habitat will be the avoidance of sensitive fish habitats, where possible. ■ The MFFN CAR Project Team shared early findings from the draft Existing Conditions Reports at PIC #5, at MFFN community meetings in October 2023 and on the CAR website. ■ On February 19, 2025, the MFFN CAR Project Team shared the Draft EA / IS with MFFN which included information on Fish and Fish Habitat. MFFN had until June 23, 2025, to review and provide feedback. ■ As of September 5, 2025, no comments were received on the Draft EA / IS by MFFN.	■ The selection of the Preferred Route was informed and chosen based on Indigenous Knowledge received, as well as fish and fish habitat information **(Section 4)**. Specific mitigation measures are listed in **Table 10-1** of the Fish and Fish Habitat Technical Support Document **(Appendix G)**. ■ Comments on fish passage have been considered when developing mitigation measures, such as constructing crossings in a manner that maintains downstream flows and fish passage. All potential effects and recommended mitigation measures and monitoring are included in **Section 9.3.3.4.1**. and **Section 9.3.3.4.6**. ■ Field program results for individual disciplines are available in **Section 8.**

Topic / Issue Raised	Specific Issue Raised	Communication Channel	Response / Action	Addressed in the EA / IS
Provincial EA Process, Federal IA Process, Field Studies	Field Studies ■ During the in-community November 2, 2022, PIC #4 meeting, a community member asked when the natural science data will be collected and presented to community members.	■ In-person	■ The Natural Science teams have been collecting information in the field since 2019 and continued to conduct field programs to collect existing information into 2024. The teams have formally entered the data analysis and reporting stage for the existing conditions information. ■ The MFFN CAR Project Team shared early findings from the draft Existing Conditions Reports at PIC #5, MFFN community meetings in October 2023, and on the CAR website. ■ The MFFN CAR Project Team continues to distribute discussion guides related to field programs, educational videos, and webinars on valued components. Information on field programs is shared in the monthly Project updates and in seasonal Field Notices (sent via email and posted on the Project website). ■ On February 19, 2025, the MFFN CAR Project Team shared the Draft EA / IS with MFFN which included information on the natural sciences. MFFN had until June 23, 2025, to review and provide feedback. ■ As of September 5, 2025, no comments were received on the Draft EA / IS by MFFN.	■ Field program results for individual disciplines are available in **Section 8.**
Crossing Structure (Bridges and Culverts)	Concern for road crossing at Albany River ■ At the in-person meeting for MFFN community members on October 15, 2024, a community member expressed concern for where the road crosses the Albany River, noting there are a lot of fish (sturgeon specifically), hunting staging areas, geese and potential for sensitive sites at Caviar Lake. The community member felt the crossing should be moved.	■ In-person	■ A Project Consultant sat down with the community member to review the aerial imagery and discussed that in detailed design the bridge will be designed to microsite it away from the most sensitive fish habitat and that design will need to account for the sensitivity of the fish habitat at the crossing. ■ The community member was satisfied with the response and in knowing that the bridge was not in the area they were concerned with.	■ Comments on fish passage have been considered when developing mitigation measures, such as constructing crossings in a manner that maintains downstream flows and fish passage. All potential effects and recommended mitigation measures and monitoring are included in **Section 9.3.3.4.1** and **Section 9.3.3.4.6**

Table 13-5: Consultation and Engagement Log – Marten Falls First Nation

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
August 01, 2024	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Executive Assistant to C&C) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation with the July 2024 E-blast. The E-blast provided an overview of MFFN CAR's past, current and upcoming activities including, summer field studies involving geotechnical investigations and the groundwater and geochemistry program, as well as in-community meetings with Aroland First Nation and Marten Falls First Nation. Links to the E-blast, MFFN CAR's website and the route selection update video were included.
August 08, 2024	Email	x		■ Rob Moonias (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team received an email from a member of Marten Falls First Nation Chief and Council asking the Project Team to update the article regarding the Adawegamik store or remove the article from the MFFN CAR website.
August 12, 2024	Email		x	■ Rob Moonias (Councillor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to a member of Marten Falls First Nation Chief and Council thanking them for the update regarding the Adawegamik store and indicated that the article will be removed from MFFN CAR website.
September 04, 2024	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor) ■ Paul Achneepineskum (Councillor) ■ Corinna Baxter (Councillor) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation with the August 2024 E-blast. The E-blast provided an overview of MFFN CAR's past, current and upcoming activities including the Draft EA / IS, the completion of Summer Field Programs, as well as information regarding the upcoming Fall Public Information Centres. Links to the e-blast, MFFN CAR's website and the recorded webinars for the completed Summer Field Programs were included.
September 18, 2024	Email		x	■ Bruce Achneepineskum (Chief) ■ Bob Baxter (Councillor) ■ Lawrence Baxter (MFCAR and NRL Senior Advisor) ■ Linda Moonias (Councillor) ■ Maria Baxter (Councillor) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation with the 2024 Fall Groundwater and Geochemistry Program Update. The update provided the dates, September 28 - October 5, 2024, that field crews are scheduled to carry out groundwater sampling and a notice was provided regarding the increase in traffic and noise within the study area during this time. Links

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
				■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor) ■ Norma Achneepineskum (Executive Assistant) ■ Alanna Downey-Baxter (NRL Senior Advisor) ■ Kathy Brady (Director of Natural Resources and Environment)		to the field notice and MFFN CAR's website were included.
September 25, 2024	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor) ■ Dorothy Moszynski (Ministry of the Environment, Conservation and Parks) ■ Sasha McLeod (Ministry of the Environment, Conservation and Parks) ■ Paul MacInnis (Ministry of Energy and Mines)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Marten Falls First Nation with an attached letter and frequently asked questions (FAQ) regarding the circulation of the Draft EA / IS for the MFFN CAR for review and comment. Some topics that will be described in the Draft EA / IS were indicated, and a link to the questionnaire to identify a key contact and preferences related to the review process was shared.
October 02, 2024	Email		x	■ Bruce Achneepineskum (Chief) ■ Bob Baxter (Councillor) ■ Linda Moonias (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Norma Achneepineskum (Executive Assistant) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation with an invitation for community meetings. The MFFN community members meeting will be in Thunder Bay on October 15, 2024, and an in-community meeting in MFFN will be on October 17, 2024. The meetings will include an expo-style open house with opportunities for sharing their feedback. Proposed topics during the meetings included engineering and construction of the road, socio-economic studies, climate change adaptation, the upcoming Draft EA / IS review process and a sharing circle. The MFFN CAR Project Team notified that food, refreshments and prizes will be available, and encouraged recipients to share the information with family and friends.
October 03, 2024	Email		x	■ Bruce Achneepineskum (Chief) ■ Bob Baxter (Councillor) ■ Linda Moonias (Councillor) ■ Maria Baxter (Councillor) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor) ■ Lawrence Baxter (MFCAR and NRL Senior Advisor)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation with the September 2024 E-blast. The E-blast provided an overview of MFFN CAR's past, current, and upcoming activities, including the release of the Draft EA / IS to Indigenous communities, the National Day for Truth and Reconciliation, information about Fall Field Programs, and the celebration of the Preferred Route. Links to the E-blast and MFFN CAR's website were included.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
				■ Alanna Downey-Baxter (NRL Senior Advisor) ■ Kathy Brady (Director of Natural Resources and Environment) ■ Norma Achneepineskum (Executive Assistant)		
October 09, 2024	Email		x	■ Bruce Achneepineskum (Chief) ■ Bob Baxter (Councillor) ■ Kathy Brady (Director of Natural Resources and Environment) ■ Lawrence Baxter (MFCAR and NRL Senior Advisor) ■ Linda Moonias (Councillor) ■ Maria Baxter (Councillor) ■ Norma Achneepineskum (Executive Assistant) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation with a reminder for the upcoming October community meetings. The MFFN community members meeting will be in Thunder Bay on October 15, 2024, and an in-community meeting in MFFN will be on October 17, 2024. The MFFN CAR Project Team provided contact information to book a taxi during the day of the meetings and encouraged recipients to share the information with family and friends. A meeting poster was included in the email.
October 11, 2024	Email		x	■ Rob Moonias (Councillor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to a Marten Falls First Nation Councillor informing him that the results of the Socio-Economic survey he requested in the Community Access Road meetings held in July 2024 will be brought to the Community Access Road meetings planned for October 2024. Meeting information for the October Meetings was shared with the Councillor.
October 15, 2024	In-person			■ MFFN Community Members	■ MFFN CAR Project Team ■ MFFN Project Consultant	■ The MFFN CAR Project Team hosted MFFN community members at an in-person meeting in Thunder Bay, Ontario. Information on the Preferred Route, engineering and construction, socio-community, potential effects and mitigations, offsetting and climate change were shared in an expo-style format where community members could ask questions and engage in discussions with MFFN Project Team Consultants.
October 23, 2024	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Kathy Brady (Director of Natural Resources and Environment) ■ Maria Baxter (Councillor) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor)	■ MFFN Project Consultant	■ The MFFN CAR Project Consultant provided MFFN with the meeting minutes from past MFFN community member meetings. Meeting notes were issued for meetings held on July 17 / July 18, 2024; on October 23 / October 24, 2023; November 2, 2022; and June 28, 2022.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
November 05, 2024	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Kathy Brady (Director of Natural Resources and Environment) ■ Maria Baxter (Councillor) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor) ■ Lawrence Baxter (MFCAR and NRL Senior Advisor) ■ Norma Achneepineskum (Executive Assistant) ■ Alanna Downey-Baxter (NRL Senior Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation with the October 2024 E-blast. The E-blast provided an overview of MFFN CAR's past, current, and upcoming activities, including a new What We Heard video, an update on the ATRI Study Areas, MFFN Community Meeting, and the date for the Upcoming Webinar: Building the Community Access Road. Links to the E-blast and MFFN CAR's website were included.
November 07, 2024	Email		x	■ Bruce Achneepineskum (Chief) ■ Paul Achneepineskum (Councillor) ■ Russell Achneepineskum (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Shane Baxter (Councillor) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Yvonne Baxter (Councillor) ■ Corinna Baxter (Councillor) ■ Linda Moonias (Councillor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Marten Falls First Nation informing them about the one-time capacity funding available to their community to help support engagement in the MFFN CAR Project.
November 20, 2024	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Kathy Brady (Director of Natural Resources and Environment) ■ Maria Baxter (Councillor) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor) ■ Lawrence Baxter (MFCAR and NRL Senior Advisor) ■ Norma Achneepineskum (Executive Assistant) ■ Alanna Downey-Baxter (NRL Senior Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation with an announcement for the Building the Community Access Road Webinar on Tuesday November 26, 2024. A link to register and the opportunity to ask questions ahead of time was included. For those unable to attend, a recording will be available online and the link was included in the email.
November 26, 2024	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Kathy Brady (Director of Natural Resources and Environment) ■ Maria Baxter (Councillor) ■ Paul Achneepineskum (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation with a reminder for the Building the Community Access Road Webinar on Tuesday November 26, 2024. A link to register and the opportunity to ask questions ahead of time was included. For those unable to attend, a

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
				■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor) ■ Lawrence Baxter (MFCAR and NRL Senior Advisor) ■ Norma Achneepineskum (Executive Assistant) ■ Alanna Downey-Baxter (NRL Senior Advisor)		recording will be available online and the link was included in the email.
November 28, 2024	Email		x	■ Bruce Achneepineskum (Chief) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor) ■ Russell Achneepineskum (Councillor) ■ Linda Moonias (Councillor) ■ Maria Baxter (Councillor) ■ Yvonne Baxter (Councillor) ■ Kathy Brady (Director of Natural Resources and Environment) ■ Norma Achneepineskum (Executive Assistant) ■ Shane Baxter (Councillor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Marten Falls First Nation sharing a link to download the Milestone #3 Progress Report for their review. A deadline of February 14, 2025, for feedback was provided. The MFFN CAR Project Consultant welcomed any questions or meetings to discuss the report and timeline.
December 04, 2024	Email	x		■ Rob Moonias (Councillor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Marten Falls First Nation thanking them for sharing the email regarding the one-time lumpsum capacity funding, and asked if the funds are available for travel and accommodation for council members.
December 04, 2024	Phone	x		■ Rob Moonias (Councillor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received a call from Councillor Robert Moonias of Marten Falls First Nation to discuss the Community Capacity Funding Program. The call was to clarify the purpose of the funds and to request the Funding Agreement for their review at an upcoming Chief and Council Meeting. The Councillor shared information on upcoming community meetings that Chief and Council will host in MFFN, Greenstone and Thunder Bay and they will want to discuss the Community Access Road. The MFFN CAR Project Consultant advised of upcoming meetings and engagement opportunities in the new year (Three-Road Forum and Expo, an MFFN in-community meeting and PIC #6) and that dates would be confirmed shortly.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
December 04, 2024	Email		x	■ Bob Baxter (Councillor) ■ Bruce Achneepineskum (Chief) ■ Kathy Brady (Director of Natural Resources and Environment) ■ Linda Moonias (Councillor) ■ Maria Baxter (Councillor) ■ Shane Baxter (Councillor) ■ Norma Achneepineskum (Executive Assistant) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent a follow up email to Marten Falls First Nation regarding the Community Capacity Funding available to MFFN with an attached funding agreement for consideration. The MFFN CAR Project Consultant provided details on how the funding could be used to support the community's ability to engage on the Project; it was noted that MFFN may allocate the funds to suit their needs. Information on upcoming general meetings and opportunities for engagement on the Community Access Road were also shared.
December 18, 2024	Email		x	■ Alanna Downey-Baxter (NRL Senior Advisor) ■ Bob Baxter (Councillor) ■ Bruce Achneepineskum (Chief) ■ Kathy Brady (Director of Natural Resources and Environment) ■ Lawrence Baxter (MFCAR and NRL Senior Advisor) ■ Linda Moonias (Councillor) ■ Maria Baxter (Councillor) ■ Shane Baxter (Councillor) ■ Norma Achneepineskum (Executive Assistant) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation with the 2024 Year In Review E-blast. The E-blast provided an overview of MFFN CAR's past, current, and upcoming activities, including a holiday message from Chief Bruce Achneepineksum, a recap of the activities and events that occurred throughout 2024, the release of a new video on the Preferred Route selection, and an update on the Draft EA / IS. Links to the E-blast and MFFN CAR's website were included.
December 19, 2024	Email		x	■ Bruce Achneepineskum (Chief) ■ Paul Achneepineskum (Councillor) ■ Russell Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Linda Moonias (Councillor) ■ Maria Baxter (Councillor) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Yvonne Baxter (Councillor) ■ Norma Achneepineskum (Executive Assistant) ■ Kathy Brady (Director of Natural Resources and Environment)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Marten Falls First Nation with the 2024 year-end message. Information regarding the Milestone #3 Progress Report Feedback, and the Community Capacity Funding Agreement was shared.
January 15, 2025	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation with the 2025 Winter Field Notice. The Field Notice provided an update to the Atigwag / Caribou Collar Removal Program and highlighted that field work has been

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
				■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor) ■ Shane Baxter (Councillor) ■ Norma Achneepineskum (Executive Assistant) ■ Kathy Brady (Director of Natural Resources and Environment) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Lawrence Baxter (MFCAR and NRL Senior Advisor) ■ Alanna Downey-Baxter (NRL Senior Advisor)		scheduled to manually remove atigwag / caribou GPS radio tracking collars between February 10 to 28, 2025. Links to the MFFN CAR's website, webinar recordings and videos were included.
January 25, 2025	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Paul Achneepineskum (Councillor) ■ Russell Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Yvonne Baxter (Councillor) ■ Norma Achneepineskum (Executive Assistant) ■ Kathy Brady (Director of Natural Resources and Environment)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to the Marten Falls First Nation sharing updates of the upcoming activities occurring regarding the Community Access Road. The updates included information and reminders regarding the release of the Draft EA / IS, Community Capacity Funding Program, and the feedback deadline for the Milestone #3 Progress Report.
January 30, 2025	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Kathy Brady (Director of Natural Resources and Environment) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor) ■ Norma Achneepineskum (Executive Assistant) ■ Shane Baxter (Councillor) ■ Lawrence Baxter (MFCAR and NRL Senior Advisor) ■ Alanna Downey-Baxter (NRL Senior Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation with an invitation for community meetings. The MFFN community members meeting will be in Thunder Bay on February 11, 2025, and an in-community meeting in MFFN will be on February 12, 2025. The meetings will be arranged as an open house to review the Draft EA / IS with opportunities for discussion. The MFFN CAR Project Team notified that food, refreshments and door prizes will be available, and encouraged recipients to share the information with family and friends.
February 10, 2025	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Kathy Brady (Director of Natural Resources and Environment) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation with the January 2025 E-blast. The E-blast provided an update on the Community Access Road including: The Draft EA / IS, 2025 Three Road Projects Gathering and Expo, a new video on understanding project effects and mitigation, a reminder for the Winter

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
				■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor) ■ Norma Achneepineskum (Executive Assistant) ■ Shane Baxter (Councillor) ■ Lawrence Baxter (MFCAR and NRL Senior Advisor) ■ Alanna Downey-Baxter (NRL Senior Advisor)		2025 Field Notice and information on the Indigenous Knowledge Program. Links to the MFFN CAR website, understanding project effects and mitigation video and the field notice were included.
February 10, 2025	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Kathy Brady (Director of Natural Resources and Environment) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor) ■ Norma Achneepineskum (Executive Assistant) ■ Shane Baxter (Councillor) ■ Lawrence Baxter (MFCAR and NRL Senior Advisor) ■ Alanna Downey-Baxter (NRL Senior Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent a reminder email to Marten Falls First Nation regarding the in-community meeting on February 12, 2025. The meeting on February 12, 2025, was arranged as an open house to review the Draft EA / IS with opportunities for discussion. The MFFN CAR Project Team notified that lunch will be served at the meeting and encouraged recipients to share the information with family and friends. ■ The email also advised that the February 11 meeting in Thunder Bay was postponed due to a conflict with the MFFN Annual General Meeting (AGM) and that an update on the CAR would be shared at the AGM. A poster was also provided sharing where the Draft EA / IS could be viewed (in-person and online).
February 12, 2025	In-person / face-to-face			■ MFFN Community Members	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team and Consultants visited Marten Falls First Nation to deliver the Draft EA / IS and share / distribute Draft EA / IS Summary Packages. A gathering was hosted in the school gym and lunch and door prizes were provided. Community Members were invited to view the Draft EA / IS and ask questions of the Project Consultants. Following the gathering, the Draft EA / IS was delivered to the Band Office for public viewing.
February 13, 2025	Email		x	■ Bruce Achneepineksum (Chief) ■ Kathy Brady (Director of Natural Resources and Environment) ■ Linda Moonias (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineksum (Councillor) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team sent Marten Falls First Nation an email to announce that the Draft EA / IS is available for review as of February 18, 2025. The email reviewed the documents that would be made available alongside the Draft, and how comments could be submitted to the Project Team regarding the Community Access Road. It was noted that the review period ends June 18, 2025.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
				■ Norma Achneepineskum (Executive Assistant) ■ Shane Baxter (Councillor) ■ Lawrence Baxter (MFCAR and NRL Senior Advisor) ■ Alanna Downey-Baxter (NRL Senior Advisor)		
February 13, 2025	In-person		x	■ Paul Capon (Policy Analyst)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team delivered the Draft EA / IS and the Assessment Summary hard copy to Matawa First Nations Management office in Thunder Bay, Ontario. The Matawa First Nations Management office hosted a copy of the Draft EA / IS to allow MFFN members an in-person viewing location.
February 14, 2025	Email		x	■ Bruce Achneepineksum (Chief) ■ Kathy Brady (Director of Natural Resources and Environment) ■ Linda Moonias (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineksum (Councillor) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor) ■ Norma Achneepineskum (Executive Assistant) ■ Shane Baxter (Councillor) ■ Lawrence Baxter (MFCAR and NRL Senior Advisor) ■ Alanna Downey-Baxter (NRL Senior Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation with an invitation to attend a community meeting in Thunder Bay on February 19, 2025, to make up for the cancelled meeting on February 11, 2025.
February 19, 2025	In-person / face-to-face			■ MFFN Community members	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team and Consultants visited Marten Falls First Nation to deliver the Draft EA / IS and share / distribute Draft EA / IS Summary Packages. A community meeting was hosted, and dinner and door prizes were provided. Community Members were invited to view the Draft EA / IS and ask questions of the Project Consultants. A presentation was provided to the attendees following by a discussion period.
February 19, 2025	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Kathy Brady (Director of Natural Resources and Environment) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation (MFFN) announcing that the Draft EA / IS and supporting documents are now available online. The MFFN CAR Project Team outlined the timeline for review of the Draft EA / IS and stated that the final date for comments and feedback is June 18, 2025. Methods of contact, including website, email,

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
				■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor) ■ Norma Achneepineskum (Executive Assistant) ■ Shane Baxter (Councillor) ■ Lawrence Baxter (MFCAR and NRL Senior Advisor) ■ Alanna Downey-Baxter (NRL Senior Advisor)		mailing address and phone number were provided to submit comments or feedback.
February 28, 2025	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor) ■ Shane Baxter (Councillor) ■ Norma Achneepineskum (Executive Assistant) ■ Kathy Brady (Director of Natural Resources and Environment)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Marten Falls First Nation informing them that the Draft EA / IS is now available for Indigenous community review. The locations where the Draft is available for in-person viewing were provided along with a link to the website where the Draft may be downloaded. Marten Falls First Nation was also informed about the Community Capacity Funding program that is still available and the required information for the application was shared.
March 04, 2025	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Kathy Brady (Director of Natural Resources and Environment) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor) ■ Norma Achneepineskum (Executive Assistant) ■ Shane Baxter (Councillor) ■ Lawrence Baxter (MFCAR and NRL Senior Advisor) ■ Alanna Downey-Baxter (NRL Senior Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation with the February 2025 E-blast. The E-blast provided an update on the Community Access Road including: The Draft EA / IS release to Indigenous communities, community meetings with Marten Falls First Nation, 2025 Three Road Projects Gathering and Expo and information on upcoming engagement activities including Public Information Centre #6 and webinars. Links to the MFFN CAR website were included.
March 27, 2025	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor) ■ Bob Baxter (Councillor) ■ Robert Moonias (Councillor) ■ Russell Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Norma Achneepineskum (Executive Assistant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Marten Falls First Nation notifying them that Draft EA / IS is available for Indigenous community review, with hard copies available in Ogoki, Thunder Bay and Geraldton. The MFFN CAR Project Consultant indicated that to help with the review process, Community Capacity Funding is available for the MFFN. The MFFN CAR Project Consultant also shared that there will be upcoming webinars in April and May.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
April 03, 2025	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Kathy Brady (Director of Natural Resources and Environment) ■ Bob Baxter (Councillor) ■ Maria Baxter (Councillor) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor) ■ Russell Achneepineskum, (Councillor) Yvonne Baxter (Councillor) ■ Norma Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Alanna Downey-Baxter (NRL Senior Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation with the March 2025 E-blast. The E-blast provided an update on the Community Access Road including: The public release of the Draft EA / IS, the Prospectors and Developers Association of Canada 2025 Convention and upcoming spring 2025 webinars. Links to the MFFN CAR webinar archive and website were included.
April 10, 2025	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Kathy Brady (Director of Natural Resources and Environment) ■ Bob Baxter (Councillor) ■ Maria Baxter (Councillor) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor) ■ Norma Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Alanna Downey-Baxter (NRL Senior Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation announcing that the Community Well-Being Report is now available online, and those who requested hard copies will receive them shortly after. The MFFN CAR Project Team outlined the timeline for review of the Draft EA / IS and stated that the final date for comments and feedback is June 23, 2025. Methods of contact, including website, email, mailing address and phone number were provided to submit comments or feedback.
April 30, 2025	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor,) ■ Kathy Brady (Director of Natural Resources and Environment) ■ Maria Baxter (Councillor) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor) ■ Norma Achneepineskum (Councillor) ■ Shane Baxter (Councillor) ■ Alanna Downey-Baxter (NRL Senior Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation with a reminder for the new webinar series on the Draft EA / IS. The reminder provided information on upcoming webinars, including: Community Well-Being, Land: Ungulates (Moose and Caribou), Water: Fish and Fish Habitat and People: Land and Resource Use. Links to the MFFN CAR website and to register for the Community Well-Being webinar were included.
May 06, 2025	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Maria Baxter (Councillor) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation with a reminder for the Community-Well Being webinar. The reminder provided the time and access to the virtual webinar, in addition to information on upcoming webinars, including: Land: Ungulates (Moose and

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
				■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor) ■ Norma Achneepineskum (Executive Assistant) ■ Shane Baxter (Councillor) ■ Lawrence Baxter (MFFN CAR Senior Advisor) ■ Alanna Downey-Baxter (NRL Senior Advisor) ■ Kathy Brady (Director of Natural Resources and Environment)		Caribou), Water: Fish and Fish Habitat and People: Land and Resource Use. Links to the MFFN CAR website and to register for the Community Well-Being webinar were included.
May 08, 2025	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Maria Baxter (Councillor) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor) ■ Norma Achneepineskum (Executive Assistant) ■ Shane Baxter (Councillor) ■ Lawrence Baxter (MFFN CAR Senior Advisor) ■ Alanna Downey-Baxter (NRL Senior Advisor) ■ Kathy Brady (Director of Natural Resources and Environment),	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation with the April 2025 E-blast. The E-blast provided an update on the Community Access Road including: The public release of the Draft EA / IS, a new video on the introduction to the Draft EA / IS, Valued Components: Impact of the Community Access Road on Ungulates webinar and other upcoming webinars and an invitation to Public Information Centre #6. Links to the MFFN CAR Draft EA / IS website, project website, introduction to the Draft EA / IS video, webinar registration portal and social media pages were included.
May 12, 2025	In-person and virtual		x	■ Rowena Moonias (MFFN Community Coordinator)	■ MFFN CAR Project Team	■ In-person and online outreach via the MFFN Community Coordinator providing notice of the upcoming MFFN community meetings via the private MFFN Facebook group and posting of the meeting notice in the MFFN Band Offices, Health Centre and Henry Coaster Memorial School.
May 14, 2025	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Maria Baxter (Councillor) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor) ■ Norma Achneepineskum (Executive Assistant) ■ Shane Baxter (Councillor) ■ Lawrence Baxter (MFFN CAR Senior Advisor) ■ Alanna Downey-Baxter (NRL Senior Advisor) ■ Kathy Brady (Director of Natural Resources and Environment)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation informing recipients that the recording of the Community Well-Being webinar held on Tuesday May 6, 2025, and the accompanying survey is now available. A reminder for upcoming webinars was provided. Links to the Community-Well-Being webinar recording, survey for feedback, registration page for the Ungulates webinar and the Draft EA / IS webpage were included.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
May 20, 2025	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Maria Baxter (Councillor) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor) ■ Norma Achneepineskum (Executive Assistant) ■ Shane Baxter (Councillor) ■ Lawrence Baxter (MFFN CAR Senior Advisor) ■ Alanna Downey-Baxter (NRL Senior Advisor) ■ Kathy Brady (Director of Natural Resources and Environment)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation inviting recipients to register for the upcoming Fish and Fish Habitat webinar on Thursday May 22, 2025, from 4 to 5 p.m. EST. A reminder for the upcoming webinar on June 5, 2025, was also provided. Links to the registration page for the webinar and the location to view previous webinars were included.
May 21, 2025	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Maria Baxter (Councillor) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor) ■ Norma Achneepineskum (Executive Assistant) ■ Shane Baxter (Councillor) ■ Lawrence Baxter (MFFN CAR Senior Advisor) ■ Alanna Downey-Baxter (NRL Senior Advisor) ■ Kathy Brady (Director of Natural Resources and Environment)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation reminding recipients to attend the upcoming MFFN community meetings to discuss the Draft EA / IS Review and participate in the Country Foods Program. An informational poster was attached for the meeting and Country Foods Program, and event information was included in the body of the email. A link to more information and to register for the Country Foods Program was included.
May 26, 2025	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Maria Baxter (Councillor) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor) ■ Norma Achneepineskum (Executive Assistant) ■ Shane Baxter (Councillor) ■ Lawrence Baxter (MFFN CAR Senior Advisor) ■ Alanna Downey-Baxter (NRL Senior Advisor) ■ Kathy Brady (Director of Natural Resources and Environment)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation inviting recipients to attend the upcoming Public Information Centre #6 on May 26 and 29, 2025, in Thunder Bay and Geraldton, respectively. An informational poster for the event and a poster for the release of the Draft EA / IS release to the public was attached, and the date, time and location of each event were included in the body of the email. A link to the event information page was included.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
May 27, 2025	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Maria Baxter (Councillor) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor) ■ Norma Achneepineskum (Executive Assistant) ■ Shane Baxter (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation with a reminder to attend the upcoming MFFN community meetings to discuss the Draft EA / IS Review and participate in the Country Foods Program. An informational poster was attached for the meeting and Country Foods Program, and event information was included in the body of the email. A link to more information and to register for the Country Foods Program was included.
May 27, 2025	In-person			■ MFFN Community Members	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team hosted a meeting that featured a presentation and an expo style event in Thunder Bay for members of Marten Falls First Nation to discuss and receive feedback on the Draft EA / IS, as well as provide a Project update and answer any questions. Booths at the event included: Draft EA / IS Review Process, Community Well-Being / Country Foods Program, Cumulative Effects, Land and Resource Use, and Bridge / Culvert Navigability.
May 28, 2025	In-person			■ MFFN Community Members	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team hosted a meeting that featured a presentation and an expo style event in Ogoki for members of Marten Falls First Nation to discuss and receive feedback on the Draft EA / IS, as well as provide a Project update and answer any questions. Booths at the event included: Draft EA / IS Review Process, Community Well-Being / Country Foods Program, Cumulative Effects, Land and Resource Use, and Bridge / Culvert Navigability.
June 05, 2025	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Kathy Brady (Director of Natural Resources and Environment) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor) ■ Norma Achneepineskum (Executive Assistant) ■ Shane Baxter (Councillor) ■ Lawrence Baxter (MFCAR and NRL Senior Advisor) ■ Alanna Downey-Baxter (NRL Senior Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation inviting recipients to register for the upcoming People: Land and Resource Use webinar on Thursday, June 5, 2025, from 4 to 5 p.m. EST. An invitation to reach out if MFFN is interested in a meeting to talk about any of the topics covered in the webinar series was also included. Links to the registration page for the webinar and the location to view previous webinars were included.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
June 11, 2025	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Kathy Brady (Director of Natural Resources and Environment) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor) ■ Norma Achneepineskum (Executive Assistant) ■ Shane Baxter (Councillor) ■ Lawrence Baxter (MFCAR and NRL Senior Advisor) ■ Alanna Downey-Baxter (NRL Senior Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation with the May 2025 E-blast. The E-blast provided an update on the Community Access Road including: the upcoming conclusion of the Draft EA / IS review period on June 23, 2025, new webinar recordings and informative videos, public materials from Public Information Centre #6 held May 26 and 29, 2025, and National Indigenous History Month. Links to the MFFN CAR Draft EA / IS website, project website, webinar recordings, videos, Public Information Centre #6 materials and social media pages were included.
June 13, 2025	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Kathy Brady (Director of Natural Resources and Environment) ■ Bob Baxter (Councillor) ■ Maria Baxter (Councillor) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor) ■ Norma Achneepineskum (Executive Assistant) ■ Shane Baxter (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Consultant sent an email to Marten Falls First Nation sharing the community-specific Aboriginal and / or Treaty Rights and Interests: Draft Impact Assessment Report for review and feedback by September 11, 2025. The Project Consultant included a link to the report and noted that the Project Team would be happy to meet with them to discuss, and answer any questions they might have, regarding the report and assessment process.
June 17, 2025	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Kathy Brady (Director of Natural Resources and Environment) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor) ■ Norma Achneepineskum (Executive Assistant) ■ Shane Baxter (Councillor)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Marten Falls First Nation sharing the summary of the February 12 and 19 meetings in Ogoki and Thunder Bay for review and feedback.
June 27, 2025	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Kathy Brady (Director of Natural Resources and Environment) ■ Maria Baxter (Councillor & CCOL (ENDM))	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Marten Falls First Nation regarding updates on the Community Access Road. Updates included the end of the review period for the Draft EA / IS, information on the Marten Falls First Nation

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
				■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor) ■ Norma Achneepineskum (Executive Assistant) ■ Shane Baxter (Councillor)		community meetings, Public Information Centre #6. The email also included information that the Draft RoCE for Indigenous communities that will be available for review in the fall.
July 15, 2025	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Kathy Brady (Director of Natural Resources and Environment) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor) ■ Norma Achneepineskum (Executive Assistant) ■ Shane Baxter (Councillor) ■ Alanna Downey-Baxter (NRL Senior Advisor) ■ Lawrence Baxter (MFCAR and NRL Senior Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation with the June 2025 E-blast. The E-blast provided an update on the Community Access Road including: the conclusion of the Draft EA / IS review period on June 23, 2025, and upcoming 2025 Field Studies. Links to the MFFN CAR project website and social media pages were included.
July 16, 2025	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Kathy Brady (Director of Natural Resources and Environment) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor) ■ Norma Achneepineskum (Executive Assistant) ■ Shane Baxter (Councillor) ■ Alanna Downey-Baxter (NRL Senior Advisor) ■ Lawrence Baxter (MFCAR and NRL Senior Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation with corrections to the June 2025 E-blast email including, the correct link for the June E-blast and attaching the Summer 2025 Field Notice. Links to the MFFN CAR project website, June 2025 E-blast, Summer 2025 Field Notice and MFFN CAR social media pages were included.
July 30, 2025	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Kathy Brady (Director of Natural Resources and Environment) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Marten Falls First Nation with a monthly update regarding the upcoming Summer / Fall 2025 Field Programs and provided a reminder to submit feedback on the Draft Aboriginal and / or Treaty Rights and Interests: Draft Impact Assessment Report by September 11, 2025.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
				■ Yvonne Baxter (Councillor) ■ Norma Achneepineskum (Executive Assistant) ■ Shane Baxter (Councillor)		
July 31, 2025	Email		x	■ Bruce Achneepineskum (Chief) ■ Linda Moonias (Councillor) ■ Kathy Brady (Director of Natural Resources and Environment) ■ Maria Baxter (Councillor & CCOL (ENDM)) ■ Paul Achneepineskum (Councillor) ■ Rob Moonias (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor) ■ Norma Achneepineskum (Executive Assistant) ■ Shane Baxter (Councillor) ■ Alanna Downey-Baxter (NRL Senior Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation with an update on Field Work regarding the Stage 2 Archaeological Assessment. The email informed recipients that the field work will take place from August 7, 2025, to August 25, 2025 (pending weather and / or site conditions). Recipients were informed that those located within the study area may notice an increase in air traffic as field crews will be accessing sites by helicopter. Links to the Field Notice, MFFN CAR project website and social media pages were included.
August 07, 2025	Email		x	■ Bruce Achneepineskum (Chief) ■ Maria Baxter (Councillor & CCOL) ■ Paul Achneepineskum (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor) ■ Shane Baxter (Councillor) ■ Norma Achneepineskum (Executive Assistant) ■ Kathy Brady (Director of Natural Resources and Environment) ■ Linda Moonias (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Marten Falls First Nation with the July 2025 E-blast. The E-blast provided an update on the Community Access Road including: the latest on the Draft EA / IS, Plain Language Summaries available in five languages, New Video: Understanding Cumulative Effects, a reminder of the Draft EA / IS Series and upcoming 2025 field work. Links to the MFFN CAR project website, plain language summaries, technical reports, Cumulative Effects video, webinar recordings, Field Notice and social media pages were included.
August 28, 2025	Email		x	■ Bruce Achneepineskum (Chief) ■ Maria Baxter (Councillor & CCOL) ■ Paul Achneepineskum (Councillor) ■ Bob Baxter (Councillor) ■ Russell Achneepineskum (Councillor) ■ Yvonne Baxter (Councillor) ■ Shane Baxter (Councillor) ■ Norma Achneepineskum (Executive Assistant) ■ Kathy Brady (Director of Natural Resources and Environment) ■ Linda Moonias (Councillor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Marten Falls First Nation with an update on the Community Access Road. The email included a reminder to provide feedback on the Draft Aboriginal and / or Treaty Rights and Interests: Draft Impact Assessment Report. The review period is 90 days, and new information will be finalized by September 11, 2025. A link to the latest video on Cumulative Effects was also shared.
September 3, 2025	Email		X	■ Bob Baxter (Councillor) ■ Robert Moonias (Councillor) ■	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Marten Falls First Nation about the availability of a $25,000 lump sum for the Capacity Funding Program. and the attached funding agreement is available for review and consideration.

B13. Marten Falls First Nation (MFFN)

B13.1 Outgoing Community Specific Correspondence

B13.2 Incoming Community Specific Correspondence

B13.3 Community Specific Meeting Materials

B13.1 Outgoing Community Specific Correspondence

From: Angelis, Niki [redacted]
Sent: Monday, August 12, 2024 3:28 PM
To: Bruce Achneepineskum [redacted]
Cc: MFFN Community Access Road Project Team [redacted]
Subject: RE: Updates required

Good morning Chief Bruce,

Thank you for your email and bringing the update regarding the local store to our attention.

We will remove the article and add new community updates to the website.

Sincerely,
Niki

From: Angelis, Niki [redacted]
Sent: Monday, August 12, 2024 3:25 PM
To: rob moonias [redacted]
Cc: [redacted]
Subject: RE: Adawegamik

Hello Rob,

Thank you for your email and bringing the update regarding the Adawegamik store to our attention.

We will remove the article.

Sincerely,
Niki

From: Angelis, Niki [redacted]
Sent: Wednesday, 25 September 2024 17:59
To: [redacted]
Cc: [redacted]
Subject: MFFN Community Access Road – About the Draft EA / IS
Attachments: [redacted]

Dear Chief Bruce Achneepineskum,

I hope this email finds you well.

Please find attached a letter and frequently asked questions (FAQ) regarding the circulation of the **Draft Environmental Assessment / Impact Statement Report (Draft EA / IS)** for the Marten Falls First Nation Community Access Road for your community's review and comment.
The Draft EA / IS, and supporting documents, will describe how the preferred route was determined and identify how the proposed Community Access Road may affect the social, cultural, economic and natural environment.

As we prepare to submit the Draft EA / IS, we want to ensure your community has easy access to the documents and has identified a key community contact to help guide the review process.

Please fill out this questionnaire to identify a key contact and preferences related to the review process:
https://forms.office.com/r/QLXhJdWg6y

We will be in touch in the Fall to discuss these matters with you but if you have any questions or concerns in the meantime, please do not hesitate to contact me.

Sincerely,

Niki Angelis
Communication and Community Engagement
[redacted]

AECOM Delivering a better world

[redacted]

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September 25, 2024

Marten Falls First Nation
[redacted]

Subject: **Draft Environmental Assessment / Impact Statement Report (EA / IS)**

Dear Chief Bruce Achneepineskum

This letter is to update you on the proposed Marten Falls First Nation (MFFN) Community Access Road and the circulation of the **Draft Environmental Assessment / Impact Statement Report (Draft EA / IS)** to Indigenous communities, the public and regulators for review and comment.

The Draft EA / IS, and supporting documents, will describe how the preferred route was determined and identify how the proposed Community Access Road may affect the social, cultural, economic and natural environment. Your input on the Draft EA / IS (e.g., on specific technical documents, proposed impact management and follow up measures, cumulative effects assessment, EA / IS conclusions, and on confirmation that input was captured appropriately) will help us prepare the Final EA / IS.

As we prepare to submit the Draft EA / IS, we want to ensure your community has easy access to the documents and has identified a key community contact to help guide the review process. We will be in touch in the Fall to discuss these matters with you.

Coming Soon for Your Review

Your input to these important planning documents is invaluable, and we want to ensure you have advance notice of when the Draft EA / IS will be circulated and what will be included in it. Some Indigenous communities have indicated that they would like time to review documents in advance of public release, so we're providing Indigenous communities early access to the Draft EA / IS this winter with a minimum review period of 120 days (additional time will be provided if the review period overlaps with the year-end holidays). **We will be in touch with the exact date of the release of the Draft EA / IS as soon as it is confirmed.**

The Draft EA / IS will be circulated to the public and regulators 60-days following the Indigenous communities review period. Individual members of an Indigenous community are welcome to

provide their own comments in addition to those provided on behalf of their community during the 60-day public review period. The exact review dates will be provided once confirmed.

We're Here to Help

The MFFN Community Access Road Project Team is available to support your community during the Draft EA / IS review process.

In addition to publishing plain language summaries to help guide you through the technical documents, we are planning activities to help prepare you for the review process. We will:

- Release a new webinars series on topics we've heard are of interest to you including: The Final Route for the Community Access Road and How the Road will be Constructed.
- Launch new videos to describe the final route for the Community Access Road and to provide an overview to the Draft EA / IS, including ways you can provide feedback.
- Host Public Information Center #6 to provide an update on the Community Access Road, share the Draft EA / IS report, answer questions and gather your feedback; and
- Three-Road Gathering & Expo #2.

We will also be available for—and encourage—meetings to review chapters and technical reports of interest to your community. If you have questions or if you would like to schedule a meeting to discuss, please contact us. We are happy to meet with you.

Be ready!

The Draft EA / IS will be a large document (approximately 500 - 1000 pages) and include thousands of pages of supporting documents (ranging from the technical documents to the Record of Consultation & Engagement).

We encourage you to book time with us before circulation of the Draft EA / IS to discuss how you would like to receive the Draft EA / IS from us and how best we can support you in your review.

Don't hesitate to be in touch! We're happy to support you through this review.

We thank you for your continued participation and collaboration as we work towards building the Community Access Road.

Sincerely,

[redacted]

Qasim Saddique
Project Director

[redacted]

Lawrence Baxter
Senior Community Member Advisor

Cc:

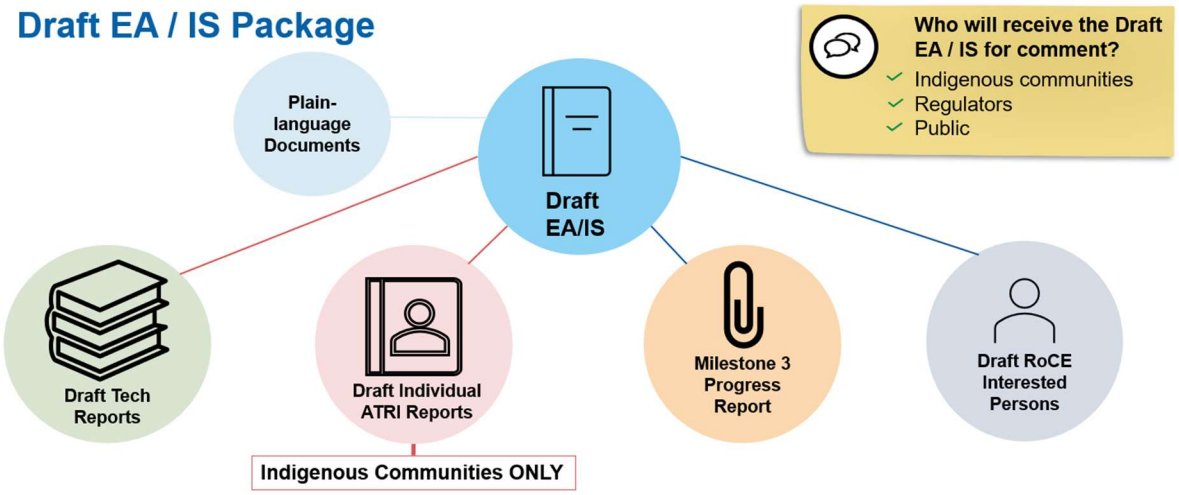
- Qasim Sadique, Project Director, MFFN Community Access Road Project Team
- Lawrence Baxter, Senior Community Advisor, MFFN Community Access Road Project Team
- Bob Baxter, Senior Community Member Advisor, MFFN Community Access Road Project Team
- Jennifer Bruin, Technical Advisor, MFFN Community Access Road Project Team
- Paul MacInnis, Senior Advisor, Ministry of Mines
- Sasha McLeod, Special Project Officers, Ministry of the Environment
- Dorothy Moszynski, Special Project Officers, Ministry of the Environment
- Paul Achneepineskum, Councillor, Marten Falls First Nation
- Russell Achneepineskum, Councillor, Marten Falls First Nation
- Shane Baxter, Councillor, Marten Falls First Nation
- Maria Baxter, Councillor, Marten Falls First Nation
- Bob Baxter, Councillor, Marten Falls First Nation
- Yvonne Baxter, Councillor, Marten Falls First Nation
- Linda Moonias, Councillor, Marten Falls First Nation
- Rob Moonias, Councillor, Marten Falls First Nation

Frequently Asked Questions – Draft EA / IS

Issued September 2024

What is included in the Draft Environmental Assessment / Impact Statement Report (EA / IS)?

The Draft EA / IS will be a large document (approximately 500 - 1000 pages) which includes thousands of pages of supporting documents. These range from technical documents on valued components (like noise, air quality, peatlands—see below question for a full list), individual Aboriginal and Treaty Rights and Interests (ATRI) reports, to the Records of Consultation & Engagement. We are here to help in your review—plain-language versions of select documents will be made available, and we encourage you to book time with us to discuss before we circulate the Draft EA / IS.



How have Indigenous communities influenced the Draft EA / IS?

Through consultation activities, the Marten Falls First Nation (MFFN) Community Access Road Project Team has collected feedback, information and Indigenous Knowledge to inform the final route selection and support the development of the Draft EA / IS. The ATRI / Three-Road Forums and Gatherings and Individual Community ATRI Existing Conditions Reports have facilitated the sharing of Indigenous Knowledge and provided a forum for open discussion around the proposed Community Access Road. The MFFN Community Access Road Project Team has engaged 22 Indigenous communities over the course of the environmental assessment process, working with key contacts and representatives of the communities who have provided their expertise, asked questions, and flagged concerns and issues that should be addressed and included in the Draft EA / IS.

Why is it important to provide your comments on the Draft Environmental Assessment / Impact Statement Report (Draft EA / IS)?

We are providing a Draft EA / IS to Indigenous communities, the public and regulators to allow for an early review of our information, approach and findings. Your input on the Draft EA / IS will inform the preparation of the Final EA / IS and allow us to incorporate your input and consider concerns related to the proposed Community Access Road.

How long do I have to review and provide comments on the Draft EA / IS?

Members of the Indigenous communities we are engaging will have access to the Draft EA / IS this winter via their community's key contact (identified by your Chief and Council). Indigenous communities have a minimum of 120 days to review and comment on the Draft EA / IS. If the 120 days overlap with year-end holidays; then additional time will be added to compensate. Access to the Draft EA / IS for Indigenous communities is 60-days in advance of the public and regulators' review period. The exact review dates will be provided once confirmed.

How and when will we get responses to the questions or comments that we provide on the Draft EA / IS?

Comments and questions received during the review process will be recorded and responses tracked and addressed, where possible, in the Final EA / IS. In addition, during the review period, we encourage you to contact us to schedule a meeting so that we can discuss with you directly any questions or concerns you might have. Our intent, where appropriate, is to provide you an opportunity to review or discuss your comments and our proposed response in advance of submitting the Final EA / IS.

What is the difference between the Draft EA / IS and the Final EA / IS version?

The Final EA / IS will incorporate comments, questions and feedback received on the Draft EA / IS from Indigenous communities, the public and regulators. Additional information from studies not completed before the release of the Draft EA / IS may also be included (if applicable). Because the Final EA / IS will be submitted by MFFN to the Ministry of the Environment, Conservation and Parks (MECP) and the Impact Assessment Agency of Canada (IAAC) for a decision by the Minister and Cabinet, it is important that communities participate in consultation on the Draft EA / IS, so that their input can be considered or addressed in the final version.

Where do we send our comments and feedback on the Draft EA / IS?

Once the key contact has compiled your community's feedback, the comments / edits / questions can be sent to your MFFN Community Access Road Project Team contact or to the Community Access Road general email address: info@martenfallsaccessroad.ca.

How will my feedback be received if I am not an official representative of my community (e.g., key contact)?

Individual members of an Indigenous community are welcome to provide their own comments in addition to those provided on behalf of their community during the public review period. This input will be addressed along with other comments received from the public and regulators.

What Technical Reports are included in the Draft EA / IS?

The technical documents will include information on valued components existing conditions, effects assessment and cumulative effects.

The following technical reports are included in the Draft EA / IS.

1. Noise and Vibrations	10. Ungulates
2. Groundwater and Geochemistry	11. Air Quality and Green House Gas
3. Surface Water	12. Land Use
4. Fish and Fish Habitat	13. Human Health
5. Physiography, Terrain and Soils	14. Social
6. Peatlands	15. Economics
7. Vegetation	16. Visual
8. Wildlife	17. Aboriginal and / or Treaty Rights Interests (ATRI) / Indigenous Knowledge
9. Birds	

What are Cumulative Effects and the Inclusions List?

Cumulative Effects are the potential effects of the Community Access Road combined with the

effects of other past, present and reasonably foreseeable future projects and activities. On their own, individual project effects may be minor, but when considered together with other project effects they may become significant.

As part of the provincial EA and federal Impact Assessment (IA) process for the Community Access Road, an assessment of the potential cumulative effects is being completed. The preliminary project Inclusion List identifies potential projects that will be considered for inclusion in the Cumulative Effects Assessment, which will be part of the Draft EA / IS.

How have Indigenous communities been consulted?

Indigenous Knowledge Program

The purpose of this program was to empower Indigenous communities to share information on their land and resource use, cultural practices and values, and rights and interests in the study area. Participation in the program enabled participating communities to either share existing Indigenous Knowledge (IK) and Indigenous Land and Resource Use (ILRU) information (previously collected by communities) or to complete project-specific IK and ILRU Studies.

Community Coordinator Program

The Community Coordinator Program supports the Community Access Road activities, meetings and events, helping to make sure input is collected and shared back with the MFFN Community Access Road Project Team.

Community Coordinators strengthen our collective efforts related to the EA / IA process and allow for a more open and responsive consultation and engagement between Indigenous communities and the MFFN Community Access Road Project Team.

Reports

Through the EA / IA process, the MFFN Community Access Road Project Team has worked with Indigenous communities to produce reports including: ATRI Existing Conditions Report, Milestone #1 and #2 Reports, Cultural Heritage Report, Stage 1 and Stage 2 Archaeological Assessment Reports, and the Interim Record of Consultation and Engagement (RoCE).

In-person & virtual consultation activities

To date, our consultation efforts have included:

- Five in-person Public Information Centres (PICs), including dedicated hours for Indigenous Community members;
- 31 in-person or virtual meetings with 11 communities, including 8 in-person or virtual meetings with MFFN;
- Two in-person ATRI forums;

- An in-person Three-road Project Gathering & Expo;
- Attendance at several conferences, including the Prospectors & Developers Association of Canada (PDAC) conference and the Matawa First Nations Management gathering.
- Fourteen virtual webinars; and
- Ongoing outreach including phone calls emails, virtual meetings, and in-person meetings with communities and tribal councils.

Marten Falls First Nation Community Access Road: Draft EA / IS Submission

When you submit this form, it will not automatically collect your details like name and email address unless you provide it yourself.

* Required

Privacy Statement

All comments, questions, and responses submitted for this survey will be collected and considered in the development of an Environmental Assessment / Impact Statement that will be a part of public record and will be made available to individuals or organizations with an interest in this project. Under the Freedom of Information and Protection Privacy Act, personal information such as name and address will not be included in the Environmental Assessment / Impact Statement but may be released, if requested in accordance with the Act, to any person as part of the review of the Environmental Assessment / Impact Statement.

1. Full Name (first & last)

   Enter your answer

2. Email

   Enter your answer

3. Community or Organization

   Enter your answer

4. Please provide the name and contact information of the key contact who will be receiving the full Draft EA / IS including, Plain-language documents, 17 Technical

Reports, Individual ATRI Reports (by Community), Milestone 3 Progress Report, Record of Consultation and Engagement - Public (Approximately 20,000 pages)? *

Enter your answer

5. Please choose the format(s) you would like to receive the Draft EA / IS. *

- [ ] Printed
- [ ] Digital (USB)
- [ ] Both

6. Plain Language Guides will be made available to Indigenous Communities. What traditional languages would you like these documents translated into? *

- [ ] Cree (Swampy)
- [ ] Oji-Cree
- [ ] Ojibwe

7. Which studies is your community most interested in? Please select as many as you like. *

- [ ] Noise and Vibrations
- [ ] Groundwater and Geochemistry
- [ ] Surface Water
- [ ] Fish and Fish Habitat

- [ ] Physiography, Terrain and Soils
- [ ] Peatlands
- [ ] Vegetation
- [ ] Wildlife
- [ ] Birds
- [ ] Ungulates
- [ ] Air Quality and Green House Gas
- [ ] Land Use
- [ ] Human Health
- [ ] Social
- [ ] Economics
- [ ] Visual
- [ ] Aboriginal and / or Treaty Rights Interests (ATRI) / Indigenous Knowledge

8. Would you like to organize a meeting(s) with the MFFN CAR Project Team to discuss receiving and reviewing the Draft EA / IS? *

- ◯ Yes
- ◯ No

You can print a copy of your answer after you submit

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From: Angelis, Niki [redacted]
Sent: Friday, 27 September 2024 19:50
To: [redacted]
Cc: [redacted]
Subject: MFFN CAR - Ways to get involved
Attachments: [redacted]

Good afternoon,

I hope this email finds you well. Earlier this week I shared information on the Draft EA / IS review process for the Community Access Road with Chief Bruce Achneepineskum with information on how Marten Falls First Nation can prepare for and take part in the process.

I would also like to highlight that the Community Coordinator Program is still available. I have attached the job posting that can be shared with your community members.

Stay up to date!
There will be a lot happening this fall and winter with respect to the Community Access Road. To stay updated on ongoing activities, sign up for our newsletter here: Contact Us - Marten Falls First Nation (martenfallsaccessroad.ca) and follow us on Facebook, LinkedIn and Instagram.

Sincerely,
Niki

Niki Angelis
Communication and Community Engagement
[redacted]

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[redacted]

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MARTEN FALLS FIRST NATION
ALL SEASON COMMUNITY ACCESS ROAD

WE'RE HIRING!

Marten Falls First Nation (MFFN) is undertaking a federal Impact Assessment (IA) and provincial environmental assessment (EA) for an all-season access road to our community. To support these studies, we are looking to hire **Community Coordinators**.

Are you a highly motivated person? Do you have strong organizational and relationship building skills? Would you like to work with a great project team and build experience in environmental management?

If so, this could be the role for you!

The Community Coordinator will be a primary point of contact between your community and the MFFN Project Team. We will work closely with you as you help to involve your community in the environmental assessment processes.

Responsibilities

- Coordinate between the MFFN Project Team and community members living in / outside ofyour community as per your local practices and in collaboration with Chief and Council;
- Provide advice, guidance and support for community engagement activities related to the

Project including:

  - Coordinate and organize logistics for meetings, workshops, events and / or school visits (e.g., book meeting spaces, order refreshments, help with truck / boat rentals and accommodations);
  - Help identify meeting participants and information providers (e.g., youth and / or elders); Assist with meeting facilitation, note taking and meeting minute preparation, and coordinate translation services, if needed; and
  - Organize distributing Project advertisements and notices in your community; either online (e.g., Facebook or posting in community);
- Assist in collecting data / information in your community (e.g., Indigenous Knowledge Aboriginal and / or Treaty Rights and Interests, community and socio-economic information);
- Assist in coordination of the review of the Draft Environmental Assessment / Impact Statement, and / or Aboriginal and / or Treaty Rights and Interests Reports.

This position will receive $[redacted] per hour and is expected to be approximately 16 hours per week for up to 1 year (up to Summer 2025). If you or someone you know would like to learn more about the program, contact: Niki Angelis at info@martenfallsaccessroad.ca or 1-800-764-9114.

Subject: MFFN CAR – Upcoming meetings for Marten Falls Community Members
Sent: 2024-10-02, 12:48:21 PM
From: MFFN Community Access Road Project Team<info@martenfallsaccessroad.ca>
To: [redacted]
Attachments: [redacted]

Good afternoon,

You're invited to attend the Marten Falls First Nation Community Access Road Community Meetings.

There are two opportunities to participate:

Thunder Bay, Ontario	Marten Falls First Nation
Date: Tuesday, October 15, 2024 **Time:** 5:00 p.m. – 8:00 p.m. **Location:** Best Western Plus Nor'Wester Hotel & Conference Centre 2080 Hwy 61 Thunder Bay, Ontario *Buffet dinner served at 5:30 p.m.	**Date:** Thursday, October 17, 2023 **Time:** 1:00 p.m. – 4:00 p.m. **Location:** Henry Coaster Memorial School – Gymnasium Marten Falls First Nation, Ontario *Lunch served at 2:00 p.m.

Join us for an expo-style open house where you will be able to view the latest updates and share your feedback with team members. This meeting will cover a range of topics including:

- Engineering and Construction of the Road;
- Socio-Economic Studies;
- Climate Change Adaptation;
- The upcoming Draft Environmental Assessment / Impact Statement review process; and
- A Sharing Circle.

Everyone is welcome! Food, refreshments, and PRIZES will be provided, along with family friendly activities for all ages.

Please feel welcome to share this email and attached poster with family and friends. We also encourage you to share this information with fellow community members who do not have access to email or the internet.

Please reach out if you have any questions. We look forward to meeting with you!

Meegwetch,
Marten Falls First Nation Community Access Road Project Team

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MFFN Community Access Road Project Team
Visit our website: http://www.martenfallsaccessroad.ca/
Follow us on Facebook: https://www.facebook.com/MFFNCommunityAccessRoadProject/
Call us: [redacted]
Email us: info@martenfallsaccessroad.ca

October 2024 Meetings

Join us for a meeting on the Marten Falls First Nation (MFFN) Community Access Road!

What's Happening?

The MFFN CAR Project Team is hosting an Expo style event covering a range of topics related to the Community Access Road.

Thunder Bay Session
Tuesday, October 15, 2024

Best Western Nor Wester
Hotel & Conference Centre
2080 Hwy 61
Thunder Bay, Ontario

5:00 p.m. to 8:00 p.m.

Buffet served at 5:30 p.m.

In-Community Session
Thursday, October 17, 2024

Henry Coaster Memorial School - Gymnasium
Marten Falls First Nation, ON
P0T 2L0

1:00 p.m. to 4:00 p.m.

Lunch served at 2:00 p.m.

The meeting is open to all Marten Falls First Nation community members. Topics will include:

- Climate Change Workshop;
- Engineering and Construction;
- EA / IS Draft Review Process;
- Sharing Circle
- Kids zone; and
- Prizes including gift cards!

Have your say. Share your comments, ideas and community values with the Project Team. We look forward to seeing you!

Contact Information

Phone: [redacted] **Email:** info@martenfallsaccessroad.ca
Web: http.www.martenfallsaccessroad.ca
Follow us on Facebook: facebook.com/MFFNCommunityAccessRoadProject

Subject: REMINDER! Join us for upcoming meetings on the Community Access Road
Sent: 2024-10-09, 2:39:11 PM
From: MFFN Community Access Road Project Team<info@martenfallsaccessroad.ca>
To: undisclosed-recipients:
Bcc: [redacted]
Attachments: [redacted]

Good afternoon,

This is a reminder that you're invited to attend the Community Access Road Meetings for Marten Falls First Nation community members only.

There are two opportunities to participate:

Thunder Bay, Ontario	Marten Falls First Nation
Date: Tuesday, October 15, 2024 **Time:** 5:00 p.m. – 8:00 p.m. **Location:** Best Western Plus Nor'Wester Hotel & Conference Centre 2080 Hwy 61 Thunder Bay, Ontario *Buffet dinner served at 5:30 p.m. **Do you need a ride?** The Project Team will cover the cost of a taxi to and from the meeting. Please contact Gabbie at [redacted] the day of the meeting if you would like to book a ride using Roaches Yellow Taxi.	**Date:** Thursday, October 17, 2023 **Time:** 1:00 p.m. – 4:00 p.m. **Location:** Henry Coaster Memorial School – Gymnasium Marten Falls First Nation, Ontario *Lunch served at 2:00 p.m.

Please feel welcome to share this email and attached poster with family and friends. We also encourage you to share this information with fellow community members who do not have access to email or the internet.

Please reach out if you have any questions. We look forward to meeting with you!

Meegwetch,

Marten Falls First Nation Community Access Road Project Team

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MFFN Community Access Road Project Team
Visit our website: http://www.martenfallsaccessroad.ca/
Follow us on Facebook: https://www.facebook.com/MFFNCommunityAccessRoadProject/
Call us: [redacted]
Email us: info@martenfallsaccessroad.ca

October 2024 Meetings

Join us for a meeting on the Marten Falls First Nation (MFFN) Community Access Road!

What's Happening?

The MFFN CAR Project Team is hosting an Expo style event covering a range of topics related to the Community Access Road.

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1:00 p.m. to 4:00 p.m.

Lunch served at 2:00 p.m.

The meeting is open to all Marten Falls First Nation community members. Topics will include:

- Climate Change Workshop;
- Engineering and Construction;
- EA / IS Draft Review Process;
- Sharing Circle
- Kids zone; and
- Prizes including gift cards!

Have your say. Share your comments, ideas and community values with the Project Team. We look forward to seeing you!

Contact Information

Phone: [redacted] **Email:** info@martenfallsaccessroad.ca
Web: http.www.martenfallsaccessroad.ca
Follow us on Facebook: facebook.com/MFFNCommunityAccessRoadProject

Subject: MFFN Community Access Road - Socio-Ec Survey Results
Sent: 2024/10/11, 00:25:04
From: Angelis, Niki [redacted]
To: Robert Moonias

Good evening Councillor Moonias,

I hope this email finds you well.

We met at the Community Access Road meetings held in the July. During that meeting you requested that the results of the Socio-Economic survey be shared. I have been in touch with Project Team consultant responsible for that work and she will be bringing the results to the Community Access Road meetings planned for next week.

As a reminder, the meeting dates and times are as follows

Thunder Bay, Ontario	Marten Falls First Nation
Date: Tuesday, October 15, 2024 **Time:** 5:00 p.m. – 8:00 p.m. **Location:** Best Western Plus Nor'Wester Hotel & Conference Centre 2080 Hwy 61 Thunder Bay, Ontario *Buffet dinner served at 5:30 p.m.	**Date**: Thursday, October 17, 2023 **Time**: 1:00 p.m. – 4:00 p.m. **Location**: Henry Coaster Memorial School – Gymnasium Marten Falls First Nation, Ontario *Lunch served at 2:00 p.m.

Have a nice evening and I hope to see you again next week.

Best,
Niki

Niki Angelis
Communication and Community Engagement
[redacted]

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From: Angelis, Niki [redacted]
Sent: Wednesday, 23 October 2024 21:26
To: [redacted]
Cc: [redacted]
Subject: MFFN CAR - July Community Meeting Summary

Good afternoon Chief Bruce Achneepineskum and Marten Falls First Nation Councillors,

I hope this email finds you all well.

In July, two meetings were held for Marten Falls First Nation community members on July 17 and 18, 2024. Please find the meeting summary for those meetings attached.

If you have any questions or comments regarding the summary, please let me know.

The meeting minutes from last weeks Community Meeting (held on October 15, 2024) are currently being drafted and will be circulated shortly.

For your reference, I have also included the minutes from past community meetings:

- Community Meetings in advance of PIC #3 (June 2022)
- Community Meetings in advance of PIC #4 (November 2022)
- Community Meetings in advance of PIC #5 (October 2023)

Sincerely,
Niki

Niki Angelis
Communication and Community Engagement
[redacted]

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Marten Falls First Nation Community Access Road
MFFN Community Members-Only Meeting
July 17 and 18, 2024
Summary Report

This summary report has been prepared to provide an overview of the feedback captured at the MFFN community members meetings on July 17, 2024, in Marten Falls and July 18, 2024, in Thunder Bay.

Timing and Location

Henry Coaster Memorial School, Gymnasium
Marten Falls, Ontario
July 17, 2024
2:00 p.m. – 6:00 p.m.

Superior Inn
Thunder Bay, Ontario
July 18, 2024
4:00 p.m. – 8:00 p.m.

Introduction / Purpose

Two community meetings were hosted for MFFN community members only. They were held during the provincial Environmental Assessment / Federal Impact Assessment phase of the Marten Falls First Nation (MFFN) Community Access Road Project. The purpose of the meetings was to provide updates on:

- What has happened from the last community meeting (October 2023), including what we have heard and how feedback is being considered and/or incorporated;
- The Final Route Recommendation and thereby achieving the next major milestone;
- Information on receiving a Band Council Resolution to support the Final Route;
- Valued component field studies;
- Cumulative effects and why they are important;
- Draft Environmental Assessment / Impact Statement (EA / IS) schedule; and
- Next steps and future opportunities to get involved.

Meeting Promotion

A formal notice to the community meetings was posted on the private MFFN and the Ogoki Post Bulletin Facebook pages on July 9, 2024. Posters were also placed at the health centre, band office and choose life building in MFFN. A copy of the notice is provided in Appendix A.

Format and Attendance

The community meetings were held in an open house format and featured a presentation by the MFFN Community Access Road Project Team (hereby Project Team). Display boards and information tables were set up around the room and featured content related to the Final Route Recommendation along with Segments 1 (with a map of Dusey Lake), 2 and 3, information on field studies, cumulative effects and the inclusions list and the Draft EA / IS process and schedule.

Attendees had the opportunity to ask questions during the presentation, through one-on-one conversations with members of the Project Team or provide comments using the feedback forms.

Meeting Materials

The following printed materials were made available to attendees:

- A hard copy of the presentation slide deck;
- EA / IS review process information sheet;
- Plain language summaries of the field studies;
- Cumulative effects information sheet and inclusions list;
- Feedback form; and
- Maps of the Final Route Recommendation: Segment 1, Segment 2, Segment 3 and Dusey Lake.

All engagement materials shared at the community meetings are included in Appendix B.

Attendance

Approximately **25 individuals** attended the community meeting in Marten Falls on July 17, 2024, and **30 individuals** attended the community meeting in Thunder Bay on July 18, 2024.

Paul MacInnis from the Ministry of Mines was present at both meetings to provide a brief update and assist in answering questions from attendees.

Highlights of Participant Feedback

Attendees were encouraged to share their feedback, concerns and pose questions throughout the meeting or provide them in writing using the available feedback form. Key themes and items of interest raised by the attendees are included below. Eighteen (18) participants completed the feedback form that was available at the meeting. The feedback forms are available in Appendix B.

Final Route Recommendation and Traplines

There were general comments and questions about the Final Route Recommendation, which included:

- Why the winter road route was not being used as alignment for the all-season access road;

- How long is the Final Route Recommendation;
- What will the road be made of; and
- If the Final Route Recommendation was still under consideration.

The Project Consultant provided information on the final route related to length (approximately 190 km) and material (gravel) and advised that the recommendation is what will be presented to Chief and Council to make a final decision on. With respect to why the winter road was not considered, early in the process, two of the four route options considered did use the current winter road location however, following community consultation, it was determined that a road entering from the south and travelling directly through the community was not preferred.

During the meeting, one attendee asked how many traplines are crossing the Final Route recommendation. The Project Consultant was not aware of the exact number but will bring that information to the next community visit but noted that trapline locations were considered during the evaluation of the Final Route Recommendation with an emphasis on minimizing effects on the traplines as much as possible. For example, where traplines cross the roadway, access ramps and signage would be provided to permit safe travel.

One comment received via the feedback form noted that there needs to be further consultation done in and around Dusey Lake as there are families with traplines in this area.

Existing Conditions and Valued Components

The majority of attendees shared interest in the field studies conducted for the MFFN Community Access Road. The Project Consultant answered general questions and shared the plain language summaries to those interested. Participants demonstrated particular interest in the studies related to:

- Wildlife (fish, animals and birds);
- Medicines;
- Muskeg; and
- Species at risk.

One attendee noted that they would like to learn more about all existing conditions and valued components as they were not aware of any of the information prepared to date. The attendee was encouraged to ask questions and sign up to the MFFN Community Access Road contact list to receive regular updates and advised that detailed information will be provided in the Draft EA / IS.

Road Construction, Design and Traffic

There were comments and questions about the design, operation and maintenance of the MFFN Community Access Road.

Attendees were interested in construction and when construction is expected to begin. The Project Consultant informed community members that construction will begin once the EA / IS process is

completed, followed by significant design work and tendering in 2025 or 2026. Community members were advised that construction could take anywhere from 3 to 10 years to complete.

Project Consultants were also asked questions related to:

- Bridges and river crossings;
- Road maintenance;
- Access and who will be permitted to use the road;
- Design of the Community Access Road, including width and length; and
- Traffic coming into Marten Falls once the Community Access Road is operating.

Questions related to access, maintenance and ownership are out of scope for the current phase of the EA / IA process, however will be considered during detailed design. The Project Team will consider how to address these related questions at future engagements where possible.

Health, Safety and Socio-Economic

Participants shared concerns about safety once the MFFN Community Access Road was operational, particularly the transportation of drugs and alcohol into the community.

Participants were interested in learning about the jobs that would become available once construction begins and opportunities for training.

Engagement and Consultation

Participants provided input regarding ways to improve consultation methods as follows:

- Materials should be available in local languages;
- Have more in-person sessions;
- Provide meeting notification in other formats (not just online) as Elders are not online;
- Hold meetings at a venue that is in a more central location and on a city bus route;
- Hold meetings on the weekend; it is difficult to attend a meeting after work;
- Provide information in different formats, such as videos and webinars.

The Project Team confirmed that part of the Draft EA / IS will be available in local languages and will continue to share information in a variety of formats. Participants were advised that there would be additional meetings in the fall but that meetings are available upon request and to contact the Project Team as needed.

Other

General comments were also provided throughout the meeting, including:

- Being connected to the land and hoping the land, wildlife and environment will be minimally impacted; and
- The benefits the Community Access Road will provide, such as additional resources for mental health, having easier access to building materials, groceries and fuel, and more job opportunities.

Next Steps

A six-month look-ahead was provided to the attendees and advised that field studies, socio-economic studies, engagement with the MFFN members and other Indigenous communities, government agencies and interested persons would continue. The Project Team will continue to wait for a Band Council Resolution to determine the Final Route. The upcoming release of the Draft Environmental Assessment / Impact Statement (EA / IS) was highlighted along with related community and public meetings. The Team will be preparing for the next milestone: the Draft and Final EA / IS.

Marten Falls First Nation (MFFN) Community Access Road (CAR)
In-Community Meeting for Public Information Centre #3 Summary Report
June 28, 2022

Timing and Location

Marten Falls First Nation
School Gymnasium
June 28, 2022
11:00 a.m. – 3:00 p.m.

- Lunch: 11:30 a.m.
- Presentation / Question and Answer (Q&A) Session: 12:00 p.m. to 1: 00 p.m.
- Open House: 1:00 p.m. to 3:00 p.m.

This summary report has been prepared to provide a snapshot overview of the feedback captured at the In-Community Meeting for Public Information Centre #3 (PIC #3) held on June 28, 2022.

Introduction / Purpose

This was the first in-community meeting for the provincial Environmental Assessment (EA) / federal Impact Statement phase (PIC #3) of the Marten Falls First Nation (MFFN) All Season Community Access Road. The purpose of the meeting was to provide updates on:

- Background information and updates regarding the Community Access Road since the last community meeting;
- Provide information related to the Environmental Assessment / Impact Assessment (EA / IA) process;
- Alternative routes, including new information about potential sources of aggregate material;
- Share about the Indigenous Knowledge Program and Aboriginal and Treaty Rights and Interests;
- Indigenous Knowledge and Aboriginal and Treaty Rights and Interests;
- Consultation and engagement, including the Community Coordinator Program;
- Activities that have taken place since the last community meeting, feedback gathered to-date and how it is being considered;
- Inform about ongoing and future consultation and engagement opportunities, including how Project content (e.g., discussion guides) can be reviewed and how to share feedback; and
- Next steps over the next six months, including the EA / IA schedule.

Notices and Promotion

A formal invitation and poster were issued to the MFFN Chief, Councillors and community members on June 13, 2022 via email with reminder emails on June 23 and 27, 2022. Information on the meeting was posted on the MFFN private Facebook group on June 27, 2022.

See **Appendix A** for advertisements**.**

Format and Attendance

The community meeting was formatted to include the serving of a meal followed by a presentation, with an informal Q&A session, followed by an open house period where community members could review display boards and maps and discuss and provide feedback to MFFN Community Member Advisors and Project Team members. Door prizes were also available upon entry. A virtual meeting option via Zoom was set up for remote attendees, however, due to broadband limitations, the virtual live component was not possible. Instead, an audio recording of the presentation was captured.

MFFN Community Member Advisors and Project Team members were available to guide attendees through the display boards and answer questions. Attendees were encouraged to review display boards and view maps of the proposed alternative routes and field studies and provide comments by using the feedback forms, or by having one-on-one discussions with Project Team members.

Paul MacInnis from the Ministry of Energy, Northern Development and Mines was present to provide a brief update and assist in answering questions from attendees.

Approximately **32 community members** attended the meeting.

The following printed and online materials were made available to community members:

- A hard copy of the presentation;
- Feedback Form;
- Fact Sheet;
- Indigenous Knowledge Program Fact Sheet;
- Community Coordinator Program overview and Job Posting;
- Field Program Discussion Guides for: Remote Camera, Groundwater and Geochemistry Field Program, Surface Water, Fish and Fish Habitat, Vegetation, Physiography and Peatlands, Aerial Waterfowl Field Study, Winter Field Program, Birds and Spring Field Programs;
- Field Notices, including: Terrain and Soils Field Investigation, Surface Water Fish and Habitat, Wolverine Den Surveys and the Early Spring programs; and
- Maps of: Route Alternatives, Broader Area / Indigenous Communities, Aerial Waterfowl Study Area, Bats Study Area, Bird Field Program Study Area; Fish Surface Water Study Area; Groundwater Study Area, Ungulates Study Area, Vegetation Study Area, Wolverine Study Area and Tourism Outfitters.

Highlights of Participant Feedback

Conversations and Feedback Forms

Attendees were encouraged to share their feedback, concerns and pose questions throughout the

meeting or provide them in writing using the available feedback form. Comments, questions or concerns from the meeting received by July 22, 2022 are included in this summary report. Key themes / items of interest raised by attendees are included below.

Alternative Routes

Alignment

- One inquiry was made about the possibility of the alternative routes aligning along the broad-band infrastructure instead of by the cemetery.
- One participant inquired why the road along the river was not used to connect to the Community Access Road instead of the area north of the airport which is widely used. Another participant advised that there may be issues along the river as this past spring river levels and ice were very high. They also noted that there are locations where the bank is eroding and might affect the existing road.
- One participant thought the Community Access Road should follow part of Alternative Route 1 and part of Alternative Route 4; this would make the road shorter and cause less disturbance to wildlife.
- One participant noted that the area to the north of the airport is used by many members of the community for various activities. There was a concern that if the area is paved over they would no longer be able to walk on the earth.

Design

- Ensure the Community Access Road is wide enough for cars to pass safely.
- Would like to see control measures implemented for the Community Access Road to MFFN to control who can use it.
- MFFN can experience intense rain showers which may damage the Community Access Road and affect streams due to erosion resulting in turbidity.

Other

- Concern that the Community Access Road may interfere with outings, ability to gather firewood and socialize.
- There is a caribou area in the District of Kenora, in the area between points I and H on the Alternative Routes map. (Map available in Appendix B)
- Two participants made note there is an area of the rapids Big Rock between points F and G along the river that is important to some community members. The exact location could not be pinpointed due to the scale of the map.
- MFFN already agreed to a different area for aggregates so why is the new area of aggregates being mentioned? It is not right.
- Concerns about the alternative routes and possible effects that a new route will have on MFFN.

EA / IA Process

- Concerns regarding the length of the EA / IA process and why it is taking so long for the road to be constructed. An attendee questioned whether it was because they are First Nations. The representative from the Ministry of Energy, Northern Development and Mines explained that the EA / IA process in general is lengthy but that the COVID-19 pandemic also slowed down the process.
- Questions regarding the federal IA process and why there needs to be both the provincial EA and federal IA. The representative from the Ministry of Energy, Northern Development and Mines explained that any project that meets the definition of a "physical activity" triggers a federal process.
- Request to receive approximate timelines of when construction will commence.

Impacts to animals and the environment

- An attendee reported that water levels have been at 30-year record highs, with water covering some roadways.
- Participants were interested in how the Community Access Road will be maintained following construction and if salt would be used in the winter. There is a concern of the impact of salting on the nearby rivers.
    - This level of detail is not available at this point in the planning stage. This level of detail will be captured in the maintenance procedures for the constructed road. The Project Team will flag this concern with the engineering consultants for future consideration.

Social and Health, Land and Resource Use and Economics

- It is the MFFN community's priority to address all social issues involving their community. It is their land, and they need to be happy.

Safety

- Safety concerns related to increased truck activity on the proposed access road including dust, noise, low visibility and speeding.
- It was noted that the area north of the airport is widely used by the community, including children. There was a safety concern flagged for the children who play and ride their bikes in this area.

Engagement

- More information from the studies should be shared at community meetings.
- Positive feedback received about the engagement efforts for the Project in general.
- Request to share more results of studies that are being conducted around MFFN, including photos and videos of visited sites.

Presentation, Meeting Materials and Resources

- The presentation was hard to hear. A sound system and microphone for the next meeting was requested.
- Participants noted that some names were missing from the maps and they could not identify where areas of interest were relative to the proposed Alternative Routes.
    - Participants added key names, locations and landmarks to the map provided – see **Appendix B**.
- The majority of attendees who responded to the feedback form indicated that viewing information displays, having the opportunity to meet and speak directly with the Project Team and providing feedback were the most interesting aspects of the community meeting.

Please see **Appendix B** to view all engagement materials provided at the community meeting, including the submitted feedback forms.

Project Communications

- The majority of participants who responded to the feedback form indicated that they would prefer to receive information about the Project via email.
- The majority of participants who responded to the feedback form heard about the meeting through the private Marten Falls community Facebook page or through word of mouth.

Maps

Participants were invited to view the MFFN Route Alternatives map and share comments and feedback by providing information and updates directly on the maps provided.

Participants shared the following information:

- Important / significant landmarks
- Names to be added to maps for future engagements
- Actively used areas (e.g., for fishing or hunting etc.)
- Feedback on aggregate sites

To view all comments please see full map in **Appendix C**.

Next Steps

The Project Team provided a six-month look-ahead to the attendees and advised that field studies, socio-economic studies, engagement with the MFFN members and other Indigenous communities, government agencies and interested persons would continue. The next PIC and In-Community Meeting is proposed for late fall / early winter 2022.

Marten Falls First Nation (MFFN) Community Access Road (CAR)
In-Community Meeting in advance of Public Information Centre #4
Summary Report
November 2, 2022

Timing and Location

Marten Falls First Nation
School Gymnasium
November 2, 2022
11:00 a.m. – 3:00 p.m.

- Lunch: 11:30 a.m.
- Presentation / Question and Answer (Q&A) Session: 12:00 p.m. to 1: 00 p.m.
- Open House: 1:00 p.m. to 3:00 p.m.

This summary report has been prepared to provide an overview of the feedback captured at the In-Community Meeting in advance of Public Information Centre #4 (PIC #4) held on November 2, 2022.

Introduction / Purpose

This was an in-community meeting for the provincial Environmental Assessment (EA) / federal Impact Statement phase in advance of PIC #4 for the Marten Falls First Nation (MFFN) All Season Community Access Road. The purpose of the meeting was to provide updates on:

- Background information and updates regarding the Community Access Road since the last community meeting on June 28, 2022;
- Information related to the Environmental Assessment / Impact Assessment (EA / IA) process;
- Preliminary findings from recent field studies;
- The draft methods proposed on how the Route Alternatives will be assessed, recommended and a preferred route chosen;
- How feedback and knowledge is being considered in the planning process, including what we heard at the June 28, 2022 community meeting;
- The Youth Engagement Program;
- The Indigenous Knowledge Program and Aboriginal and Treaty Rights and Interests;
- Details on job opportunities and an introduction to the new MFFN Community Coordinator; and
- Next steps over the next six months, including the EA / IA schedule.

The Open House portion of the meeting allowed for one-on-one conversations as well as an opportunity to review large scale Alternative Routes and Segments maps. These maps also included comments captured by the community, regulators and MFFN Community Member Advisors as well as information from the Indigenous Knowledge Program.

Notices and Promotion

A formal invitation and poster were issued to the MFFN Chief, Councillors and community members on October 19, 2022 via email with a reminder email sent on October 31, 2022. Information on the meeting was posted on the two MFFN private Facebook group pages (Ogoki Post – Marten Falls First Nation #65 and Marten Falls First Nation #65 – Updates and Information Page) on October 24, 2022.

See **Appendix A** for advertisements**.**

Format and Attendance

The community meeting was formatted to include the serving of a meal followed by a presentation, with an informal Q&A session, followed by an open house period where community members could review maps and discuss and provide feedback to MFFN Community Member Advisors and Project Team members. Door prizes were also available upon entry.

MFFN Community Member Advisors and Project Team members were available to guide attendees through the maps and answer questions. Attendees were encouraged to view maps of the proposed alternative routes and field studies and provide comments by using the feedback forms, or by having one-on-one discussions with Project Team members.

Paul MacInnis and Jason Frechette from the Ministry of Energy, Northern Development and Mines were present to aid in answering questions from attendees.

Approximately **16 community members** attended the meeting.

The following printed and online materials were made available to community members (see **Appendix B and C**):

- A hard copy of the presentation;
- Feedback form;
- Winter Field Programs (dated December 2021); and
- The following maps: Route Alternatives, Broader Area / Indigenous Communities, Aerial Waterfowl Study Area, Bats Study Area, Bird Field Program Study Area; Fish Surface Water Study Area; Groundwater Study Area and crossing areas, Ungulates Study Area, Vegetation Study Area, Wolverine Study Area and Tourism Outfitters.

Maps

Large scale, zoomed in sections of the entire route, showing route alternatives and segments were posted around the meeting room to allow community members to “walk the route” and leave their feedback, observations and insights. These maps also included comments made by the community,

regulators and Community Member Advisors as well as information considered confidential as Indigenous Knowledge.

Participants shared the following information:

- Important / significant landmarks;
- Names to be added to maps for future engagements;
- Actively used areas (e.g., for fishing or hunting etc.); and
- Feedback on aggregate sites.

Highlights of Participant Feedback

Attendees were encouraged to share their feedback, concerns and pose questions throughout the meeting or provide them in writing using the available feedback form or directly on maps. Comments, questions or concerns from the meeting received are included in this summary report. Key themes / items of interest raised by attendees are included below.

Alternative Routes

Alignment & Route Segments

- Segment F6 was identified as a sensitive and a very precious area to the community. Further discussions were had on the aggregate and sensitivity of the area.
- Questions about the segment options related to crossings and length were posed. The Project Team noted that:
    - Segment 3E is used less and avoids issues. This route would result in more crossings; however they would be smaller.
    - Segment H1 would involve less driving.
- Information requested on where the largest crossings are expected and the proposed length of the Albany River bridge.
    - Project Team proposed bringing a map highlighting these at the next community meeting.
- The shorter of the two routes in the north end of the proposed alternatives does not have aggregate; the Project Team could consider getting aggregate from the areas along the longer route and use it to build the shorter route.
- A suggestion was made that a launch pad could be constructed from Segment GF East, near the Albany River to facilitate access.
- Some community members indicated that they rather not increase access.
- Segment BE was noted as a preferred route by a community member.
- Water (the Ogoki River) around CD is manageable as a crossing option and is used often.

- A MFFN CAR Project Consultant noted that the crossing on a river was noted during a previous meeting and the team used Indigenous Knowledge and scientific studies to avoid sensitive fish habitat and design a bridge to maintain fish passage.

EA / IA Process

- A community member asked when the natural science data collected would be presented to the community members.
  - A MFFN CAR Project Consultant advised that baseline data reports were being developed for spring / early summer 2023 and would be available once data and reports are finalized and completed afterward.

Animals and the Environment

- An attendee requested information on the location of the Albany River bridge in relation to sturgeon spawning areas.
- Protecting fish populations and avoiding sensitive fish areas was very important and in the future, larger crossings be shown better on the maps.
- Concern for sturgeon and maintenance on the Albany River was noted.
  - A MFFN CAR Project Consultant advised that there is room in the process of designing the road (e.g., where the crossing goes and what kind of crossing it will be) that includes consideration of where the sensitive fish habitats are and how best to cross the river to avoid these areas, and to design a bridge at the appropriate crossing location that has the least impact on fish habitat, and fish movement throughout the river so that sturgeon and other fish can continue to live in the river.
- Observations regarding the river water levels being heavily influenced by beaver activity were made. Community members who use their boats on the river are damaging their motors because they are hitting the bottom of the river.
  - This comment coincides with the natural science field work findings (regarding the abundance of beaver on the land).

Social and Health, Land and Resource Use and Economics

- A MFFN community member spoke about drilling / mining occurring and exploration occurring when mining companies came into the community for diamonds.

Safety

- Of the two routes in the north end of the proposed alternatives, the most direct route would be better for the community from a safety perspective.
- What options are available to mitigate dust when vehicles are using the road?
  - The MFFN CAR Project Consultant responded noting that there are annual or semi-annual measures used to mitigate dust such as particle binders.

Engagement

- Three MFFN community members indicated interest in working on the field programs.
    - The MFFN CAR Community Coordinator will reach out to these members to provide their contact information to the MFFN CAR Natural Science Team;

Meeting Materials

- A request was made to show topography information on the maps in future community meetings.
- A community member noted that the font size on the 11x17 maps was difficult to read.

Other Projects and Communities

- Comment made that Neskantaga First Nation may have concerns about Project.
- A MFFN community member asked about the connection between the MFFN Community Access Road Project and the Northern Road Link and Webequie Supply Road projects and suggested that a regional content map be prepared for the next community meeting.

Next Steps

The Project Team provided a six-month look-ahead to the attendees and advised that field studies, socio-economic studies, engagement with the MFFN community members and other Indigenous communities, government agencies and interested persons would continue. Another meeting with community members living outside of MFFN will be hosted December 6, 2022 in Thunder Bay, along with Public Information Centre #4 on December 7 and 8, 2022 in Thunder Bay and Geraldton, Ontario.

Marten Falls First Nation (MFFN) Community Access Road (CAR)
MFFN Community Members Only Meeting
(In preparation for Public Information Centre #5)
October 23 and October 24, 2023
Summary Report

This summary report has been prepared to provide an overview of the materials presented and feedback gathered at the MFFN community members meetings on October 23, 2023 in Thunder Bay and on October 24, 2023 in Marten Falls in advance of Public Information Centre (PIC #5).

Timing and Location

Victoria Inn Hotel
Thunder Bay, ON
October 23, 2023
5:00 p.m. to 8:00 p.m.

Henry Coaster Memorial School – Gymnasium
Marten Falls First Nation, ON
October 24, 2023
11:00 a.m. to 3:00 p.m.

Introduction / Purpose

This meeting was planned for MFFN community members only. The content presented was related to PIC #5 of the provincial Environmental Assessment (EA) / federal Impact Assessment of the MFFN Community Access Road. The purpose of the meetings was to provide updates on:

- What has happened since Public Information Centre #4, including what we have heard and how feedback is being considered;
- What we heard at the Aboriginal and Treaty Rights and Interests (ATRI) (February 2023) and plans for the next forum (November 2023);
- Existing conditions results for completed studies;
- How Indigenous Knowledge is used and how it informs the process;
- Achieving the next major milestone: Identifying the preferred route;
- How route alternatives have been assessed and recommended, and how a preferred route will be chosen;
- Cumulative effects and why it is important; and
- Next steps and future opportunities to get involved.

Notices and Promotion

A formal invitation and poster were issued to MFFN Chief, Councilors and MFFN community members on October 5, 2023, via email with a reminder email on October 16, 2023. Information on the meeting was posted on the MFFN and Geraldton private Facebook groups on October 20 and 26, 2023. The MFFN Community Coordinator helped facilitate the posting of the meeting notice in the MFFN Band Office and Health Centre.

The notices advertised that there would be complimentary transportation to the Thunder Bay meeting upon request, meals would be served and that there would be door prizes at each meeting. All adult attendees were entered into a raffle for Visa Gift Cards that were drawn at the end of the meeting and Halloween Treat Bags were handed out to children in attendance.

See **Appendix A** for notices and **Appendix B** for advertisements.

Format and Attendance

The MFFN community meetings included opening remarks from Chief Bruce Achneepineskum (October 23, 2023); MFFN Councillor / MFFN Senior Community Member Advisor Bob Baxter and MFFN Senior Community Member Advisor Lawrence Baxter (October 24, 2023), a presentation with an informal Q&A session, followed by an open house period where MFFN community members could review maps and discuss and provide feedback to MFFN Community Member Advisors and Project Team members.

MFFN Community Member Advisors and Project Team members were available to guide attendees through the materials and answer questions. Attendees were encouraged to review display boards and view maps of the proposed alternative routes and field studies and provide comments by using the feedback forms, or by having one-on-one discussions with Project Team members.

Approximately **14 MFFN community members** attended the meeting in Thunder Bay and **16 MFFN community members** attended the meeting in-community.

The following printed materials were made available to MFFN community members:

- A hard copy of the open house boards;
- Frequently Asked Questions;
- Feedback form;
- Fall 2023 Field Notice;
- Existing Conditions reports (15 Plain Language Summaries);
- Maps of: Route Alternatives, Preliminary Technically Preferred Route recommendations, Individual Route Segments (1, 2, and 3), Cumulative Effects Inclusion Map, Study Area Maps.
    - The Segment 2 map contained confidential information collected through the Indigenous Knowledge Program.

- Large route segment maps with information collected through the Indigenous Knowledge Program.

All engagement materials shared are included in **Appendix C**; maps are included in **Appendix D** (maps with confidential information are not included in the appendix).

Highlights of Participant Feedback

Attendees were encouraged to share their feedback, concerns and pose questions throughout the meeting or provide them in writing using the available feedback form. Comments, questions or concerns from the meeting received by November 30, 2023 are included in this summary report. Key themes / items of interest raised by attendees are included below. Two members submitted a feedback form at the end of the meeting; other attendees were directed to fill out the online feedback form or email future feedback to the project email address. Note that all questions are labeled with a 'Q', comments with a 'C' and answers with an 'A'. Questions were answered by MFFN Community Member Advisors and Project Team members / Consultants.

Route Selection

C: My preference is for the east route options for all segments.
Q: In the long run, is it better to go with the shorter Route?
A: A shorter road may mean less maintenance and if in the future you wish to pave the road, a shorter road would cost less to pave or seal coat it.

Q: If Northern Road Link is looking at Alternative 1 (Segment 3) could we end up with both route alternatives being built?
A: It is a possibility that a portion of Alternative 1, Segment 3 could be built by the Northern Road Link, however this would not include the east – west portion between the two alternatives (see Maps in Appendix D).

Q: How many kilometers is Alternative 1 for Segment 2?
A: It is about 7kms.

C: You should show MFFN the road that runs along Lake Helen, and show them that there was no impact to the river. I want to convince the community to build the technically preferred option for Segment 2.

Q: Is that area (Segment 2, Alternative 1) a prime sturgeon area?
A: Yes, this area features waterfalls, spawning areas and are sensitive for fish habitat. The aim is to keep road users away and have the least disturbance to that area.

Q: Once the road is built, how will the road impact the river (in Segment 2)?
A: These are the types of things determined in the Effects Assessment. This information will be shared in summer 2024.

Q: If you build Alternative 4 (Segment 2) would you still have to build the access road to get the aggregate?
A: Yes, however, further examination of the aggregate sources to the north and south might prevent this.

Q: If we go with Alternative 4 (Segment 2), you still need material from Alternative 1, so the river is impacted no matter what?
A: Yes.

C: Here is the difference between Indigenous and Western knowledge. The engineer is looking at how the road will be built and where he can find rock and gravel but we want to make sure the road does not run along (Teabeau) Lake. We want Alternative 4 for Segment 2 (Albany Crossing).

C: It is important that you build what the community wants, not just what is the cheapest option to build.
The comment was made in response to MFFN CAR Project Consultant explaining that one of the factors that led to the preference for Alternative 1 involved the high costs associated with hauling aggregate and how costs increase depending on the distance of the aggregate to the work zones.

Q: What is the budget for the road and how much does this process (the Environmental Assessment / Impact Assessment (EA/IA)) cost?
A: The Regulatory process has a budget of $40-50million for over 8 years and the road will cost about $1billion.

Q: How much more money will it cost to build Alternative 4 (Segment 2)?
A: I do not have the number, but hauling costs are extensive. Any time the aggregate source is more than 20km from your site, it gets very expensive.

Q: I don't think cost should be a main factor for determining the route. Aren't you getting billions of dollars from Ring of Fire?
A: Funding is being provided by the Province of Ontario. Mining companies would likely have to pay some type of tax to the government to use the road but there is no funding being received from mining companies for the development of the road.

Q: Does Alternative 4 (Albany Crossing) take longer to build?
A: Alternative 4 would take longer because the land that Alternative 4 runs along has more peat sections than Alternative 1. More aggregate is required to build up the road (to prevent settling).

Q: Is there less maintenance required for Alternative 1 (Segment 2) compared to Alternative 4?
A: Potentially, yes. There may be additional peat sections to address that demonstrate different

settlement rates but this is likely mitigated with sound construction techniques using geogrids and geotextiles as a separation between the natural ground and the embankment.

Q: When a project takes longer to construct, does it cost more money?
A: It really depends. Alternative 4 is 30km shorter than Alternative 1, but it may need more fill to build due to ground conditions. All we have are estimates. Further assessment will be done during detailed design (after the Environmental Assessment / Impact Assessment process is completed).

C: I can see why people do not like the road paralleling the Albany as it would make it noisy. It seems like the option is between having noise during construction (as engineering gets aggregate for eastern alternative) or noise all the time if the western alternative was chosen.

Q: What is the length of the road (Segment 2, Alternative 1) beside the river?
A: The length of the road along the river is approximately 7 km.

Q: How do you get votes on the alternatives?
A: Through meetings like this. Our role is to provide a technical recommendation so that you (the community members) have the knowledge to help decide on the final route selection.

Q: Why were Alternative 2 and Alternative 3 not considered?
A: Consultation with MFFN community members in the early planning stages determined that Alternatives 2 and 3 would not be considered for a number of reasons but the major consideration was the water crossings that would be required over the Ogoki River.

C (Chief Bruce Achkneepineskum): Teabeau Lake is very special. We want to leave it as is. We do not want the road near it. We want to avoid disturbance to the rivers and the river system and that is why the Community is opposed to this option. Keep the road away from the river as much as possible.

C: My family used to have main camps west of Teabeau Lake and day camps further west. They used to fish and play in the area and have many fond memories of the area.

C: We prefer the narrow crossing (Alternative 4) over the Albany River.

Construction and Engineering

Q (Chief Bruce Achkneepineskum): What mitigation measures are there related to the quarries?
A: When mining granular material by means of side casting (where material is sourced next to the proposed roadway to help build the embankment), we will follow best practices including tree buffers (where we leave a 20m to 30m tree stand to separate a borrow source from the road).

Q: Can aggregate be brought in from other areas? Were there feasibility studies completed?

A: Yes. Further studies at the Albany River site can be explored to determine if there is enough aggregate in identified bedrock sites further south and north along Alternative 4 to build the road.

Q: Will the road always be settling (in reference to Segment 2, Alternative 4)?
A: Settling will occur, and through proven experience we have found ways to decrease ongoing settling. Immediate settlement at a rate of about 40% of the thickness of the peat occurs within the construction period (within the first month known as the "primary consolidation period"), and at a far less rate after that (known as the "secondary compression period").

Q: For potential lowland muskeg / peatland areas, will there be a need for matting to go down?
A: Swamp matts could be used in those areas to gain access during construction, but we are looking at options that use bedrock on top of geogrids / geotextiles to construct the embankment.

Q: Is there a certain amount of the route that will need swamp matts?
A: This depends on the sequence of operations, terrain, contract specifications and when / what season we will be constructing in these areas. In winter months, there is usually not a need for swamp matts to access the construction site. Using the bedrock as a subgrade building material lessens concerns of frost and the effect to water / weather on certain building materials during construction.

Q: How many companies will be used to build the road?
A: We do not know that yet. Details like this would come out from the detailed design / construction and permitted phase of the road (after the EA / IA Process).

Q: How many bridges are needed to build the road?
A: Approximately 60 bridges are required, but it depends on the final route.

Q: There will be heavy trucks using the road, how do you factor that into the selection of the route?
A: Construction equipment is also heavy. The thickness of the embankment will be made to withstand that equipment along with the design loads of truck traffic. The road will also be 12 m wide and bridges / roads will be able to handle CL625 loading (the equivalent to 70 imperial tons / 71,123 kg).

Q: What will be the speed limit of the road?
A: The posted speed limit is 80 km/hr but is designed to 100 km/hr.

Q: How long is the road?
A: The road could be anywhere from 190 to 230 km, depending on the final selection.

Q: The engineers are worried about materials, but what about the time it takes to construct the road?
A: Time is a factor as well. Depending on the condition of the land (e.g., if we are building through swamp) you need more aggregate and more equipment and that can take more time to construct.

Q: What about maintenance (of Alternative 4 for Segment 2)?

A: Once the road is built in either option both will have similar maintenance elements. There may be additional maintenance with Alternative 4 on account of more peat sections that may settle, but after a period the footprint will settle less. Operations and maintenance would be more or less "consistent" between the two alternatives.

Q: How will salting of the road (for icy conditions) effect greenery around the road?
A: Salt is not typically used on gravel roads, but we can determine if there are studies on this for the Community Access Road. Dust suppressants with non-chloride products exist that would be encouraged for use on the gravel road to mitigate dust concerns.

Q: With respect to quarry disturbance, what kind of mitigation measures are there for runoff into the lake?
A: Quarries are not located in close proximity to lakes / rivers. Large buffer zones (distances) are encouraged. Quarries can fill up with water over time due to either groundwater percolation through fissures (cracks in the quarry floor and/or wall) or precipitation. In some cases, where deep enough, these abandoned sites have been stalked with fish. Piles of rock in the shape of a berm are left around the perimeter to prevent people/animals from accidentally entering the quarry.

Field Studies

Q: Have you seen any bats in the study areas?

A: Yes, we have 2 years of acoustic recordings that were made during the related field programs and we recorded bat activity in both years but maybe not in great abundance. There are less because of white nose syndrome (WNS) and not all species observed were Species at Risk.
C: We have not seen any on account of white nose syndrome and dying due to hibernation.

Q: Did you find any new animals during the field studies?
A: No unexpected species were observed that I am aware of, but we will be able to confirm that once the Existing Conditions Reports are finalized and shared in the summer of 2024.

Q: The noise from the road (that runs along the river) will disturb the fish because the noise traffic will be there all the time. How will this effect fish?
A: It is possible for there to be some disturbance, and this is the type of balance that needs to be struck between the natural sciences team and the engineering team. From a natural science perspective, we know that brook trout like areas where there is groundwater upwellings for spawning and we would want to avoid building in an area like that. But from an engineering perspective, areas adjacent to fish bearing watercourses, typically have materials needed for construction.

Q: Were there caribou sightings?
A: Yes, and we observed lots and moose as well. Thirty female caribou have been tracked for the past 2.5 years. The collars are programmed to fall off in February 2024. We have mapped nursery areas and

used aerial surveys to see where they congregate in the winter. All this data has been captured and will be added to the Existing Conditions Reports that will be available in summer 2024.

Q: How is the quality of the Albany River?
C: The water level seems low.
A: Yes, we've observed the low water levels as well.
C: You need to investigate whether we can drink the water in the Albany River. It seems beavers have altered the water quality.

C: In the 1970s the government allowed people to name lakes that they thought were unnamed. That's how Grassy Lake was renamed Teabeau Lake.

C: The road is going to change everything. Moose don't eat salt, down south the moose do and the meat doesn't taste the same.

C: We are always seeing animal trails and footprints along the (Albany) river. We would not want road activity to affect that.

Q: Are there any sensitive areas?
A (Chief Bruce Achneepineskum): Just west of the river crossing of Segment 2, Alternative 1 is a sensitive spawning area.

Community

Q: Will people be allowed to visit the community of MFFN?
A: One of the reasons for building the Community Access Road is to improve quality of life and access to the community by family and friends, and to increase economic opportunities.

C: I still haul water and cut wood. Everyone accepts you here in-community. It is a more laid-back lifestyle but we are pushed to live like the other lifestyle (referring to people in Thunder Bay).

C: The experts don't listen to us. As an example, when the engineer came to build the clinic we warned them about the site being wet, but they didn't listen and now the clinic is falling apart. You should listen to us; we have knowledge and experience on the land.

C: The government never consulted us about putting in dams (on the Albany); now look at the river. We didn't get many moose this year.

Engagement

Q: What is the benefit of coming here and listening to you?
A (MFFN CAR Community Member Advisor): The benefit is to learn about the Project from the western knowledge perspective and in return they can hear you and incorporate your feedback.

Job Opportunities, Training

Q: Will there be construction jobs for MFFN community members?
A: Jobs and training for MFFN members related to this Project will be the priority in the long run. The timing around training opportunities and next steps are not currently known, it is for a future planning stage.

Environmental Assessment Process

Q: What happens if the Project doesn't get approved?
A: Typically, an Environmental Assessment is not intended to stop a process, but to make it the best project it can be with as little impact as possible. If the regulators had issues, there would be a negotiation and ongoing conversations with regulators to make sure the Environmental Assessments are approved.

Q: Who is funding the Environmental Assessment / Impact Statement? Who will pay for construction and maintenance?
A: The government of Ontario is funding the current phase of the Project. We do not know right now if MFFN is the proponent for construction, but the province has said they want to fund it together with the federal government. If the federal government is not willing to contribute, the province will fund the whole Project.

Q: If a new government is elected, could that derail the Project?
A: There is bipartisan support for this Project. The Liberal and Conservative parties have supported the Project. NDP is the only government that we are unsure of.

Next Steps

The Community Access Road Team advised that further refinement of the route would be made to incorporate the feedback heard from MFFN community members and the Indigenous Knowledge program. Once these inputs are received, MFFN Chief and Council would be able to confirm the preferred route and achieve the next major milestone of the Community Access Road. Additionally, work on the draft EA/IS continues and a draft will be available in summer 2024. The MFFN community members were reminded that the public sessions for Public Information Centre #5 would take place on October 25 and October 26 in Thunder Bay and Geraldton respectively.

Subject: MFFN CAR - Changes to the Community Coordinator Program
Sent: 2024/11/07, 20:45:47
From: Angelis, Niki [redacted]
To: [redacted]
Cc: [redacted]

Good afternoon Chief Bruce Achneepineskum,

This email is to update you on the capacity funding available to your community.

To ensure we support your community as we move into the review of the Draft Environmental Assessment / Impact Statement (EA / IS), we would like to offer **a one-time lumpsum capacity funding payment of $[redacted]**. These funds are intended to support engagement in the Project; we believe that this approach will provide the flexibility to allocate the funds as you see fit and ensure that their use matches your needs.

If you so chose to, these funds could support your review and comment gathering on the Draft EA / IS by elders and / or youth, for example. During the review period of the Draft EA / IS the Project Team will continue to make themselves available to help support you upon request (e.g. with Project materials and information, and meetings as required).

If this capacity funding is of interest to you, please respond to this email before **February 28, 2025,** identifying which business entity the payment should be made to, and we will provide a funding agreement for your review.

Please let me know if you have any questions.

Sincerely,
Niki

Niki Angelis
Communication and Community Engagement
[redacted]

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Subject: MFFN CAR - Milestone 3 Report
Sent: 2024/11/28, 19:20:06
From: Angelis, Niki [redacted]
To: [redacted]

Good afternoon Chief Bruce Achneepineskum,

I hope this email finds you well.

The Milestone #3 Progress Report for the Marten Falls First Nation Community Access Road has been drafted and is ready for review.

The following link includes the Report and associated appendices to view or download for **Marten Falls First Nation** [redacted]

The Milestone #3 Progress Report covers June 1, 2023, to July 31, 2024.

We welcome any edits or comments to your community-specific section by **February 14, 2025,** before the reports are incorporated into the Draft Record of Consultation.

We also kindly ask if you could let us know if you received this email and can view / download the documents successfully.

If you have any questions or comments about the Community Access Road, please reply to this email.

Sincerely,

Niki Angelis
Communication and Community Engagement
[redacted]

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[redacted]
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Subject: RE: MFFN CAR - Community Capacity Funding
Sent: 2024/12/04, 23:22:36
From: Angelis, Niki [redacted]
To: [redacted]
Attachments: [redacted]

Good afternoon,

As a follow up to the below email regarding the Community Capacity Funding ($[redacted] lumpsum) available to Marten Falls First Nation, I have attached the funding agreement for your review and consideration.

I also wanted to provide a bit more detail on what the funding **could** be used for to support the Community's ability to engage on the Project. For instance the funding could be used to help with the Community's review of the Draft EA/IS, including costs related to:

(a) securing meeting space,
(b) rental or purchase of office and/or accessibility equipment;
(c) office materials and incidentals;
(d) compensating community members for their time to review and the provision of feedback; or
(e) hiring of a community coordinator to facilitate the Community's review and organize the submission of feedback.

However this is just a guide; MFFN may allocate the funds as you see fit to ensure the funding matches your needs.

Additional information can be found in the attached document, but if you have any questions please feel welcome to contact me.

General Meetings coming up
I understand that there are a few MFFN General Meetings taking place this month in-community, in Thunder Bay and in Greenstone. If you require any information regarding the CAR, please let me know

Upcoming Opportunities for Engagement on the Community Access Road
The MFFN CAR Project Team are planning community engagement opportunities to take place in the new year. Below are activities we are planning - the dates to be confirmed shortly:

- Three- Road Forum in Thunder Bay (late January / Early February (dates to be confirmed)
- In-Community Meeting (date proposed for week of January 20 – to be confirmed)
- PIC #6 in Thunder Bay and Geraldton (late January / early February – to be confirmed).

Sincerely,
Niki

Niki Angelis
Communication and Community Engagement
[redacted]
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Community Capacity Funding Agreement

THIS COMMUNITY CAPACITY FUNDING AGREEMENT ("**Agreement**") made as of the _____ day of _____, 202___.

BETWEEN:

OF THE FIRST PART

[Enter Name of Community]	
[Enter Mailing Address]	
Attention:	[Enter Primary Contact Name]
Email:	[Enter Primary Contract Email Address]

(hereinafter, the "**Community**"),

- AND -

OF THE SECOND PART

Marten Falls First Nation as represented by 2617482 Ontario Inc.	
[Enter Mailing Address]	
Attention:	Qasim Saddique, Project Director
Email:	[redacted]

(hereinafter, the "**Project Team**"),

- AND -

OF THE THIRD PART

AECOM Canada Ltd.	
[Enter Mailing Address]	
Attention:	[Enter Contact Name]
Email:	[Enter Primary Contract Email Address]

(hereinafter, "**AECOM**"),

(Each a "**Party**" and collectively the "**Parties**" to this Agreement)

RECITALS:

WHEREAS Marten Falls First Nation ("**MFFN**") is a remote First Nation community in northern Ontario located at the junction of the Albany and Ogoki rivers, approximately 430 km northeast of Thunder Bay;

AND WHEREAS MFFN is currently only accessible by air and a winter road. Given the unreliability of the winter road, MFFN is proposing an all-season community access road (the "**Project**") to connect MFFN to Ontario's provincial highway network (i.e., Highway 643) to the south via the existing Painter Lake Road;

AND WHEREAS MFFN is represented by the Project Team to assist MFFN with a Provincial Environmental Assessment and Federal Impact Assessment (the "**Draft EA/IS**") to assess the potential Project effects and benefits;

AND WHEREAS the Project Team would like to engage the Community for participation in a "Community Capacity

Funding Program" as set out in this Agreement so as to facilitate the review of the Draft EA/IS by the Community and the gathering of feedback where provided by the Community.

AND WHEREAS, through this Agreement, the Community has agreed to participate in the Community Capacity Funding Program.

AND WHEREAS the Parties agree that it is the Community's responsibility to identify the use and allocation of the funds in connection with this Agreement for the purposes of reviewing the Draft EA/IS and, further, to have an opportunity to provide feedback at its discretion to AECOM and the Project Team ("**Funding Purpose**").

AND WHEREAS, specific to this Agreement, the Project Team has retained AECOM for the sole purpose of making payment of the Capacity Funding (as defined below) to the Community at the direction of the Project Team as set out in this Agreement.

NOW THEREFORE THIS AGREEMENT WITNESSES that, for the good and valuable consideration set out herein, the Parties hereby agree as follows:

ARTICLE I: PAYMENT OF CAPACITY FUNDING

1.1 Lump Sum Payment. The Project Team agrees to pay the Community a one-time, lump sum payment of $[redacted] ("**Capacity Funding**").

1.2 Schedule of Payment. Upon execution of this Agreement by all Parties, the Project Team hereby directs AECOM to pay the Community the Capacity Funding within 30 days of the execution of this Agreement by all Parties.

ARTICLE II: SCOPE OF CAPACITY FUNDING

2.1 Scope of Capacity Funding. The Capacity Funding is intended to support the Community's ability to engage on the Project in accordance with the Funding Purpose. The Capacity Funding may be used to facilitate the Funding Purpose by financially supporting the Community's review of the Draft EA/IS, including costs related to: (a) securing meeting space, (b) rental or purchase of office and/or accessibility equipment; (c) office materials and incidentals; (d) compensating community members for their time to review and the provision of feedback; or (e) hiring of a community coordinator to facilitate the Community's review and organize the submission of feedback.

2.2 Confirmation of Draft EA/IS Review and Provision of Feedback. The Community agrees that it shall review the Draft EA/IS and provide written confirmation of its completed review to AECOM and the Project Team. This written confirmation shall be provided by no later than 120 days following the Community's receipt of the Draft EA/IS ("**Review Date**"). Additionally, the Community may provide feedback it obtains through the review process to AECOM and the Project Team at its sole discretion before the Review Date.

2.3 Voluntary Participation. The Community agrees that it is participating in the Community Capacity Funding Program voluntarily, without pressure, duress or inducement. As the Community Capacity Funding Program is being used to facilitate engagement with several First Nations across northern Ontario, it is acknowledged and agreed that the Capacity Funding is intended to support Community consultation and that neither the Project Team nor AECOM make any representations or warranties, express or implied, in relation to the sufficiency of the Capacity Funding to fully facilitate the Community's engagement on Project, including the Funding Purpose as set out herein.

ARTICLE III: USE OF INFORMATION

3.1 Use of Information. The Project Team and AECOM may use the information gathered through the Community Capacity Funding Program and this Agreement for the purposes of incorporating the Community review

and feedback into finalizing the Provincial Environmental Assessment and Federal Impact Assessment of the Project. Further, AECOM and the Project Team may use the information to report on the Community Capacity Funding Program to the MFFN or any authority having jurisdiction, including on issues pertaining to specific Community consultation or First Nation consultation generally, in respect of the Project or any other reasonable use or purpose, including to comply with any legal obligations.

3.2 No Expectation of Confidentiality. There is no expectation of confidentiality associated with the Community Capacity Funding Program, including in relation to this Agreement, receipt of written confirmation of the Community's review and feedback, and the Capacity Funding.

ARTICLE IV: RELATIONSHIPS AMONGST PARTIES WITHIN COMMUNITY CAPACITY FUNDING PROGRAM

4.1 Role of AECOM. The Project Team and the Community confirm and agree that AECOM's only responsibility under this Agreement is to facilitate the payment of the Capacity Funding in accordance with Article I (Payment of Capacity Funding). The Project Team and Community acknowledge and agree that AECOM shall have no other obligations or requirements of any kind or nature whatsoever with respect to this Agreement. AECOM and the Project Team have no responsibility for, or control of, the Community or its personnel and AECOM and the Project Team will have no liability for any acts or omissions of the Community or its personnel. The Project Team and the Community agree and acknowledge that AECOM makes no representations, and shall have no responsibility, as to the completeness or sufficiency of the Community Capacity Funding Program or the Capacity Funding for any purpose, including the Funding Purpose. AECOM does not have responsibility regarding the treatment of Community's consultation or feedback by any authority having jurisdiction in relation to the Project.

4.2 Independence of Community. The Parties acknowledge and agree that the Community is not a consultant, subconsultant, contractor, subcontractor, employee, or advisor of AECOM or the Project Team. For greater certainty, this Agreement shall not be interpreted or construed to create an association, joint venture, agency relationship, vendor-client relationship or partnership between the Parties. It is understood and agreed that the Community's participation in the Community Capacity Funding Program does not represent the Community's position in relation to the Draft EA/IS in any way whatsoever and this Agreement shall not be interpreted or construed to represent a position by the Community in relation to the Draft EA/IS for any purpose.

ARTICLE V: GENERAL

5.1 Governing Law. This Agreement shall be governed by the laws of the Province of Ontario.

5.2 Entire Agreement. This Agreement (a) constitutes the entire agreement and understanding between the Parties with respect to the subject matter hereof and (b) supersedes all prior agreements, understandings, negotiations and discussions by or between the Parties pertaining to the subject matter of this Agreement. There are no warranties, representations or other agreements, whether oral or written, express or implied, collateral or otherwise, by or between the Parties pertaining to the subject matter of this Agreement except as set forth in this Agreement.

5.3 Assignment. No Party may assign this Agreement without the prior consent in writing of the other Parties.

5.4 Modification and Waiver. This Agreement may not be modified, amended or supplemented except by written agreement of the Parties. No act or omission by a Party, other than a written waiver, shall constitute a waiver of any provision of this Agreement. No waiver of any provision of this Agreement shall constitute a waiver of any other provision, nor shall any such waiver constitute a continuing waiver, unless otherwise specifically agreed in writing by the Parties.

5.5 Notice. All written notices required to be given in this Agreement must be in writing and must be delivered to each Party's representative at each Party's address first listed above. Notice may be given by (a) hand delivery; (b) email; or (c) registered mail. Notice by hand delivery or registered mail shall be effective on the day of delivery. Notice by email shall only be effective on the day of written responding confirmation of receipt (which, for certainty, does not include any automated replies from a recipient's email account.) Each Party's representative and address may be changed upon the delivery of written notice to the Parties.

5.6 Successors and Assigns. This Agreement shall be binding upon the Parties and shall continue in full force and effect in the event any Party is permitted to assign this Agreement or if there is any change in ownership, control or management of any Party.

5.7 Dispute Resolution. Upon the delivery of a written notice of a dispute arising out of or in connection with this Agreement by any Party, the Parties shall attempt to resolve such dispute, by structured negotiation, on a without prejudice basis, with the assistance of a mediator appointed by the Parties. If a dispute cannot be settled within a period of 30 days after such notice of dispute, or such longer period as may be agreed to by the Parties, the Parties shall be free to pursue any other procedures or remedies available to them, including arbitration or litigation, in an effort to finally resolve the dispute.

5.8 Interpretation. The recitals first listed above form an integral and essential part of this Agreement. Capitalized terms shall be given the meaning as first set out in this Agreement.

5.9 Severability. The invalidity or unenforceability of any provision of this Agreement will not affect the validity or enforceability of any other provision but this Agreement will be construed as if such invalid provision were omitted.

5.10 Counterparts, Signatures and Retention. This Agreement may be executed in one or more counterparts, each of which is an original, and which, taken together, shall constitute one and the same agreement. The signing of a facsimile copy or portable document format (PDF) copy of this Agreement and any amendments thereto shall have the same effect as the signing of an original. The retention of an electronic version of this Agreement is permitted and the subsequent production of an electronic version of this document shall be treated as if it was the production of an original signed copy.

[*Remainder of page intentionally blank. Signature page follows.]*

IN WITNESS WHEREOF the Parties hereto have executed this Agreement as of the day and year first written above.

[NAME OF COMMUNITY]

Per:		Per:	
	I/We have authority to bind the [name of community].		I/We have authority to bind the [name of community] .
Name:		Name:	
Title:		Title:	
Date:		Date:	

Marten Falls First Nation as represented by 2617482 Ontario Inc.

Per:		Per:	
	I/We have authority to bind 2617482 Ontario Inc. and the MFFN Project Team.		I/We have authority to bind the MFFN Project Team.
Name:		Name:	
Title:		Title:	
Date:		Date:	

AECOM Canada Ltd.

Per:		Per:	
	I/We have authority to bind AECOM Canada Ltd.		I/We have authority to bind the AECOM Canada Ltd.
Name:		Name:	
Title:		Title:	
Date:		Date:	

Subject: FW: MFFN CAR - End of Year Greetings
Sent: 2024/12/19, 20:24:05
From: Angelis, Niki [redacted]
To: [redacted]

Good afternoon Chief Bruce Achneepineskum,

As we approach the new year, we'd like to acknowledge the milestones achieved for the MFFN Community Access Road in 2024. In particular, we celebrated the selection of the final route for the Community Access Road. On August 26, 2024, Marten Falls First Nation Chief and Council signed a Band Council Resolution confirming the proposed final route.

We took part in multiple events this year, including hosting in-community meetings with Marten Falls First Nation in July and October and in-community meetings with Aroland First Nation in June and July. We also attended the Three-Road Projects Gathering and Expo in June. We extend a great thank you to everyone who attended and took part in these gatherings. Your collaboration has helped shape the future of the road.

Coming up in 2025, we are preparing for the release of the Draft Environmental Assessment / Impact Assessment. We look forward to receiving your insights on this document and are enthusiastic about what 2025 will hold for the Community Access Road.

The Community Access Road is more than infrastructure; it's about securing a better future for our people... It is not just a path to progress; it is a testament to our resilience, our vision for the future and our commitment to the well-being of our people. – Chief Bruce Achneepineskum, Marten Falls First Nation

Milestone #3 Progress Report Feedback
On November 28 / 29, 2024, we distributed your community specific Milestone #3 Progress Report. We welcome any edits or comments to your community-specific section which you may provide through email, telephone or by scheduling a meeting. **Please provide your community's feedback by February 14, 2025.**

Community Capacity Funding Agreement
In November, information was provided about the new Community Capacity Funding Program that offers a lumpsum payment of $[redacted] to help support engagement activities related to the Community Access Road and the review of the Draft EA / IS. The funding agreement was provided for your review. If you have any questions about the program or the agreement, please let me know.

Wishing you a warm holiday season.

Sincerely,
Niki

Niki Angelis
Communication and Community Engagement
[redacted]

Out of Office: Dec 23, 2024 – Jan 1, 2025

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[redacted]

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Subject: MFFN Community Access Road Update
Sent: 2025/01/25, 01:48:46
From: Angelis, Niki [redacted]
To: [redacted]
Cc: [redacted]

Hello Chief Bruce Achneepineskum

I hope this email finds you well.

The MFFN Community Access Road is progressing and the release of the Draft Environmental Assessment / Impact Statement report is approaching. We look forward to sharing the report with Marten Falls First Nation at upcoming events and meetings.

Community Capacity Funding Program
In November 2024, we introduced the Community Capacity Funding Program that issues a one-time lumpsum capacity funding payment of $[redacted] to support your review and comment on the Draft EA / IS and followed up with the Capacity Funding Agreement for your review last month. Please let me know if you are still interested in taking part in this program or if you have any questions.

Milestone Progress Report #3
I also wanted to send a reminder of the **Milestone #3 Progress Report** that was sent on November 28, 2024. We welcome any edits or comments to your community-specific section which you may provide through email, telephone or by scheduling a meeting. If you have any feedback to share, please provide it by **February 14, 2025.**

Sincerely,
Niki

Niki Angelis
Communication and Community Engagement
[redacted]

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[redacted]

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Subject: MFFN CAR – Draft Environmental Assessment / Impact Statement Open House for Marten Falls First Nation Community Members
Sent: 31-Jan-25, 12:50:04 AM
From: MFFN Community Access Road Project Team<info@martenfallsaccessroad.ca>
To: [redacted]
Attachments: [redacted]

Good afternoon,
You're invited to attend the Marten Falls First Nation Community Access Road Community Open House to review the Draft Environmental Assessment / Impact Statement before the official release.
There are two opportunities to participate:

Thunder Bay, Ontario	Marten Falls First Nation
Date: Tuesday, February 11, 2025 **Time:** 5:00 – 8:00 p.m. **Location:** Italian Cultural Centre 132 Algoma St S, Thunder Bay, ON P7B3B8 *Dinner served at 6:00 p.m.*	**Date**: Wednesday February 12, 2025 **Time**: 12:30 – 2:30 p.m. **Location**: Henry Coaster Memorial School – Gymnasium Marten Falls First Nation, ON *Lunch served at 1:00 p.m.*

Join us for an open house where you will be able to view a physical copy of the Draft Environmental Assessment / Impact Statement. Members of the MFFN Community Access Road Project Team will be available to guide you through the document and discuss the topics and issues that are important to you.

Everyone is welcome! Let's gather for a meal and celebrate this significant milestone for the Community. Door prizes will also be available.
Please feel welcome to share this email with family and friends. We also encourage you to share this information with fellow community members who do not have access to email or the internet.
Please reach out if you have any questions. We look forward to seeing you!
Miigwetch,
Marten Falls First Nation Community Access Road Project Team
--
MFFN Community Access Road Project Team
Visit our website: [redacted]
Follow us on Facebook: [redacted]
Call us: [redacted]
Email us: info@martenfallsaccessroad.ca

February 2025 Meeting

Join us for a meeting on the Community Access Road!

What's Happening?

The MFFN Community Access Road Project Team is hosting an open house to review the Draft Environmental Assessment / Impact Statement for the MFFN Community Access Road before the official release.

In-Community Open House
Wednesday, February 12, 2025

Henry Coaster Memorial School - Gymnasium
Marten Falls First Nation, ON

12:30 to 2:30 p.m.

Lunch served at 1:00 p.m.

The meeting is open to all Marten Falls First Nation community members!

Let's gather for lunch and celebrate this significant milestone for the Community. Door prizes will also be available.

Please reach out if you have any questions. We look forward to seeing you!

Contact Information

Phone: [redacted] **Email:** info@martenfallsaccessroad.ca
Web: http.www.martenfallsaccessroad.ca
Follow us on Facebook: facebook.com/MFFNCommunityAccessRoadProject

Subject: Meeting Reminder: In-Community on February 12 - Note: Thunder Bay Meeting Cancelled
Sent: 10-Feb-25, 11:28:21 PM
From: MFFN Community Access Road Project Team<info@martenfallsaccessroad.ca>
Bcc: [redacted]
Attachments: [redacted]

Good afternoon,

This is a reminder that you're invited to attend the Marten Falls First Nation Community Access Road Community Open House to review the Draft Environmental Assessment / Impact Statement before the official release.

Thunder Bay Meeting Cancelled:
The meeting planned on February 11th in Thunder Bay has been cancelled due to a conflict with the Marten Falls First Nation General Meeting.

Community Access Road updates related to the release of the Draft Environmental Assessment / Impact Statement will be provided at the General Meeting in Thunder Bay.

The in-community session will occur on February 12th as planned.

Marten Falls First Nation
Date: Wednesday February 12, 2025 **Time**: 12:30 – 2:30 p.m. **Location**: Henry Coaster Memorial School – Gymnasium Marten Falls First Nation, ON *Lunch served at 1:00 p.m.*

Please feel welcome to share this email and attached poster with family and friends. We also encourage you to share this information with fellow community members who do not have access to email or the internet.

Please reach out if you have any questions. We look forward to seeing you!

Meegwetch,

Marten Falls First Nation Community Access Road Project Team

--
MFFN Community Access Road Project Team
Visit our website: [redacted]
Follow us on Facebook: [redacted]
Call us: [redacted]
Email us: info@martenfallsaccessroad.ca

February 2025 Meeting

Join us for a meeting on the Community Access Road!

What's Happening?

The MFFN Community Access Road Project Team is hosting an open house to review the Draft Environmental Assessment / Impact Statement for the MFFN Community Access Road before the official release.

In-Community Open House
Wednesday, February 12, 2025

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Lunch served at 1:00 p.m.

The meeting is open to all Marten Falls First Nation community members!

Let's gather for lunch and celebrate this significant milestone for the Community. Door prizes will also be available.

Please reach out if you have any questions. We look forward to seeing you!

Contact Information

Phone: [redacted] **Email:** info@martenfallsaccessroad.ca
Web: http.www.martenfallsaccessroad.ca
Follow us on Facebook: facebook.com/MFFNCommunityAccessRoadProject

Subject: MFFN Community Access Road - Updates and Funding Opportunities
Sent: 2025/02/28, 20:53:34
From: Angelis, Niki [redacted]
To: [redacted]
Cc: [redacted]

Good afternoon Chief Bruce and Councillors,

I hope this email finds you well.

MFFN CAR Draft Environmental Assessment / Impact Statement
As you are aware, the Draft Environmental Assessment / Impact Statement is now available for Indigenous community review. The information is available online [redacted] and a copy is available for in-person viewing in Thunder Bay, Ogoki and Geraldton as follows:

- Matawa Office: [redacted]
- Marten Falls First Nation Band Office, Ogoki Ontario
- Choose Life, [redacted]

All information pertaining to the Draft will come from a separate email account [redacted]. Please ensure you send your questions and comments on the Draft EA / IS to this email address, but you can also Cc me on these emails if you wish.

Community Capacity Funding Program
As you know, funding is available to help with the review of the Draft Environmental Assessment / Impact Statement. Please forward the signed agreement at your earliest convenience to initiate the transfer of funds.

As a reminder, the steps and information required are:

1. **Please provide me with the following:**
    a. First Nation Contact Information:
        i. First Name:
        ii. Last Name:
        iii. Email Address:
        iv. Phone Number:
    b. Void Cheque or Banking Letter for the account where the EFT will be sent
    c. A signed Copy Capacity Funding Agreement

Please let me know if you have any questions.

Sincerely,
Niki

Niki Angelis
Communication and Community Engagement
[redacted]

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[redacted]

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Subject: Rescheduled Meeting Date! Join us to view the Draft Environmental Assessment / Impact Statement for the Community Access Road (Marten Falls members only)

Sent: 15-Feb-25, 4:36:55 AM

From: MFFN Community Access Road Project Team<info@martenfallsaccessroad.ca>

Bcc: [redacted]

Good afternoon,

As a follow up to the February 11 meeting that was cancelled due to a conflict with the Annual General Meeting, we invite you **to join us on Wednesday February 19, 2025** for an opportunity to see the Draft Environmental Assessment / Impact Statement in person**.** This viewing is for members of Marten Falls First Nation only.

Meeting Details:

Date: Wednesday, February 19, 2025

Location: Valhalla Inn, Scandia Room
1 Valhalla Inn Road

Thunder Bay ON P7E 6J1

Time: 6:00 – 8:00 p.m.

Members of the MFFN Community Access Road Project Team will be available to guide you through the document and discuss the topics and issues that are important to you.

Please reach out if you have any questions. We look forward to seeing you!

Miigwetch,

Marten Falls First Nation Community Access Road Project Team

--
MFFN Community Access Road Project Team
Visit our website: [redacted]
Follow us on Facebook: [redacted]
Call us: [redacted]
Email us: info@martenfallsaccessroad.ca

Subject: MFFN CAR - Draft EA / IS Review and Upcoming Webinars
Sent: 2025/03/27, 23:31:30
From: Angelis, Niki [redacted]
To: [redacted]

Good afternoon Chief Bruce Achneepineskum and MFFN Councillors,

I hope this email finds you well.

As you know, the Draft Environmental Assessment / Impact Statement (EA / IS) is available for your review. In addition to hard copies available in Ogoki, Thunder Bay and Geraldton, the full document can also be downloaded here: [redacted]. Please submit questions and or feedback directly to the Draft EA / IS review team here: [redacted]

To help with your review of the Draft EA / IS, **Community Capacity Funding** of $[redacted] is available to you. If you are still interested in these funds, please return the signed agreement with a void cheque so that I can initiate the transfer. If you have any additional questions about the program please contact me.

Upcoming Webinars
In April and May, we will host webinars on identified project effects and proposed mitigation measures for Land, Water and People. Keep an eye out for a registration email from info@martenfallsaccessroad.ca!

Sincerely,
Niki

Niki Angelis
Communication and Community Engagement
[redacted]

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[redacted]

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Subject: MFFN CAR - Upcoming Engagement Activities
Sent: 5/2/2025, 4:55 PM
From: Angelis, Niki [redacted]
To: [redacted]
Cc: [redacted]

Good afternoon Chief Bruce Achneepineskum and Councillors,

I hope this email finds you well. Below is some news on upcoming engagement opportunities related to the Community Access Road.

Upcoming Webinars
Our Draft EA / IS webinar series starts next week!

The first in this series is **Community Well-Being**, held on Tuesday, May 6, 2025, at 4:00 p.m. EST.
Register now by following this link: https://us06web.zoom.us/webinar/register/WN_vpqexWmeRpaIobu3qIkAsA

You can also register for the upcoming webinars:

- **Land: Ungulates (Mooz / Moose and Atik / Caribou) - Thursday, May 8 - Register Here**
- **Water: Fish and Fish Habitat - Thursday, May 22 - Register Here**
- **People: Land and Resource Use - Thursday, June 5 - Register Here**

Public Information Centre #6 – Save the Date!
We will be hosting Public Information Centre #6 on Monday, May 26, 2025, and Thursday, May 29, 2025, in Thunder Bay and Geraldton, respectively.
The first hour of each PIC is dedicated to Indigenous community members.

For more information, visit [redacted] and keep an eye out for updates from info@martenfallsaccessroad.ca.

Draft Environmental Assessment / Impact Statement
The Draft Environmental Assessment / Impact Statement is available for your review. In addition to hard copies that were mailed out, the full document can also be downloaded here: [redacted]. Just a reminder that the Community Well-Being Report was updated to the website on April 18 and is also available for review.

We are halfway through the review process of the Draft! Please submit questions and or feedback directly to the Draft EA / IS review team here: [redacted] by June 23, 2025

Sincerely,
Niki

Niki Angelis
Communication and Community Engagement
[redacted]

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[redacted]
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From: Angelis, Niki
Sent: June 13, 2025 12:21 PM
To: [redacted]
Cc: [redacted]
Subject: MFFN CAR - Aboriginal and / or Treaty Rights and Interests: DRAFT Impact Assessment Report

Dear Chief Bruce Achneepineskum and Marten Falls First Nation Council Members,

As part of our ongoing collaboration on the Marten Falls First Nation Community Access Road, we're sharing your community specific **Draft Aboriginal and / or Treaty Rights and Interests: Draft Impact Assessment Report** (Draft Report) for your review and feedback.

This Draft Report includes information from publicly available sources, as well as any Indigenous Knowledge Reports we received before January 2025. It outlines the assessment process for Aboriginal and / or Treaty Rights and Interests related to the Community Access Road, and it focuses specifically on your community.

Please use the following link to access and download your Aboriginal and / or Treaty Rights and Interests: Draft Impact Assessment Report for the Community Access Road:

- **Marten Falls First Nation - Google Drive**

The review period for this Draft Report is 90 calendar days. If your community has comments, questions, additional Indigenous Knowledge or details about important sites, areas, or resources—and how often they're used— that could better inform this report we'd appreciate you sharing that with us. Your input will help us refine the potential effects to your Draft Report. A final version of this report will be provided to you.

If we don't hear back with new information by **September 11, 2025** the report will be finalized.

We would be very pleased to meet with you to review the Draft Report, answer any questions you may have, or have a discussion on the assessment process.

Kind regards,

Niki Angelis
Communication and Community Engagement
[redacted]
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From: Angelis, Niki
Sent: June 13, 2025 12:21 PM
To: [redacted]
Cc: [redacted]
Subject: MFFN CAR - Aboriginal and / or Treaty Rights and Interests: DRAFT Impact Assessment Report

Dear Chief Bruce Achneepineskum and Marten Falls First Nation Council Members,

As part of our ongoing collaboration on the Marten Falls First Nation Community Access Road, we're sharing your community specific **Draft Aboriginal and / or Treaty Rights and Interests: Draft Impact Assessment Report** (Draft Report) for your review and feedback.

This Draft Report includes information from publicly available sources, as well as any Indigenous Knowledge Reports we received before January 2025. It outlines the assessment process for Aboriginal and / or Treaty Rights and Interests related to the Community Access Road, and it focuses specifically on your community.

Please use the following link to access and download your Aboriginal and / or Treaty Rights and Interests: Draft Impact Assessment Report for the Community Access Road:

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We would be very pleased to meet with you to review the Draft Report, answer any questions you may have, or have a discussion on the assessment process.

Kind regards,

Niki Angelis
Communication and Community Engagement
[redacted]

[redacted]
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Subject: Marten Falls First Nation Community Access Road - May 9, 2025 Community Well-Being Meeting Minutes
Sent: 6/16/2025, 11:12:37 AM
From: Ratajczak, Gabbie [redacted]
To: Paul Capon; Peter Moses; Lindsey Jupp
Attachments: [redacted]

Hello Paul, Peter and Lindsey,

I hope this finds you well.

Attached are the meeting minutes from the virtual meeting held on May 9, 2025, between Matawa First Nations Management and Marten Falls Community Access Road Project Team and Consultants.

Please let me know if you have any questions. I am happy to connect again to discuss the Community Access Road should you require any more information.

Warm regards,
Gabbie

Gabbie Ratajczak
she/her

Communications and Community Engagement Specialist, Environment Business Line
[redacted]

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Project Name:	Marten Falls First Nation (MFFN) All Season Community Access Road (CAR)	**Date of Meeting:**	May 9, 2025
		Time:	2:00 – 3:00 pm EST
		Project #:	60593122
Attendees:	Paul Capon, Matawa First Nations Management Lindsey Jupp, Matawa First Nations Management Peter Moses, Matawa First Nations Management Jennifer Bruin, MFFN CAR Project Team Bob Baxter, MFFN Community Member Advisor Nadia Baker, MFFN CAR Project Consultant Victoria Anderson, MFFN CAR Project Consultant Tatianna Brierley, MFFN CAR Project Consultant Crista Gladstone, MFFN CAR Project Consultant Gabbie Ratajczak, MFFN CAR Project Consultant	**Location:**	Virtual, MS Teams
		Prepared By:	Gabbie Ratajczak (MFFN CAR Project Consultant)

Absent:

Regarding: **MFFN CAR Overview on the Draft Environmental Assessment / Impact Statement Community Well-Being Report**

Notes of Meeting

Meeting Summary

The Marten Falls First Nation (MFFN) Community Access Road (CAR) Project Team (the Project Team) and representatives of Matawa First Nations Management (MFNM) met to discuss the Community Well-Being Technical Report, part of the MFFN CAR Draft Environmental Assessment (EA) / Impact Statement (IS).

The meeting started with introductions from the Project Team, followed by a presentation by MFFN CAR Project Consultants. There was an opportunity for discussion and questions throughout the meeting. An MFFN CAR Project Consultant (Project Consultant) also shared final route maps with MFNM. A summary of comments, questions and action items are captured below.

The following materials were made available to MFNM immediately following the meeting:

- MFFN CAR Matawa Meeting – Community Well-Being PowerPoint Presentation

The following action items were identified during the meeting:

Meeting Summary
• **Action:** MFFN CAR Project Consultant to send link to the Building the CAR webinar (complete).

Item #	Topic / Theme	Comments / Questions	Response / Action Items
1	General Project	• MFNM references a Chief's resolution dating 20 years back supporting the CAR.	• The comment was acknowledged.
2	General Project	• MFNM expressed interest in road routing and requested access to the webinar.	• **Action:** MFFN CAR Project Consultant to send link to the Building the CAR webinar.
3	Socio-Community	• MFNM emphasized that Community Well-Being is central—housing, jobs and economic development are top concerns.	• The comment was acknowledged. These themes are being prioritized in the report, with a focus on long-term community well-being and equity.
4	Consultation Methods	• MFNM asked if the team would present in other communities and acknowledged the Community Well-Being webinar purpose in educating the community.	• The Project Team is open to in-community presentations and sharing summary documents.
5	Education and Training	• MFNM raised concerns about community awareness of provincial road regulations and driver licensing.	• The Project Consultant noted licensing requirements are addressed in the reports. Training programs are being considered, including support for members to obtain driver's licenses through direct financial assistance.

Item #	Topic / Theme	Comments / Questions	Response / Action Items
6	Aboriginal and Treaty Rights, Lands, Territory and Title	• MFNM and the MFFN Community Member Advisor discussed historical inequalities in land access and the risk of increased recreational use infringing on Aboriginal Rights, especially when it came to cottage rights.	• The Final EA / IS report will continue to address these concerns, including the need for land stewardship and protection of Aboriginal rights.
7	Mineral Mining	• MFNM raised concerns about policy changes (e.g., Mining Act) undermining Treaty rights.	• The Project Consultant emphasized the importance of MFFN leading the narrative.
8	Economy, Human Health, Socio-Community	• MFNM highlighted the need for on-reserve housing, a housing authority, training centres and equity investment. Suggested converting work camps into housing and creating First Nations-owned companies (e.g., aggregates, logistics). • Mental health, paramedic services and treatment options were identified as critical. • Paul Capon and Long Lake #58 First Nation Chief Judy had spoken on a separate occasion and emphasized the need for a First Nations taxation regime and sustainable funding. Financial literacy, opportunities for investment and bank operation efficiency were also identified as areas to explore economic development.	• The Project Consultants agreed, adding that these ideas align with mitigation strategies and long-term sustainability goals. The establishment of a housing authority, supporting financial literacy and equity investment mechanisms are all steps in the right direction. • Paramedic services will be incorporated into mitigation planning. The Final EA / IS will consider land-based healing treatment options and maternal, youth and elder wellness programs. • The Project Consultant confirmed taxation will be explored further and include recommendations for a self-government mechanism to oversee long-term sustainability.
9	Access	• MFNM commented that economic development could include ownership of the management company that will build the road and ownership of the	• Ownership and operation of the road have not yet been identified, however, discussions on these topics are ongoing.

Item #	Topic / Theme	Comments / Questions	Response / Action Items
		maintenance company who will operate the road.	
10	Crossing Structure (Bridges and Culverts)	• Matawa First Nations Management asked if there be a bridge or barge over the Albany River?	• The Project Consultant confirmed a permanent crossing is planned. The MFFN Community Member Advisor explained the location was chosen for its narrow width and cultural considerations.
11	Fish and Fish Habitat, Wildlife	• Paul Capon described a need for a First Nations Fish and Wildlife Services to manage planning, monitoring and enforcement. Traditional harvesting income programs and cultural signage are also needed.	• These elements will be integrated into environmental planning and monitoring strategies to ensure cultural and ecological sustainability.
12	Human Health, Country/Traditional Foods	• Warehouse, food preparation and distribution infrastructure (e.g., community kitchens) are needed to support food access.	• The Final EA / IS report will include recommendations for community kitchens and food logistics infrastructure to support local food security.
13	Provincial Government Involvement	• MFNM asked who will provide the funding for these services (will it be the contractor, owner, companies, governments, etc.)?	• The services related to the MFFN CAR will be funded by the Ontario provincial government.
14	Indigenous Knowledge and Land Use	• MFNM made a recommendation to consider wider nation-building resources as needed with a recognized self-government mechanism to oversee this process.	• The comment was acknowledged.

**Post-meeting Notes are included above.* Although the information referenced in the Post-meeting Notes was not explicitly discussed during the meeting, the intent is to include additional related information to improve information sharing and progress the discussion with Matawa First Nations Management.

Any errors or omissions please contact Gabbie Ratajczak within 2 weeks of distribution. Finalized meeting minutes will be included in the public Record of Consultation.

Subject: MFFN CAR - February MFFN Community Meetings Summary
Sent: 6/17/2025, 3:03:54 PM
From: Angelis, Niki [redacted]
To: [redacted]
Cc: [redacted]
Attachments: [redacted]

Good afternoon Chief Bruce Achneepineskum and Councillors,

For your records and reference, attached please find the Summary from the meetings held on February 12 in Ogoki and on February 19 in Thunder Bay.

Please let me know if you have any comments or edits.

Sincerely,

Niki Angelis
Communication and Community Engagement
[redacted]

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Marten Falls First Nation Community Access Road
MFFN Community Members-Only Meeting
February 12 and February 19, 2025
Summary Report

This summary report has been prepared to provide an overview of the Marten Falls First Nation (MFFN) community members meetings held in Ogoki and Thunder Bay, Ontario.

Timing and Location

Henry Coaster Memorial School Ogoki, Ontario February 12, 2025 12:30 p.m. – 2:30 p.m.	Valhalla Inn Thunder Bay, Ontario February 19, 2025 6:00 p.m. – 8:00 p.m.

Introduction / Purpose

Two meetings were hosted for MFFN community membership to deliver the Draft Environmental Assessment / Impact Statement (EA / IS). The gatherings provided an opportunity for MFFN Community members to view the Draft EA / IS in person, speak with the Project Team members and ask questions about the process and information available. Attendees were also provided with Assessment Summary Packages that included:

- A letter from Chief Bruce Achneepineskum;
- Executive summary;
- Technical discipline plain language summaries;
- A USB drive with the contents of the Draft EA / IS including the Technical Summaries was also available upon request;
- Maps; and
- Other supporting information.

Format and Attendance

The meeting in Ogoki was structured as an Open House / drop-in session and included lunch and door prizes. The Thunder Bay meeting included a presentation and open discussion period, dinner and door prizes.

Attendance

Approximately **6 individuals** attended the community meeting in Ogoki on February 12, 2024 and **19 individuals** attended the meeting in Thunder Bay on February 19, 2025.

Due to a conflicting event in Ogoki, attendance to the in-community meeting was low. Community members attended briefly but did not stay to engage in discussions. Project Team members shared:

- general information on the CAR;
- the Draft EA / IS process;
- what is included in the Draft EA/IS;
- review timeline; and
- Assessment Summary packages containing Plain Language Summaries to all attendees.

The original plan was for the Project Team to host a meeting in Thunder Bay on February 11 for MFFN members and share with them the release of the Draft EA/IS. However, due to a conflict with the MFFN Annual General Meeting planned on the same day, the Thunder Bay meeting was rescheduled to February 19 with a shorter notification period.

Meeting Materials

The following printed materials were made available to attendees:

- The Draft EA / IS
- Assessment Summary Packages;
- Presentation; and
- Map of the Preferred Route.

The Draft EA / IS and remaining Assessment Summary packages were delivered to various locations following the meeting to provide members with access to the Draft EA / IS for in-person viewing. The locations include:

- Matawa Office: 233 Court Street S., 2nd Floor, Thunder Bay Ontario
- Marten Falls First Nation Band Office, Ogoki Ontario
- Choose Life, 404 Main Street, Unit D, Geraldton Ontario

All engagement materials shared at the community meetings except for the Draft EA / IS are included in **Appendix A**. The Draft EA / IS materials can be downloaded from the project website:
[redacted]

Highlights of Participant Feedback

Attendees were encouraged to share their questions. Comments and concerns during the meeting presentation and one-on-one. Key themes and items of interest raised by the attendees are included below.

Road Construction, Design and the Preferred Route

There were comments and questions about how the Preferred Route was determined and why the winter road was not followed. The Project Consultant explained that there were four route alternatives under consideration and two were near the existing winter road. From a technical standpoint, those routes were challenging to construct. From a Community standpoint, the Project Team was advised that members did not want a road to come in through MFFN from the south. As a result these two routes were removed. The Project Consultant continued to explain how the Preferred Route recommendation was determined with MFFN Community member feedback and input from Aroland First Nation particularly for Segment 1 and Segment 2.

A community member pointed out on the map (near Segment 1) where they have a trapline and asked what would happen if there were any damage / impacts on it. The Project Consultant explained that they do not currently know who the owner / operator of the road will be and cannot comment on who would be responsible for compensation. However, if there is an impact on traplines, there is a standard process to start a claim, and it would require the trapline holder to prove that there is an impact to the business.

A community member asked who decides where the work camps go. The Project Consultant explained that the locations on the map represent their best educated guess. When proposing camp locations it is important to ensure that camps are close to the areas were construction is taking place, but also in a suitable spot that will have the smallest footprint possible. The camps on the map are proposed and may change as more information comes in and more detailed design work is conducted. The Project Consultant encouraged participants to share information on proposed location they thought were not suitable, as the Project Team wants to hear community members opinions.

Schedule

A community member asked about the next steps and when construction can be expected to start.

The Project Consultant described the general timelines associated with the release of the Draft EA / IS, review period and release of the Final EA / IS. They also expressed the hope that comments and feedback will be received during the 120-day review process to inform the Final EA / IS. The Final EA / IS will be submitted to the provincial and federal governments where they will have a year to issue their decision on whether the Community Access Road can proceed. MFFN will also need to ask for other permits (like those related to quarries and aggregate sites), conduct a detailed design and get tender packages out for construction companies. It could be 2-3 years before there are shovels in the ground. As detailed design unfolds, there is work that can get started once approvals are in place. This includes clearing and grubbing and there are decisions for the Community to consider, for example options around burning or salvaging cleared materials for household fuel and the potential for timber / sawmill operations.

The key next steps for the Community Access Road: submit application for remaining approvals, obtaining approvals, detailed design, clearing and grubbing work, quarry and aggregate sites and road and bridge construction.

Consultation

A community member asked about the impact feedback from other Indigenous Communities have on the Community Access Road.

The Project consultant explained that they hope to be able to hear from the 22 Indigenous Communities during the Draft EA / IS Review period and address their questions and concerns. The intent is to address many of those concerns through the Draft EA / IS and the proposed mitigation measures and that any leftover or residual effects can be managed during the long-term use of the road. The commitments made during this process will still be honoured even if MFFN is not the entity responsible for maintaining the road.

Next Steps

The next few months will be focused on receiving comments and feedback on the Draft EA / IS, of which MFFN members will have 120-days to review. Public Information Centre #6 will be planned for early spring and held in both Thunder Bay and Geraldton, Ontario expected in early 2025.

**Post meeting note: during the Thunder Bay session, the Draft EA / IS schedule presented showed an incorrect date for the Final EA / IS as Winter 2025. The date for the Final submission of the EA / IS is expected mid-late 2026.*

Subject: Marten Falls First Nation Community Access Road - June 2025 Update
Sent: 6/26/2025, 3:00:24 PM
From: Ratajczak, Gabbie [redacted]
To: Paul Capon
Cc: Peter Moses; Lindsey Jupp; [redacted]; Alanna McKenzie

Dear Paul Capon,

I hope this finds you well.

Please find an update of the upcoming activities occurring regarding the Community Access Road below:

- **Draft Environmental Assessment / Impact Statement Review Period Complete!**
  - The review period for the Draft Environmental Assessment / Impact statement officially closed on June 23, 2025. We value the meeting that occurred between Matawa First Nations Management and the Community Access Road Project Team. We will ensure to consider your comments in the Final Environmental Assessment / Impact Statement, which will be submitted to the federal and provincial governments for review in mid to late 2026.
- **Public Information Centre #6**
  - Public Information Centre #6 was held on May 26 and 29, 2025, in Thunder Bay and Geraldton, respectively. Thank you to all those who were able to attend the meetings in person. You may review the materials on our website: [redacted]
- **Coming Up...**
  - The Draft Record of Consultation and Engagement for Indigenous Communities will be released in Fall 2025. Keep an eye out for the report to be sent to your community! Ways to provide feedback will be included.

Warm regards,

Gabbie

Gabbie Ratajczak
she/her

Communications and Community Engagement Specialist, Environment Business Line
[redacted]

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Subject: MFFN Community Access Road - Latest Updates
Sent: 6/27/2025, 12:12:27 PM
From: Angelis, Niki [redacted]
To: [redacted]

Good afternoon,

I hope this email finds you well. Below please find the latest updates on the Community Access Road.

Draft Environmental Assessment / Impact Statement Review Period Complete!
The review period for the Draft Environmental Assessment / Impact statement officially closed on June 23, 2025. We sincerely value all the feedback provided through this process. Input on the Draft Environmental Assessment / Impact Statement is important to us and will help inform the preparation of the Final Environmental Assessment / Impact Statement that will be submitted to the federal and provincial governments for review in mid to late 2026.

If you have questions or if you would like to schedule a meeting to discuss, please contact us.

MFFN Member Community Meetings
On May 27 and 28, 2025, Community Member meetings were held in Thunder Bay and Ogoki respectively. Thank you for all who were able to attend. The meeting was a great opportunity for Community Members to learn more about the Draft Environmental Assessment / Impact Statement; Community Well-Being, Cumulative Effects. The Country Foods Program and the Water Sampling Program was also a success. We look forward to sharing the results of those programs once they are available.

Public Information Centre #6
Public Information Centre #6 was held on May 26 and 29, 2025, in Thunder Bay and Geraldton, respectively. Thank you to all those who were able to attend the meetings in person. You may review the materials on our website: [redacted]

Coming Up...
The Draft Record of Consultation and Engagement for Indigenous Communities will be released in Fall 2025. Keep an eye out for the report to be sent to your community! Ways to provide feedback will be included.

Sincerely,
Niki

Niki Angelis
Communication and Community Engagement
[redacted]

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Subject: MFFN Community Access Road - Latest Updates
Sent: 7/30/2025, 7:21:37 AM
From: Angelis, Niki [redacted]
To: [redacted]

Good morning,

I hope this email finds you well.

Further to the monthly e-blast, field programs are starting up again! Field programs to support the Preliminary Design and future permitting for the MFFN CAR will commence this summer and into the fall. The following three field programs are included in the Summer / Fall 2025 Field Notice: Stage 2 Archaeological Assessment, Groundwater Well Decommissioning and Geotechnical Investigation. For more information, read the full field notice here: [redacted]

I would also like to remind you that your community specific **Draft Aboriginal and / or Treaty Rights and Interests: Draft Impact Assessment Report** (Draft Report) was sent on July 10, 2025 for your review and feedback. You may use the following link to access and download your Draft Report:

- [redacted]

The review period for this report is 90 calendar days. Please submit any comments, questions, additional Indigenous Knowledge or details about important sites, areas or resources through email. If we don't hear back with new information by **September 11, 2025** the report will be finalized.

Sincerely,
Niki

Niki Angelis
Communication and Community Engagement
Mobile: [redacted]

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Subject: MFFN Community Access Road - Latest Updates
Sent: 8/28/2025, 7:58:30 AM
From: Angelis, Niki [redacted]
To: [redacted]

Good morning,

I hope this email finds you well.

As part of the Environmental Assessment / Impact Assessment for the Community Access Road, we are looking closely at how different activities—past, present and future—may combine to affect the land, water, animals and people. This includes considering how the Community Access Road might interact with other projects happening in the same area or at the same time. By looking at the bigger picture, we aim to better understand the full impact of the Community Access Road on the environment and the Community.
To watch our latest video, click here: [redacted]

Draft Aboriginal and / or Treaty Rights and Interests: Draft Impact Assessment Report
I would also like to remind you that your community specific Draft Aboriginal and / or Treaty Rights and Interests: Draft Impact Assessment Report (Draft Report) was sent on July 10, 2025 for your review and feedback. You may use the following link to access and download your Draft Report:

- [redacted]

The review period for this report is 90 calendar days. Please submit any comments, questions, additional Indigenous Knowledge or details about important sites, areas or resources through email. If we don't hear back with new information by **September 11, 2025** the report will be finalized.

Sincerely,
Niki

Niki Angelis
Communication and Community Engagement
Mobile: +[redacted]
[redacted]

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B13.2 Incoming Community Specific Correspondence

From: Bruce Achneepineskum [redacted]
Sent: August 8, 2024 4:35 PM
To: MFFN Community Access Road Project Team
Subject: Updates required

We need updates !

Idk but former manager of local store Adewegamik Craig is not employed

Bruce Achneepineskum Chief Marten Falls FN

From: rob moonias [redacted]
Sent: August 8, 2024 7:52 AM
To: [redacted]
Subject: Adawegamik

Hello please update the adawegamik store or remove that article from the website.
Sent from my iPhone

From: Bruce Achneepineskum
Sent: Friday, September 27, 2024 8:36 PM
To: Angelis, Niki
Lawrence Baxter ; Bob Baxter Bob Baxter
Cc:
Subject: RE: MFFN CAR - Ways to get involved

Thanks for this posting on the part time position . As part of consultation the EA should have a up to date membership database. I am aware there is one but MFFN Chief and Council has never accessed it for sending out notices and letters. This would be a real benefit to our council if the database could be updated asap by our team and have a contact person so we can also distribute notices and letters . I understand there is privacy issues but there should be a way to do this distribution.

From: Robert Moonias [redacted]
Sent: December 4, 2024 3:22 PM
To: Angelis, Niki [redacted]
Subject: RE: MFFN CAR - Changes to the Community Coordinator Program

Hello good afternoon thank you for this =, catching o up on email, will these funds be available for travel and accommodation for council members

B13.3 Community Specific Meeting Materials

Marten Falls First Nation (MFFN) Community Access Road
MFFN Community Members-Only Meeting
October 15, 2024
Summary Report

This summary report has been prepared to provide an overview of the MFFN community members meeting on October 15, 2024, in Thunder Bay.

Timing and Location

Best Western Nor'Wester
Thunder Bay, Ontario
October 15, 2024
5:00 p.m. – 8:00 p.m.

Introduction / Purpose

A meeting was hosted for MFFN community membership to discuss the latest updates on the Community Access Road. The meeting provided information and updates on:

- What we have heard from the last community meeting (July 2024), and how feedback is being considered and / or incorporated;
- Constructing the road including design details and timelines;
- The final route;
- Information on the road connecting the Community Access Road into Marten Falls First Nation;
- Draft Environmental Assessment / Impact Statement (EA / IS) review process;
- Socio-community studies and the MFFN socio-economic survey results;
- Potential effects and mitigations measures;
- Offsetting activities;
- Climate change challenges for the Community Access Road and impacts to the community;
- Provincial government updates; and
- Next steps and future opportunities to get involved.

A second meeting was planned in Marten Falls for October 17, 2024, from 1:00 – 4:00 p.m. at the Henry Coaster Memorial School. Due to unforeseen circumstances in the community the meeting was cancelled.

Meeting Promotion

A formal notice of the community meetings was emailed to MFFN Chief and Council and community members on October 2, 2024, and a reminder email was sent on October 9, 2024. The notice was posted on the private MFFN and the Ogoki Post Bulletin Facebook pages on October 8, 14, 15, 2024. Posters

were also placed at the health centre, band office and choose life building in MFFN. A copy of the notice is provided in **Appendix A**.

Format and Attendance

The community meetings were held in an open house format and featured a brief presentation by the MFFN Community Access Road Project Team (the Project Team). Display boards and information booths were set up around the room and featured content related to what we heard from previous meetings, constructing the road, the Draft EA / IS review process, socio-community studies, potential effects and mitigations, offsetting activities and climate change. Attendees were provided with a "passport" and encouraged to visit each booth and receive a stamp after engaging in conversation with Project Team members and Consultants or reviewing the materials. The passport is available in **Appendix B**.

Paul MacInnis from the Ministry of Mines was present at the meeting and hosted an independent information booth.

A sharing circle with MFFN CAR Community Coordinator Rowena Moonias was organized for women and youth as an opportunity to share their unique perspective, questions, concerns and feedback on the Community Access Road as it relates to the potential impacts on their way of life. The sharing circle was scheduled to take place during the community meetings in a separate part of the meeting room. A poster was made and distributed by MFFN's Community Coordinator on Tuesday, October 9, 2024 with a note stating that compensation will be provided to participants for their time. No participants signed up to take part in the sharing circle.

Attendance

Approximately **16 individuals** attended the community meeting in Thunder Bay on October 15, 2024.

Meeting Materials

The following printed materials were made available to attendees:

- Construction and economics handout;
- Draft EA / IS report information sheet;
- Revised Aboriginal Treaty and / or Rights and Interests study areas update memo;
- Socio-community handout;
- Potential effects and mitigations handouts;
- Offsetting information handout;
- Feedback form; and
- Map of the Final Route.

All engagement materials shared at the community meetings are included in **Appendix B**.

Highlights of Participant Feedback

Attendees were encouraged to share their feedback, concerns and pose questions throughout the meeting or provide them in writing using the available feedback form. Key themes and items of interest raised by the attendees are included below. Six (6) participants completed the feedback form that was available at the meeting. The feedback forms are available in **Appendix B**.

Socio-Community and Human Health

There was specific interest in learning more about topics relating to housing, accommodation, access, human health and safety. Areas of interest discussed included:

- Controlling access to and from the community once the road is built;
- Housing and accommodation options for community members working during the construction phase; and
- Health and safety of community members.

Feedback provided through the feedback form expressed concern for the overall health and safety of community members, specifically relating to missing and murdered Indigenous women and sex trafficking.

Climate Change

There were general comments and concerns about climate change, which included:

- Observations were noted about the rivers and waters being too shallow for fish and fish habitat;
- How climate change will affect or has affected wildlife; and
- Speculation on the impact of climate change.

One community member noted that they have experienced less rain and snow and overall drier rivers.

A senior community member advisor also noted a change in species while trapping. They observed that from trapping previously and what was heard among other trappers, there is an overall decline of what is trapped, except for martens.

Road Construction, Design and the Final Route

There were comments and questions about the design, operation and maintenance of the MFFN Community Access Road. Specifically, community members were interested in the water crossings, bridges and employment opportunities during construction.

The Project Consultant was asked about the height of the bridges and shared that they would be tall enough to handle boats crossing underneath.

Another community member expressed concern for where the road crosses the Albany River, noting there are a lot of fish (sturgeon specifically), staging areas, geese and potential for graves at Caviar Lake

by the crossing and believed the crossing should be moved. A Project Consultant sat down with the community member to review the aerial imagery, and once the community member saw the imagery and discussed that the bridge will be designed in detailed design to microsite it away from the most sensitive fish habitat and the design will need to account for the sensitivity of the fish habitat at the crossing. The community member was satisfied with the response and in knowing that the bridge was not in the area they were concerned with.

A comment provided through the feedback form noted the hope that members of the community will be able to receive employment during the construction phase of the Project.

An Elder expressed their understanding that caribou areas would be avoided, however, when looking at the final route, the Elder noted that the route went through caribou areas. A Project Consultant went over metrics for Segments 1, 2 and 3 with the Elder, including the input from the community and the Natural Sciences Team. The Project Consultant informed the Elder that factors were considered for caribou and informed the final route recommendation.

Marten Falls Connection Road

Although out of scope for the Environmental Assessment / Impact Assessment of the Community Access Road, information was shared on the need to plan a road within Marten Falls to connect the Community Access Road to the existing road at the airport.

A community member and Project Consultant discussed the potential location of sweat lodges and other important sites that could be in this area. The community member recommended confirming this with Elders in community.

Other

General comments were also provided throughout the meeting, including:

- Support for the Community Access Road and hopeful of the benefits that come with it;
- Concerns over the pollution that increased ground transportation and future mining activity will bring to the land and water; and

Next Steps

A six-month look-ahead was provided to the attendees and advised that the release of the Draft EA / IS is expected this winter. Upcoming engagement activities were also highlighted, including the Three Road Forum #2 and Public Information Centre #6 expected in early 2025.

October 2024 Meetings

Join us for a meeting on the Marten Falls First Nation (MFFN) Community Access Road!

What's Happening?

The MFFN CAR Project Team is hosting an Expo style event covering a range of topics related to the Community Access Road.

Thunder Bay Session
Tuesday, October 15, 2024

Best Western Nor Wester
Hotel & Conference Centre
2080 Hwy 61
Thunder Bay, Ontario

5:00 p.m. to 8:00 p.m.

Buffet served at 5:30 p.m.

In-Community Session
Thursday, October 17, 2024

Henry Coaster Memorial School - Gymnasium
Marten Falls First Nation, ON
P0T 2L0

1:00 p.m. to 4:00 p.m.

Lunch served at 2:00 p.m.

The meeting is open to all Marten Falls First Nation community members. Topics will include:

- Climate Change Workshop;
- Engineering and Construction;
- EA / IS Draft Review Process;
- Sharing Circle
- Kids zone; and
- Prizes including gift cards!

Have your say. Share your comments, ideas and community values with the Project Team. We look forward to seeing you!

Contact Information

Phone: [redacted] **Email:** info@martenfallsaccessroad.ca
Web: http.www.martenfallsaccessroad.ca
Follow us on Facebook: facebook.com/MFFNCommunityAccessRoadProject

Women & Youth Sharing Circle With Rowena Moonias

Are you a woman or under 18-years old?

Join us for a Sharing Circle with Marten Falls First Nation Community Access Road (MFFN CAR) Community Coordinator, Rowena Moonias, to share your questions, concerns and feedback on the Community Access Road.

Thunder Bay
Best Western Nor Wester Hotel & Conference Centre

Tuesday, October 15
6:30 - 7:30 p.m.
Dinner served at 5:30 p.m.

Marten Falls First Nation
Henry Coaster Memorial School

Thursday, October 17
2:00 – 3:00 p.m.
Lunch served at 1:30 p.m.

Contact Rowena [redacted] to participate in the Sharing Circle by **noon on Tuesday, October 15.**

Compensation will be provided to participants for their time.

Hello! Boozhoo!

Marten Falls First Nation Community Access Road

Community Meeting

Thunder Bay: October 15, 2024

Marten Falls: October 17, 2024

COMMUNITY ACCESS ROAD

What have we heard?

The community has helped inform the selection of the final route and inform the Environmental Assessment / Impact Statement process.

You recently provided feedback and asked questions about:

- The Final Route
- The EA / IA Process
- Field studies and results
- Construction and operations of the road
- How the road will impact life in Marten Falls

"The road will help benefit the youth and community members to access more jobs"

"I am concerned about the size and look of bridges and water crossings"

"I am just concerned about the land, animals, and water and the well-being of people after the road is complete."

"I think the road will benefit the community and will help bring in more resources and mental health support."

"What will the road look like, how long will it take to build?"

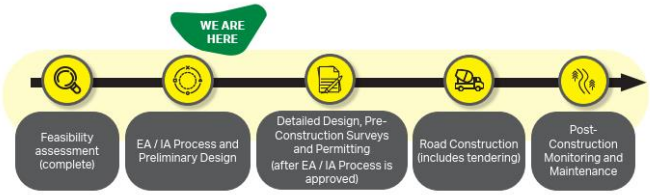
Please visit the booths today to learn about the issues and topics that interest you and share your feedback.

Constructing the Road

As the EA / IA Process progresses and the final route has been confirmed, we can share more construction details of the road, including:

- The design of the road and what it might look like
- How we can construct a road on unstable ground
- Construction timelines and the steps to construction
- The economic and community benefits associated with building the road.

Steps to road construction



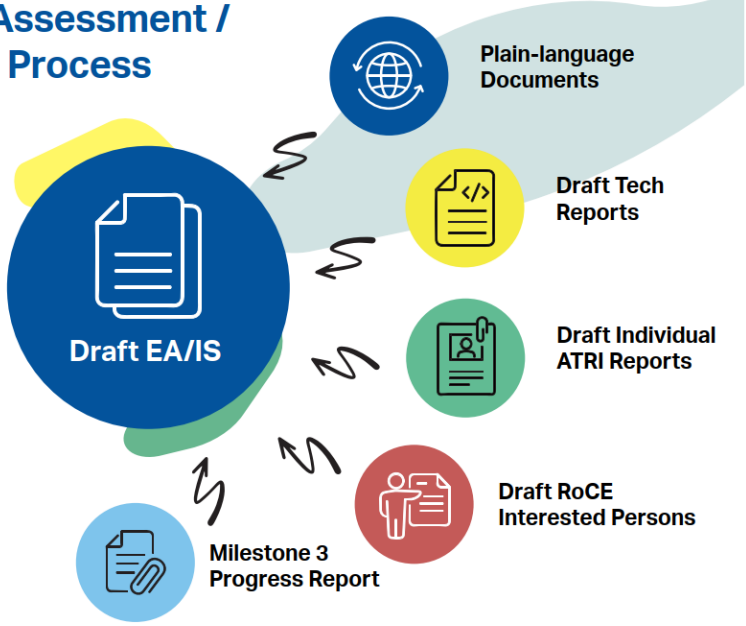
COMMUNITY ACCESS ROAD

The Draft Environmental Assessment / Impact Statement Review Process

Are you ready?

The Draft EA / IS will be a large document (approximately 500 - 1000 pages) which includes thousands of pages of supporting documents. We are here to help in your review!

Indigenous communities have early access to the Draft EA / IS this winter with a minimum review period of 120 days



Socio-Community

Socio-community studies explore parts of community life that could be affected by the Community Access Road.

The studies considered potential changes to:

- Population and demographics
- Housing
- Education
- Community services (e.g. education, daycare, healthcare)
- Infrastructure (e.g. water treatment, sewage, solid waste disposal)
- Transportation (road, air)
- Community well-being (e.g. cost of living, access to drugs and alcohol, community/family connections, feelings of isolation and suicide)

In July and October of 2023, Marten Falls community members took part in a socio-economic survey and can share the results of the survey with you today!

COMMUNITY ACCESS ROAD

Potential Effects and Mitigations

Throughout the EA / IA Process we have conducted studies that cover the valued components or study areas related to the water, land, people, Indigenous Knowledge, and engineering.

Part of the work involves examining the potential effects that the Community Access Road may have on the valued components and the ways to prevent or mitigate these

Speak with a team member about potential effects and mitigation measures.

What is offsetting?

Offsetting are activities that compensate or counterbalance effects of an activity (like building a road) that cannot be fully avoided with good planning and mitigations measures.

An example of an effect that cannot be fully mitigated on the Community Access Road is habitat loss for wildlife species of importance.

Speak with us to learn more about offsetting and which areas could be recommended for it.

COMMUNITY ACCESS ROAD

Climate Change

Climate change is change in long-term patterns in both temperature and precipitation, this includes averages and extremes.

Examples of what contributes to climate change:

Population growth

Changes in land

Greenhouse gas emissions

Potential Implications of Climate Change

- More and longer dry periods
- Increased wildfire threat
- Longer frost-free season
- Loss of existing plants
- Changes in plant and animal behavior
- Fewer cold spells and warmer winters

Potential Challenges for the Community Access Road:

- Flooding
- Potholes and washouts
- Closure due to wildfires
- Slippery conditions due to freezing rain

We will need to consider how to address these climate related issues for planning, design and operation of the road.

How will Climate Change impact you?

We made the following climate observations in the Study Area:

- Increased temperature
- Increased rainfall
- Decreased snowfall

Expected local climate changes in the future (2071-2100):

Increased rainfall by 26%

Increased temperature by 6.1 °C

Increases in extreme precipitation

We conducted a climate change survey and this is what we heard:

- Climate change is negatively impacting traditional activities like hunting, fishing, trapping, and gathering
- Fish are not spawning where they used to or when they used to
- Climate change affects not just the community, but the surrounding ecosystem and all the life within it.
- Concern for future generations.

Building the road with climate change in mind

The design and construction of the road will consider the operation and maintenance of the road including:

- Potential closures because of climate change
- Short term washouts
- Pre-planning for closures and how to respond

AECOM

Climate Change Risk and Resilience

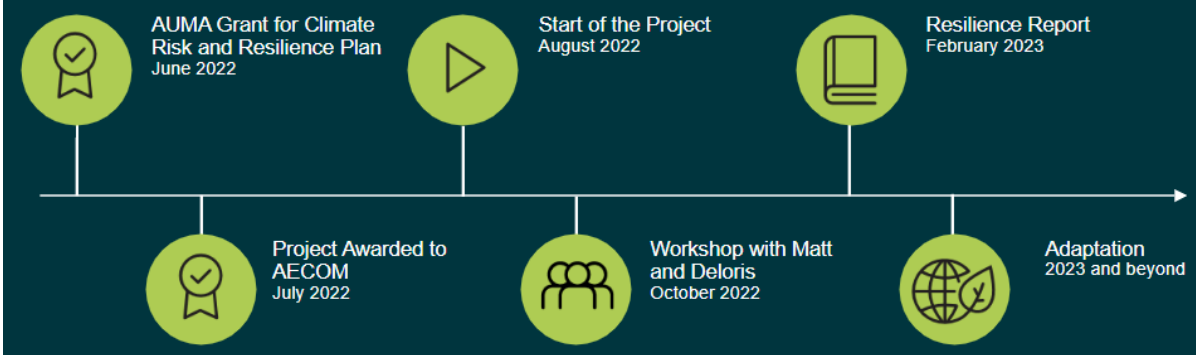
Elizabeth Metis Settlement

Randy Rudolph and Marcel Pelletier

Delivering a better world

aecom.com

Timeline



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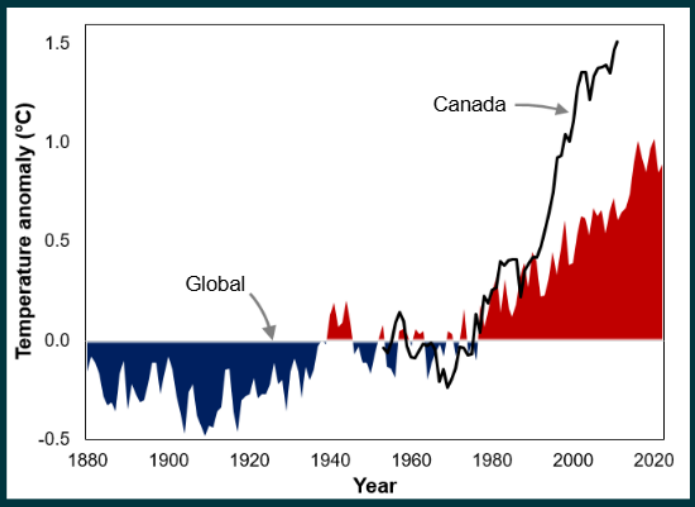
Climate Change



Based on NASA (2023) and Bush and Lemmen (2019

Global

Temperature increase by 0.8 °C since 1951-1980

Canada

Temperature increase by 1.3 °C
Increase in precipitation by 12%
More intense heavy precipitation
Longer dry periods
Reduced spring snow cover
Poleward/upslope movement of flora & fauna
Permafrost thaw
Sea level rise
Melting of glaciers and ice sheets

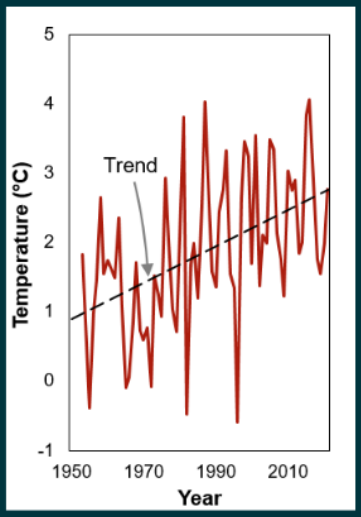
aecom.com

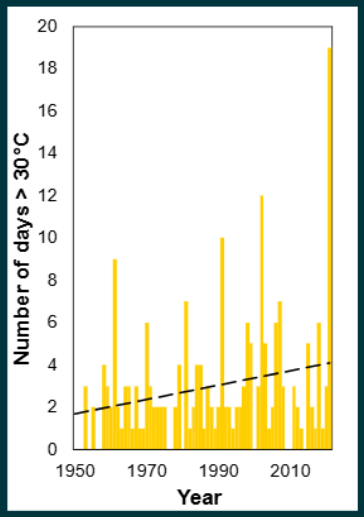
Observed Climate Change at the Settlement

Temperature
Temperature increase by 1.2 °C since 1950
Number of hot days increased

Precipitation
Reduced snowfall
Constant rainfall
Risk of drought and flooding

Wildfires
Increased risk of wildfires with 3 fires in the last 8 years





Observed at Cold Lake military airbase, AB

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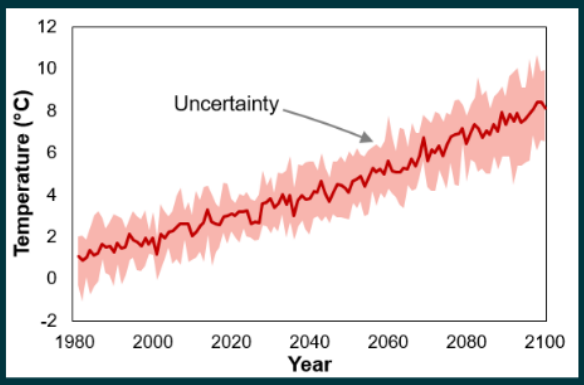
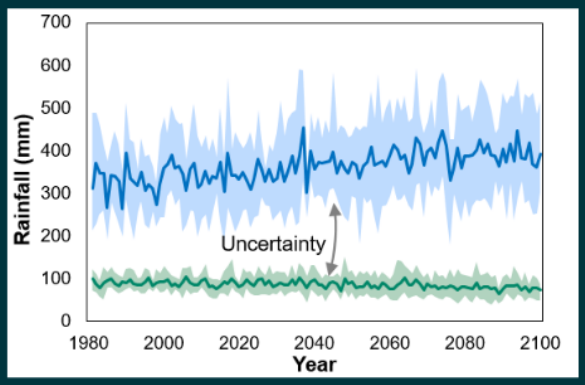
Future Climate Change at the Settlement

Temperature
Temperature increase to 7.9 °C with maximum temperature of over 42 °C
Longer, hotter and more frequent heat waves



Precipitation
Reduced snowfall and increased rainfall
Extreme precipitation will see an increase of over 45%



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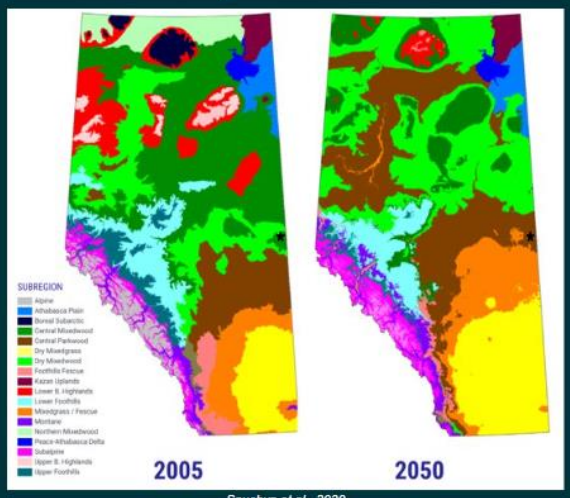
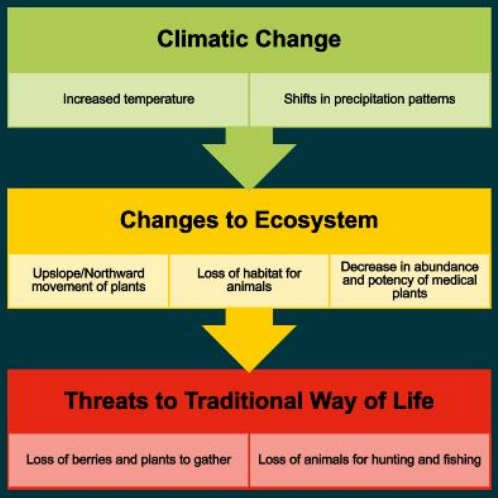
Climate Change Impacts on Ecosystems

Ecosystems in Alberta



Spuchyn et al., 2020



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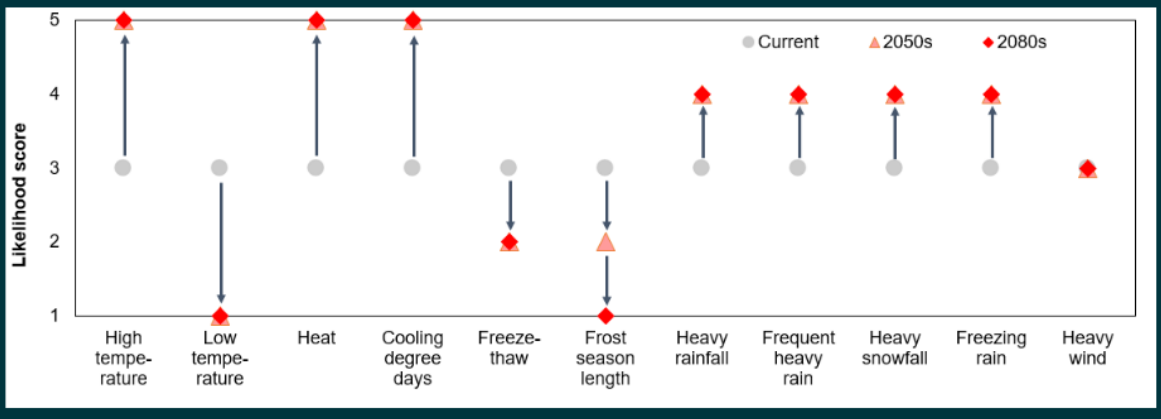
Changing Threat for the Settlement

Likelihood Scores

Relative to the current climatic conditions, projected changes for numerous variables are scored: more likely or intense 4 or 5 or less likely or intense 2 or 1



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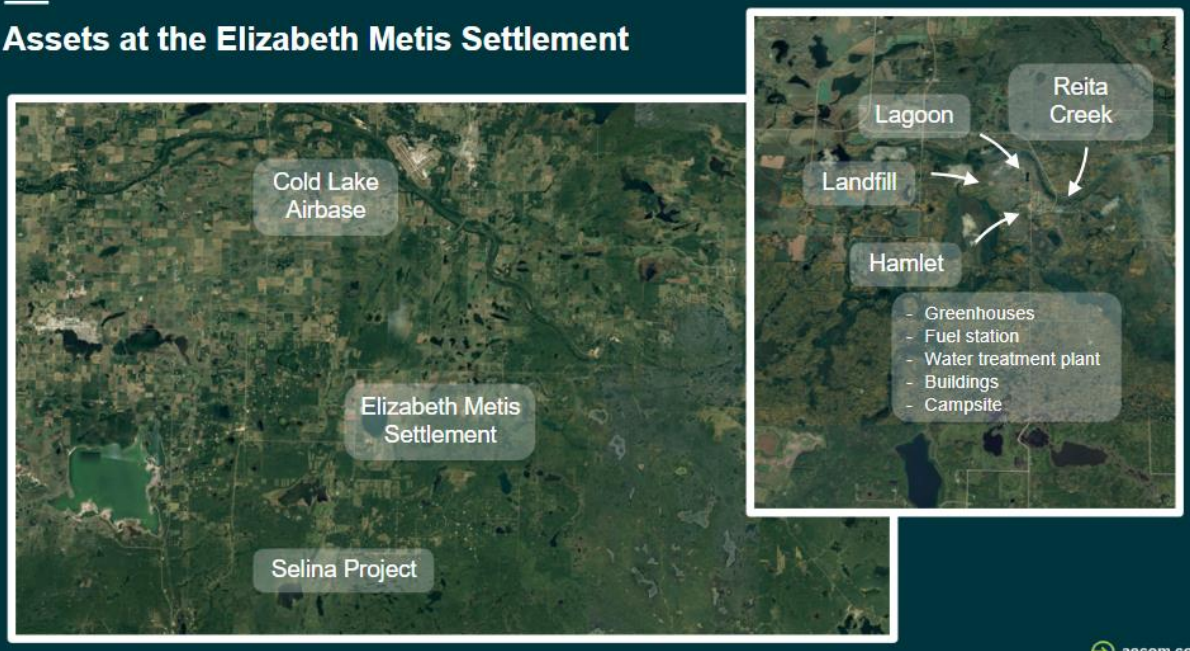
Assets at the Elizabeth Metis Settlement



Potential Consequences of Asset-Climate Interactions

High temperature
Prolongation of wildfire season
Increased indoor temperature and loss of comfort
Potential of heat-related illnesses (e.g., heat stroke)
Increased pathogen growth and odor development
Loss of effectiveness of water treatment
Increased potential of plant diseases

Heavy rainfall
Potential of flooding overland and along creek
Exceedance of lagoon capacity
Increased leachate from landfill
Accelerated degradation of built infrastructure
Exceedance of storage pond (Selina Project)

Bushfire near Cold Lake in 2021 (Lakeland Today, 2021)

Freezing rain
Damage to natural and built infrastructure
Power outages
Dangerous driving conditions

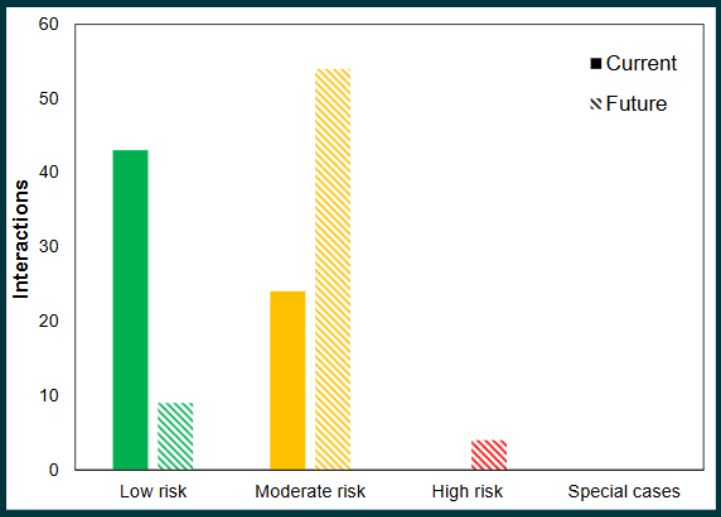
Changing Risk for the Settlement

Asset-Climate interactions
Risk = Consequence x Likelihood

Risk Profile
Many low-risk interactions become moderate risk
Some moderate risk interactions become high risk

Highest risk
High temperature and heat wave pose the greatest threat impacting the potential of wildfires and human well-being

Heavy rainfall and frequent heavy rain can lead to flooding impacting buildings and affect water quality (e.g., leachate)



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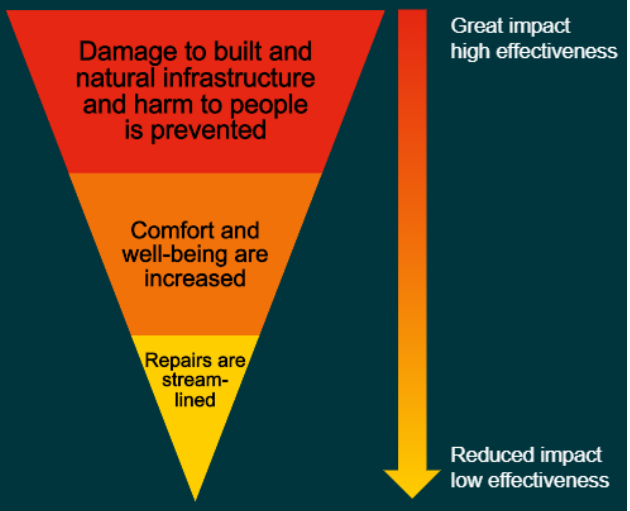
Possible Adaptation Measures

Prescribed and/or cultural burning, tree thinning, pruning of understory vegetation	Heat/wildfire
Develop and implement an Emergency Preparedness and Management Plan	All
Provide sufficient drainage system capacity and increase decantation capacity (lagoon)	Rain
Adjust water treatment to new temperature regime	Heat
Installing or upgrading ventilation and cooling system	Heat
Paint building roofs with light reflective colors	Heat
Increase monitoring of HVAC cooling demand	Heat
Inspect door and window seals regularly	Rain
Increase maintenance after extreme events to detect material degradation	All



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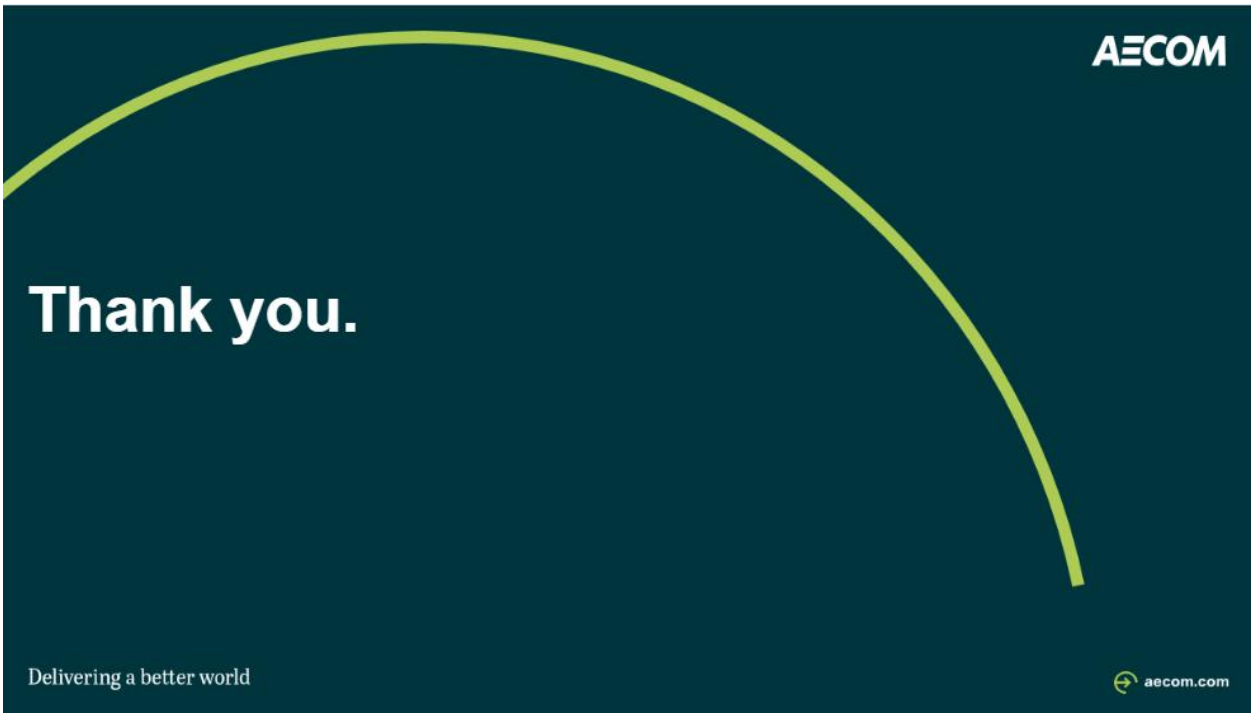
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MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

Economics Assessment

October 2024

Purpose and Approach to the Assessment

The Economic Assessment carried out for the Community Access Road evaluates existing conditions and estimates future changes to the local, regional, provincial, and national economy that result from the Project.

The study also looks at whether local communities and businesses can benefit from the new economic opportunities created by the road.

Expected Benefits: The new road is expected to lower the cost of goods, fuel, and construction materials, and improve access to healthcare, leading to a lower overall cost of living.

Long-term Opportunities: Over time, the road could lead to more economic opportunities, especially in mining and technology sectors.

Residual Effects: Most effects are positive, like new jobs and economic activity, but some existing activities like winter road maintenance and guided hunting may be affected.

The road will bring new job and training opportunities to the area. What kind of jobs or training interest you?

Economics Assessment

October 2024

One-time Construction Benefits

Economic Impact	The creation of jobs and spending on materials.
Ripple Effect	The money spent on construction will create a 'ripple effect' across multiple industries, creating a broader economic benefit.
GDP Impact	Construction is expected to add about $1.3 billion to Canada's GDP, with $1.1 billion of the impact in Ontario.
Affected Industries	The main industries that will benefit are: 1. Construction 2. Manufacturing 3. Transportation and Warehousing 4. Finance, Insurance, Real Estate 5. Professional , Scientific and Technical Services
Job Creation	Over the course of construction, it is estimated that the CAR could create 1,500 jobs in Ontario, with 35% of those in the construction sector. The majority of local employment opportunities will be for skilled labour in the construction, manufacturing and transportation and warehousing sectors.

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

Economics Assessment

October 2024

Short- and Mid-term Community Benefits

Cost of Living Goes Down

The new road will make it cheaper to transport goods, which means that the prices will go down. It is estimated that grocery prices will go down 16% in the years following the completion of the road.

Boost in Economic Activity

Improved community access will reduce freight costs, improve supplier access and increase economic productivity.

Higher Standard of Living

With better access to goods and services, the standard of living is expected to improve and create additional local employment opportunities.

Increased Tourism

The number and duration of tourism trips will increase, although some businesses like air charters might see a decline.

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

Economics Assessment

October 2024

Longer-term Economic Development Implications

Economic Diversification	The road will likely lead to more industrial and mining jobs, therefore increasing employment and incomes.
Social Impacts	There could be social changes, like shifts in local demographics and cultural impacts (such as traditional trapping and fishing activities). The potential effects and mitigation measures are addressed in the Social and Human Health Assessments.
Access to the "Ring of Fire" Region	The Project (along with the proposed Northern Road Link and Webequie Supply Road) are part of a larger link which will make it easier to explore and develop mining activities in the "Ring of Fire" region.
Local Mining Potential	The lands surrounding the Project have mining potential. Improved access will make exploration and development activities easier and cheaper.
Opportunities for Indigenous Companies	The increased mining activity will create new economic opportunities for Indigenous-owned companies to provide support for services that may be needed.

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

Potential Effects & Mitigations: Groundwater

October 2024

Potential Effects	Mitigations
	Build culverts to support waterflow and peatlands
Changes to local groundwater levels	High spill risk activities performed in designated areas
	Regular maintenance and inspection to prevent leaks
Potential for groundwater contamination	Drainage on the access road to enable water recharge
	Adhere to the Permit to Take Water Program
	Restore groundcover, topography and vegetation post- construction
	Treatment of runoff as needed
	Regular monitoring of groundwater

What other effects are important to you?

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

Potential Effects & Mitigations: Surface Water

October 2024

Potential Effects	Mitigations
Changes in water levels	Monitor water quality and quantity regularly
Reduction in surface water during construction dewatering	Comply with the Permit to Take Water Program
Domestic and grey water discharges	Comply with water taking/discharge regulations
Temporary water diversion for dry work areas	Use erosion protection and sediment control
Potential for increase waterflow and more solids	Use approved dewatering and dust control methods
	Treat and dispose of wastewater properly
	Develop and implement water taking / discharge plans

What other effects are important to you?

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

Potential Effects & Mitigations: Fish and Fish Habitat

October 2024

Potential Effects

- Disruption of fish habitat due to water crossings
- Loss of aquatic vegetation
- Altered spawning and rearing areas
- Fish population impacts due to fragmentation
- Risk of fish injury from blasting

Mitigations

- Use existing roads and crossings
- Adhere to environmental permits
- Minimize project footprint and duration
- Maintain riparian buffer zones (30m)
- Employ Environmental Monitors during construction phase
- Use blasting only as a last resort
- Implement erosion and sediment control

What other effects are important to you?

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

Potential Effects & Mitigations: Waterfowl

October 2024

Potential Effects

- **Increased disturbance from human activity**
- **Increased injury/mortality**
- **Increased collisions with vehicles**
- **Changes to breeding and habitat movements**

Mitigations

- Limit vegetation clearing and disturbance
- Restrict access to construction zones
- Conduct wildlife monitoring programs
- Establish buffer zones around habitats
- Implement no littering policy
- Rehabilitate temporary access areas following construction
- Post appropriate speed limit

What other effects are important to you?

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

Potential Effects & Mitigations: Furbearers

October 2024

Potential Effects	Mitigations
Wildlife injury/mortality	Minimize footprint and avoid sensitive habitats
Habitat loss	Improved sightlines, reduced speed, signage
Reduced food availability	Restrict construction traffic
Increased access for predators	Forest buffers retained to reduce noise where feasible
Accidental vehicle collisions	Minimize habitat loss and alteration to the extent possible
	Limit unnecessary noise and idling when possible

What other effects are important to you?

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

Potential Effects & Mitigations: Ungulates

October 2024

Potential Effects

- Change/loss of habitat
- Disturbance from construction activities
- Accidental vehicle collisions
- Habitat fragmentation
- Increased access for predators

Mitigations

- Minimize project footprint and vegetation clearing
- Minimize construction duration
- Blasting prohibited if large animals are observed within 500m
- Clearly mark sensitive areas
- Design project route to minimize overlap with sensitive habitats
- Encourage revegetation and planting with native species
- Clearly mark and enforce speed limits

What other effects are important to you?

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

The Steps to Road Construction

Step 1: 60-meter right-of-way gets cleared

Step 2: Overburden of 60-meter right-of-way is stripped back and stored for use when shaping the ditches.

Step 3: Geotextile is placed in wet areas identified by the engineered drawings to strengthen the integrity of the road as construction begins

Step 4: Blast rock is used as the first layer of the road construction

Step 5: After the blast rock has been placed and shaped to grade a lift of 4-inch material is placed

Step 6: 4-inch material is then graded to meet engineering specifications and packed down

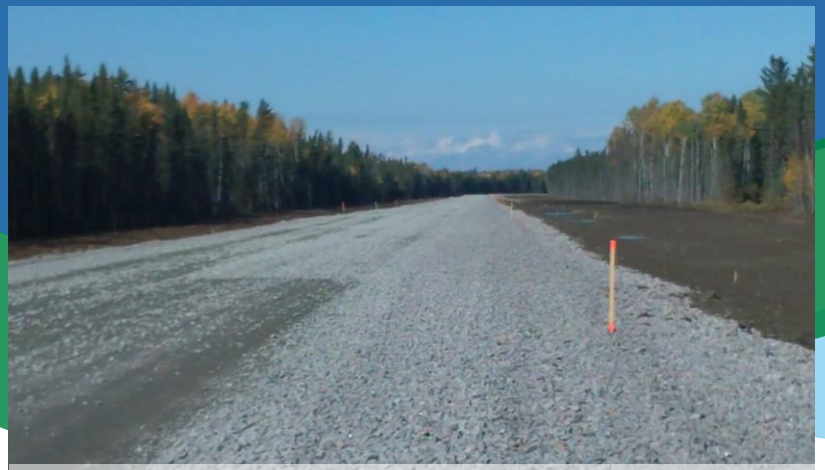
Step 7: The 4-inch material is placed and shaped to meet road specifications

Step 8: The road is constructed using engineered drawings and each lift is checked and re-checked by professional surveyors

Step 9: Before the final two lifts of the road construction are placed, culverts are installed to allow for surface water drainage within the ditches.

Step 10: Culverts are installed to minimize the risk of washouts and ensure the natural flow of the surface water remains intact which reduces impacts on the wildlife in the area

Step 11: Two-inch material is then placed to grade and packed down and a compaction test is done to ensure it meets the specifications



Step 12: After the 2” lift has been checked for compaction and it has been brought up to proper grade a final lift of traffic gravel is placed and compacted

Step 13: The final lift of traffic gravel is the brought up to grade and once again packed down and tested

Step 14: An important step in the construction of the road is the shaping of ditches for safety and drainage

Step 15: Ditch checks are installed around all water bodies to reduce surface water flow and minimize erosion

Step 16: Erosion control around bridge crossings is minimized by the use of straw rolls on the slopes, ditch checks, rip rap on shorelines, silt fence and silt curtains are also installed to slow down surface water run off

Step 17: The new road construction is then inspected jointly by multiple agencies and opened for use

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

About Offsetting

October 2024

What is offsetting?

Offsetting is an activity completed when we are removing natural areas or features as part of a development. This is usually considered an unavoidable consequence of the development, which also can't be resolved through avoidance, mitigation or restoration.

For example, as part of Community Access Road construction, areas of wildlife habitat will need to be permanently removed. Offsetting will be used to make up for the permanent removal of areas of habitat.

An offset contributes positively to the local environment in a variety of ways depending on the type of offset selected. These can include: habitat enhancement or protection, research and monitoring projects, financial support for conservation projects, or community enhancement.

Offsetting requirements are determined through regulatory processes and engagement, and monitoring is needed to determine effectiveness.

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

What makes up the Draft EA / IS Report?

October 2024

The Draft EA / IS will be a large document (approximately 500 - 1000 pages) which includes thousands of pages of supporting documents. These range from technical documents, individual Aboriginal and Treaty Rights and Interests (ATRI) reports, the Milestone 3 Progress Report and the Records of Consultation & Engagement.

The chapters of the Draft EA / IS are:

- Our Story
- Why we need this road
- Our roles
- How we selected our road
- Roles of the regulators
- Our approach
- The engineering of our road
- Life on our land
- How our road could change our land
- Cumulative effects
- We listened
- Our changing climate
- What is next
- Other regulatory requirements

The Technical Reports are:

- Fish, Fish Habitat
- Groundwater and Geochemistry
- Peatlands
- Surface Water
- People
- Acoustic and Vibration Environment
- Archaeology
- Atmospheric and GHG
- Cultural Heritage
- Visual
- Human Health
- Social
- Land and Resource Uses
- Climate Adaptation and Resiliency
- Economic
- ATRI
- Physiography, Terrain and Soils
- Ungulates
- Wildlife
- Vegetation
- Birds

What chapters or reports are of interest to you?

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

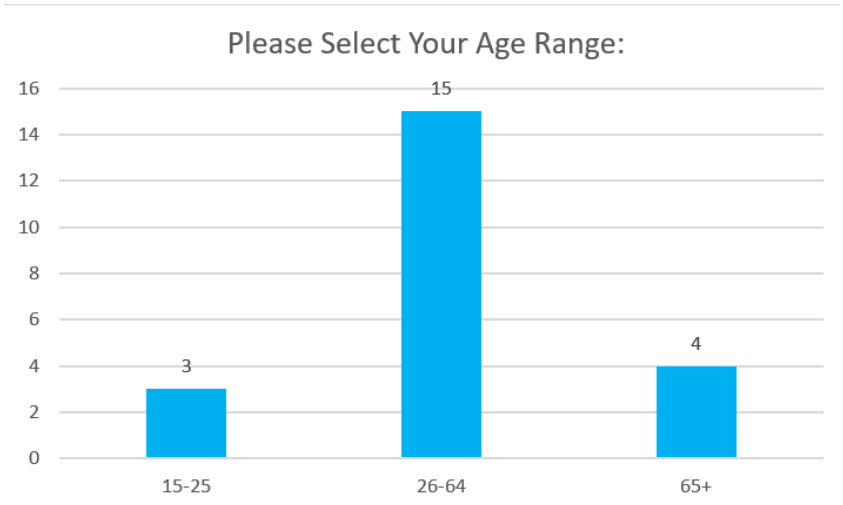
Socio-Economic In-Community Survey Results

In 2023, Marten Falls First Nation (MFFN) members were invited to take part in a survey about social and economic conditions in their community, how these conditions could be affected by the Community Access Road, and what could be done to reduce bad effects and enhance the good effects. The survey was available online in addition to being administered twice in person, in July and October 2023. There were **24 total respondents**. The MFFN has an on-reserve population of 155 people aged 15 and over, making the response rate 15.5%.

The survey included 30-48 questions, depending on whether respondents chose to complete the short or long version of the survey. The Short Version of the survey was divided into five categories: Demographic Information, Transportation and Mobility, Economic Development, Cost of Living, and General. The Long Version of the survey included all of the previous categories, as well as questions on Housing, Education, Social Cohesion, and Culture. Results that were thought to be of most interest to MFFN members are presented below.

Demographics

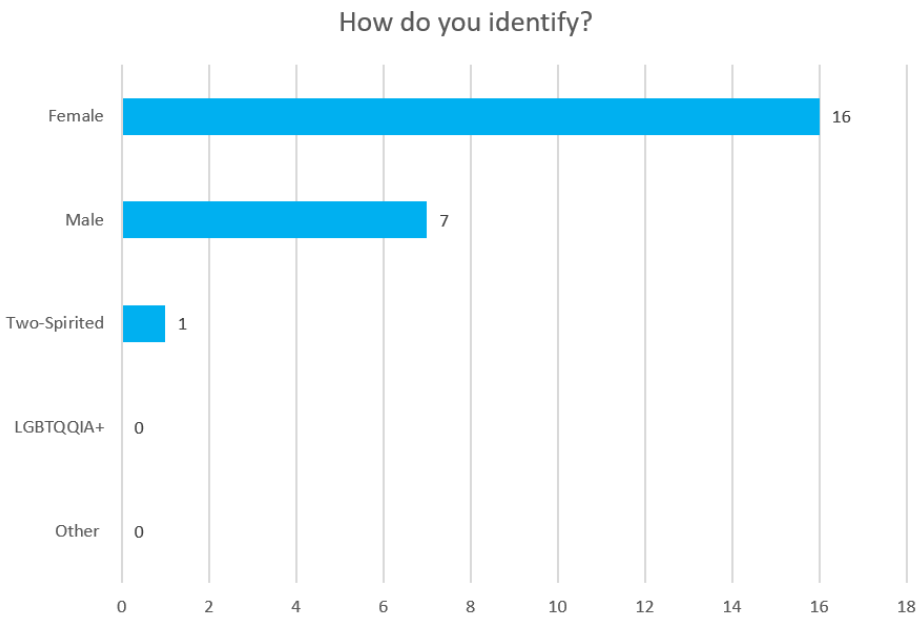
Age: Most respondents (15 out of 22) are in the 26-64 age range. Three (3) respondents are 15-25, and 4 are 65+.



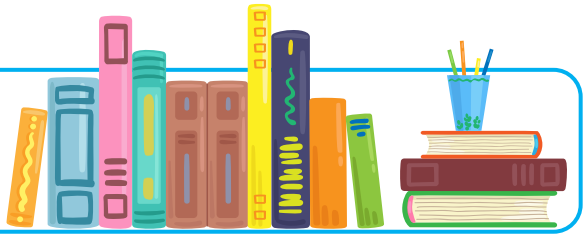
MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

Socio-Economic In-Community Survey Results

Gender Identity: Sixteen (16) out of 24 respondents identify as female. Of the remaining 8 respondents, 7 identify as male, and 1 as Two-Spirited.



School Age Kids: Fifteen (15) out of 23 respondents have children between the ages of 0-17. The remaining 8 respondents do not.



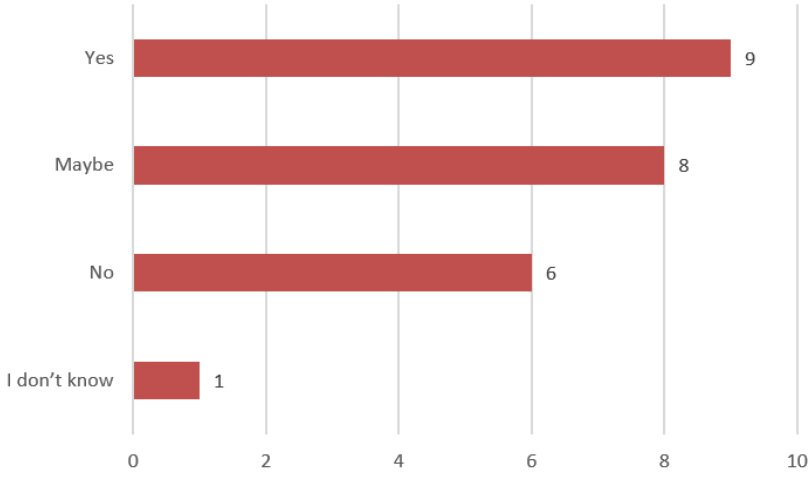
Employment Status: Participants were asked to select their employment status. The most common response was employed full-time, selected by 14 community members. An additional 5 people said they are unemployed, and 3 are employed part-time.

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

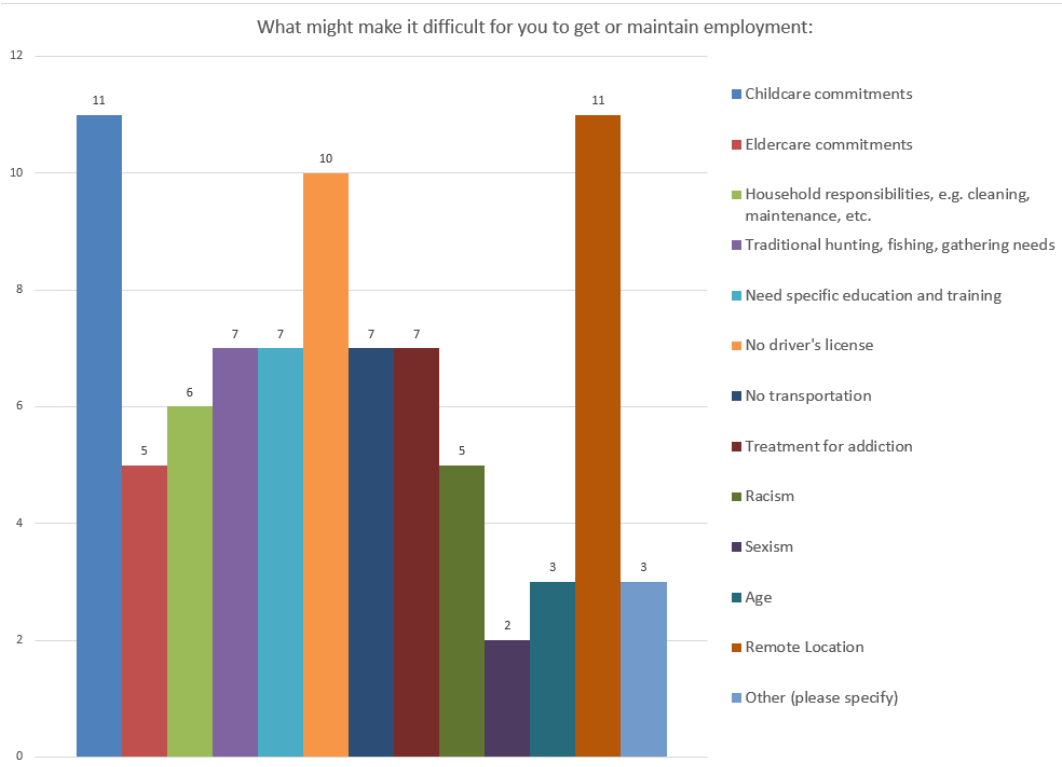
Socio-Economic In-Community Survey Results

Economic Development

Community Access Road Jobs: Survey participants were asked if they would like a job related to the construction of the Community Access Road. Responses were fairly evenly divided across the options: 9 out of 24 said yes, 6 said no, and 8 said maybe, with one person selecting “I don’t know”.



Barriers to Employment: The most common factors that could make getting a job related to the Community Access Road difficult for respondents include childcare commitments, remote location, and not having a driver’s license. Note that respondents were able to select more than one response to this question.

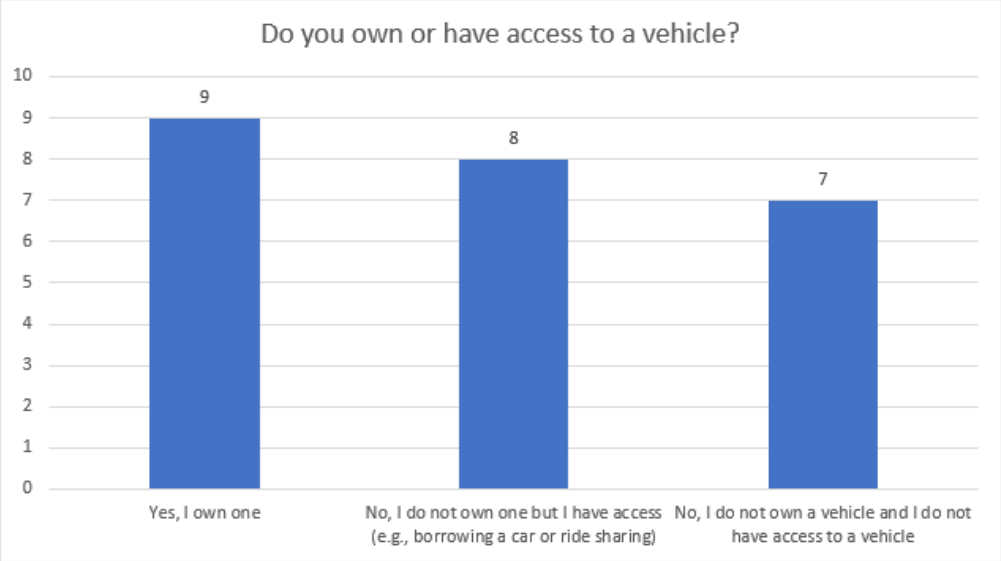


MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

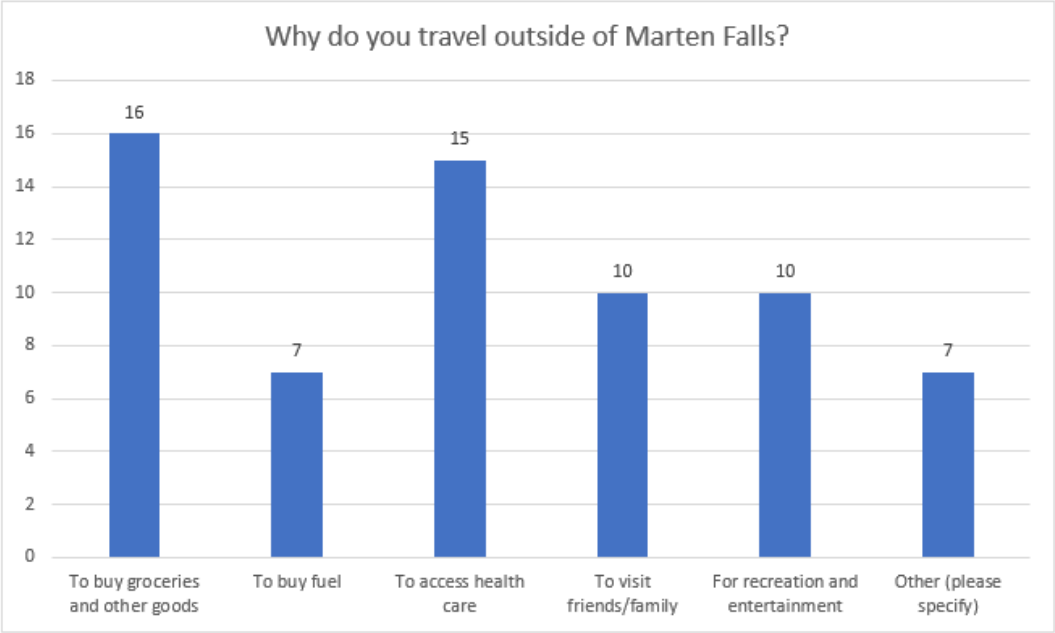
Socio-Economic In-Community Survey Results

Transportation and Mobility

Vehicle Ownership: Survey participants were asked if they own or have access to a vehicle. Nine (9) people said they own a vehicle, 8 said they have access to one, and 7 said they do not own or have access to a vehicle.



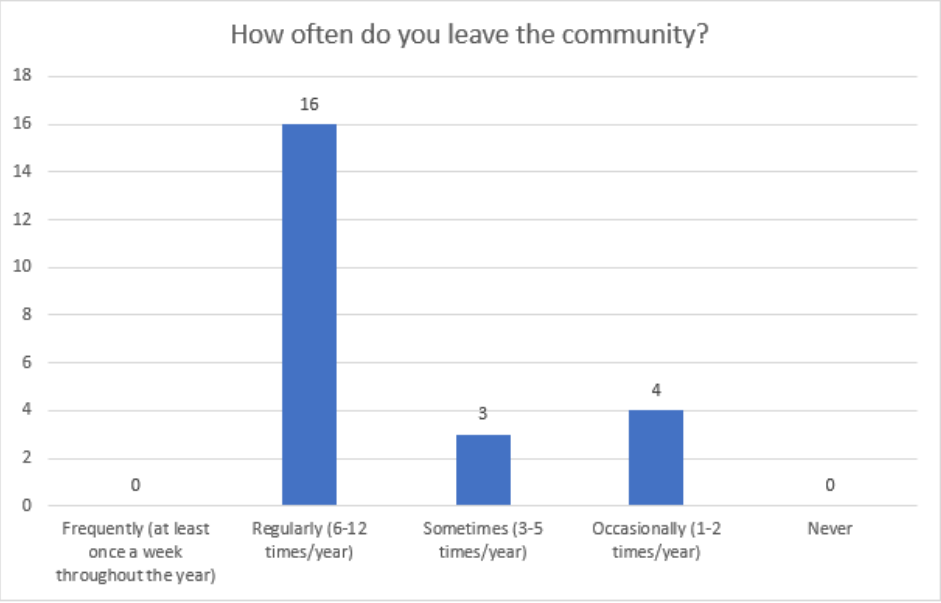
Reasons for Travel: The most common reasons community members leave Marten Falls are to buy groceries and other goods and to access health care. In addition to the options provided, 7 members provided other responses, which included travel for business or meetings. Note that respondents were able to select more than one response to this question.



MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

Socio-Economic In-Community Survey Results

Travel Frequency: Most survey participants (16 out of 23) indicate they leave the community regularly, or 6-12 times per year. Three (3) survey participants indicate that they leave 3-5 times per year, and 4 said they leave only occasionally, or 1-2 times. No one said they leave at least once a week, or that they never leave.

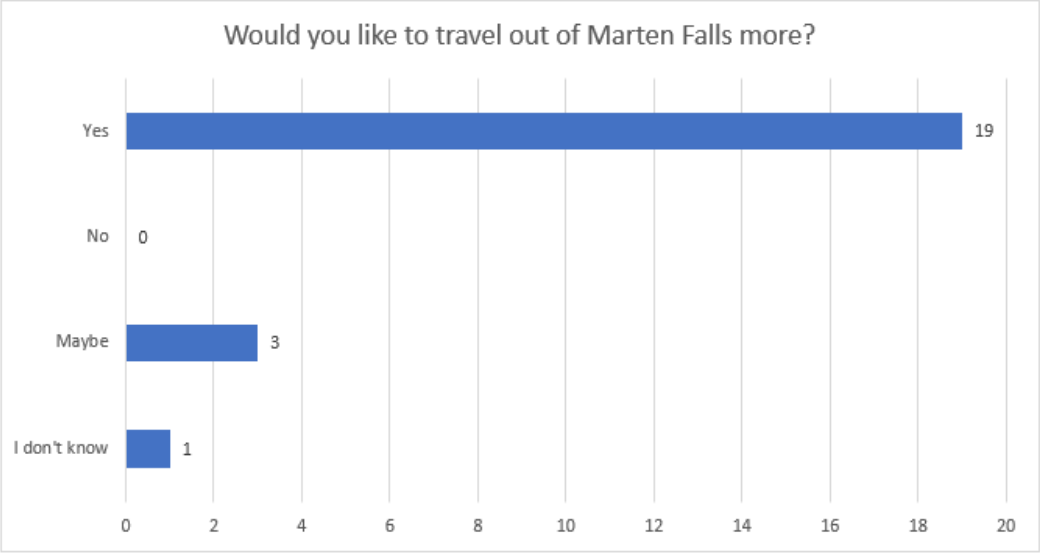


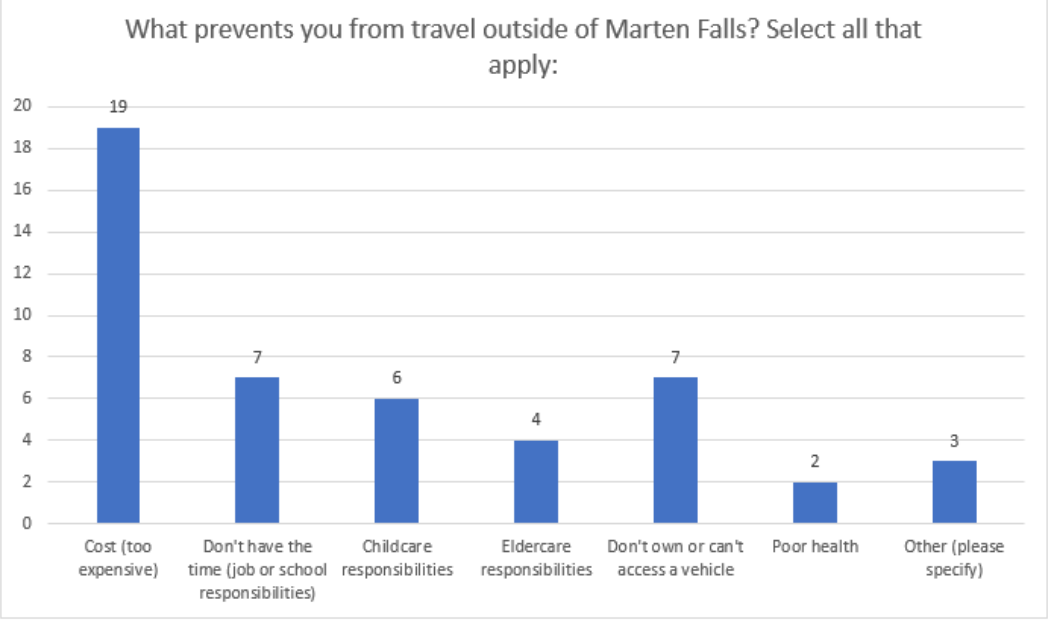
Valid License: Of the 24 community members who participated in the survey, 10 had a license, and 14 did not.

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

Socio-Economic In-Community Survey Results

Leaving the Community: Nineteen (19) out of 23 community members who completed the survey would like to be able to leave Marten Falls more. When asked what prevents them from travelling more, the most common response by far was cost, selected by 19 people.



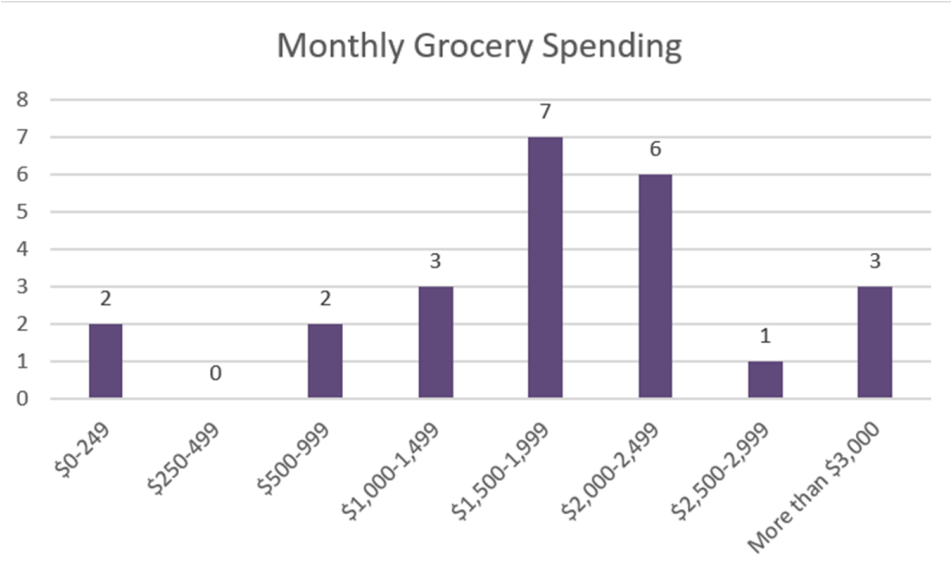


MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

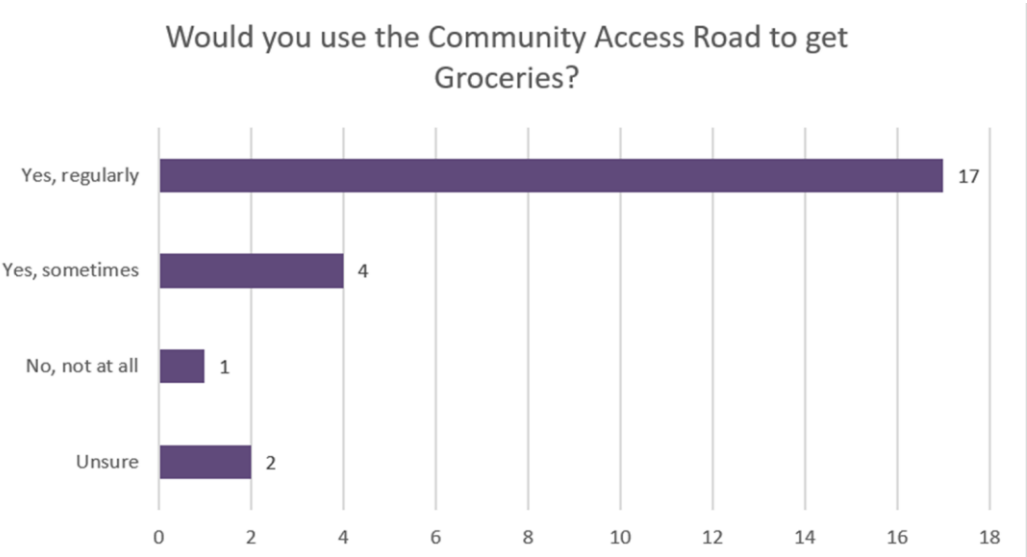
Socio-Economic In-Community Survey Results

Cost of Living

Groceries: There was a wide range of monthly household grocery costs. Twenty (20) out of 24 people said they spend over $1,000 a month, and 10 out of 24 said they spend over $2,000. This range could also represent the differences in household sizes in Marten Falls.



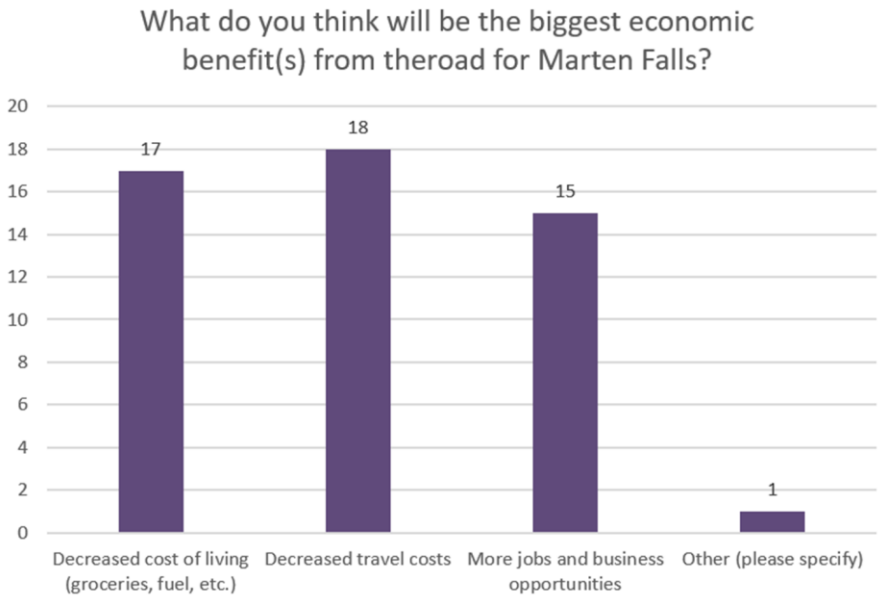
Groceries: Community members were asked if they think they would use the Community Access Road to get groceries. Seventeen (17) out of 24 said yes, regularly, and an additional 4 people said yes, sometimes. Only one person selected no.



MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

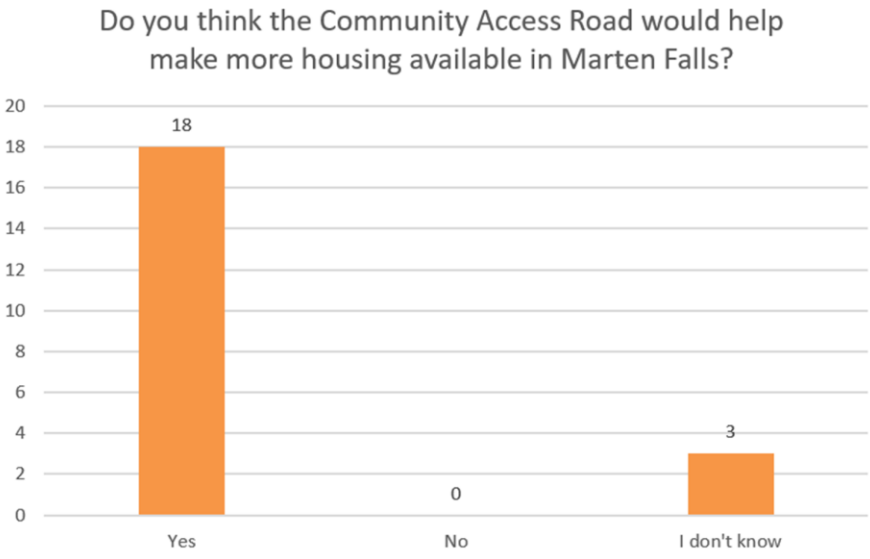
Socio-Economic In-Community Survey Results

Economic Benefits: Community members identified decreased cost of living and decreased travel costs as the biggest economic benefits of the Community Access Road. Many respondents also felt that the Road will bring more jobs and business opportunities.



Housing

Housing Availability: Eighteen (18) out of 21 people said they think the Community Access Road will help make more housing available in Marten Falls. The remaining 3 responses were "I don't know", and no one selected no.

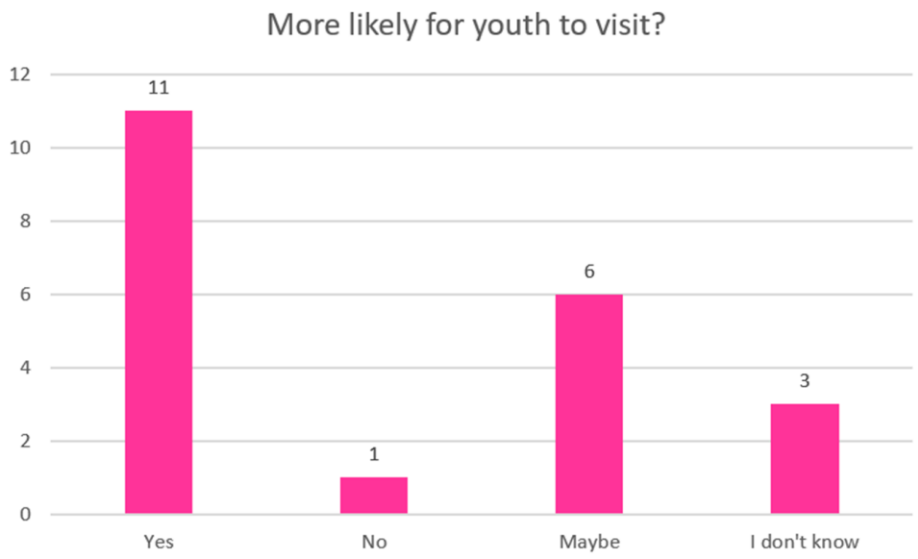


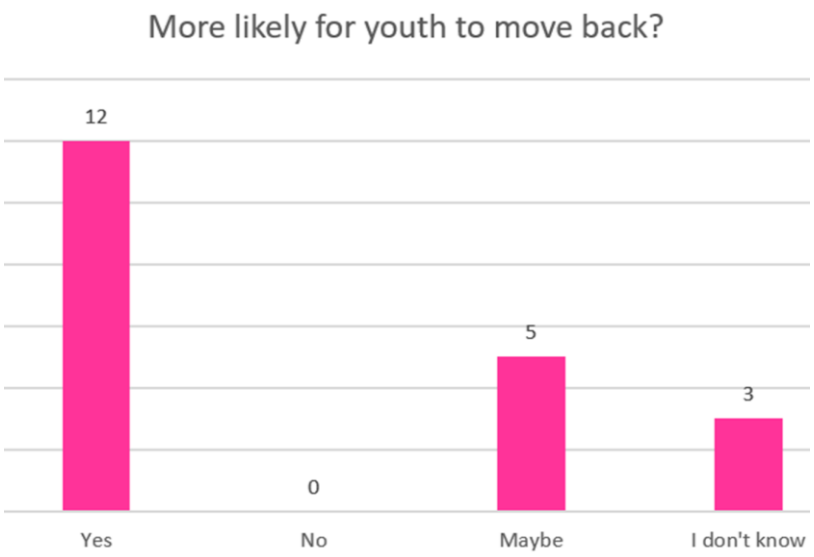
MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

Socio-Economic In-Community Survey Results

Education

Youth Visiting and Coming Back: Survey participants were asked if they think the Community Access Road will make it more likely for youth to visit Marten Falls while they are away for school, and if it will make it more likely for them to eventually move back. Eleven (11) out of 21 people think that yes, the Community Access Road will make it more likely for youth to visit. Similarly, 12 out of 20 people think youth will be more likely to move back once they've finished their education.



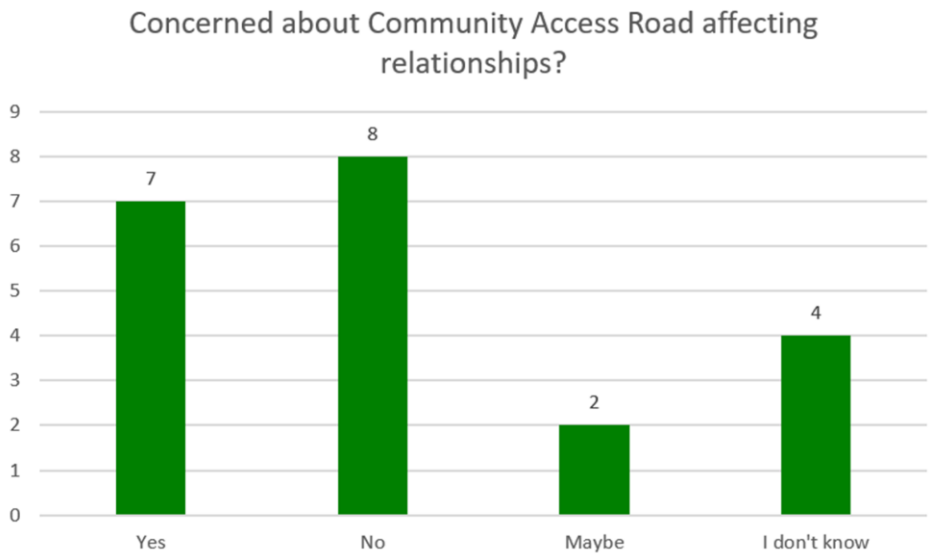


MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

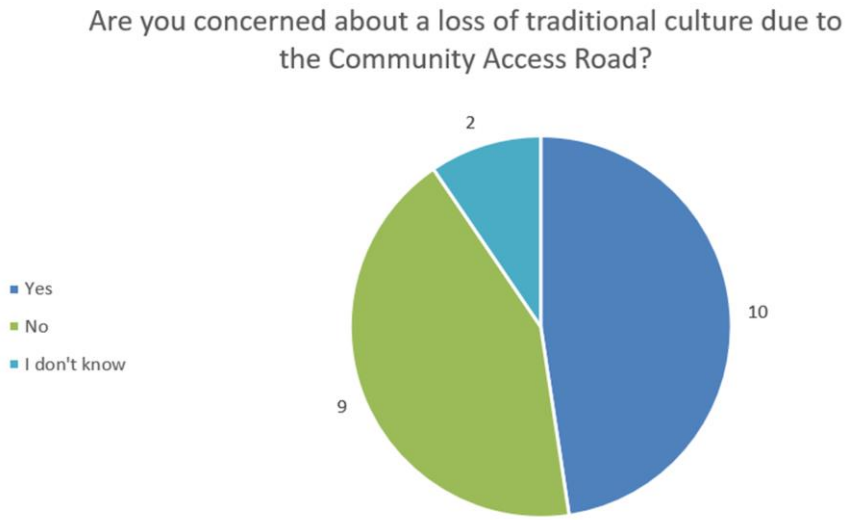
Socio-Economic In-Community Survey Results

Social Cohesion and Culture

Road Impact on Relationships: When asked if they have concerns about the Community Access Road impacting relationships, either in the community or with other communities, responses were mixed. Eight (8) out of 21 people said no, while 7 said yes.



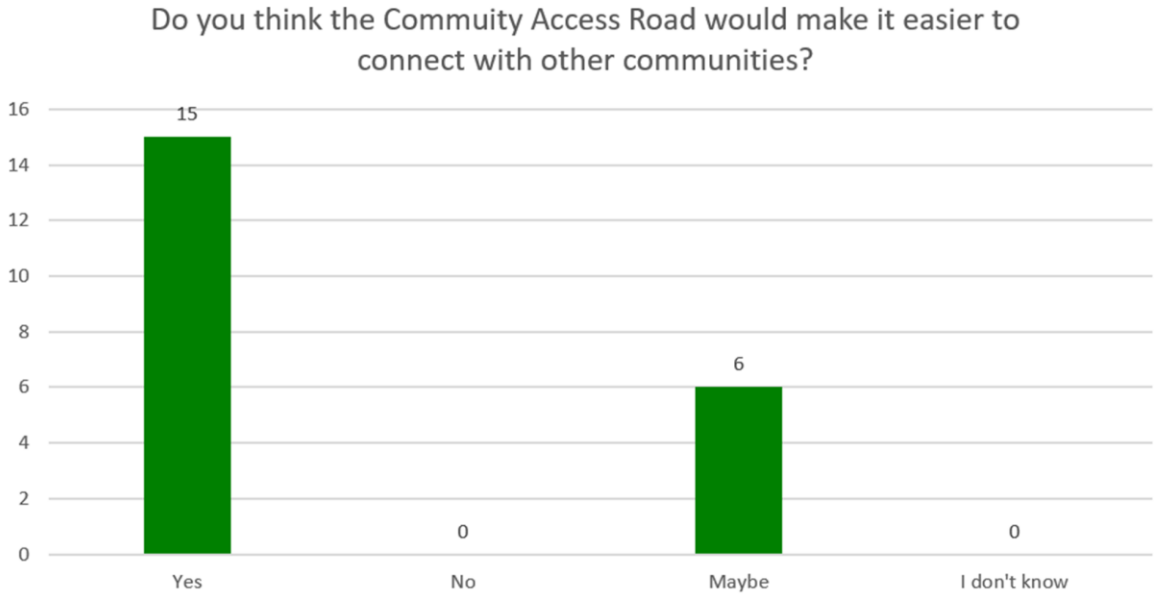
Loss of Traditional Culture: Ten (10) out of 21 survey participants expressed concern that the Community Access Road could lead to a loss of culture, while 9 respondents were not concerned. The remaining 2 selected “I don’t know”.



MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

Socio-Economic In-Community Survey Results

Connections Between Communities: Fifteen (15) out of 21 Marten Falls members think that the Community Access Road will make it easier to connect with other, nearby communities. The remaining 6 respondents selected maybe.



MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

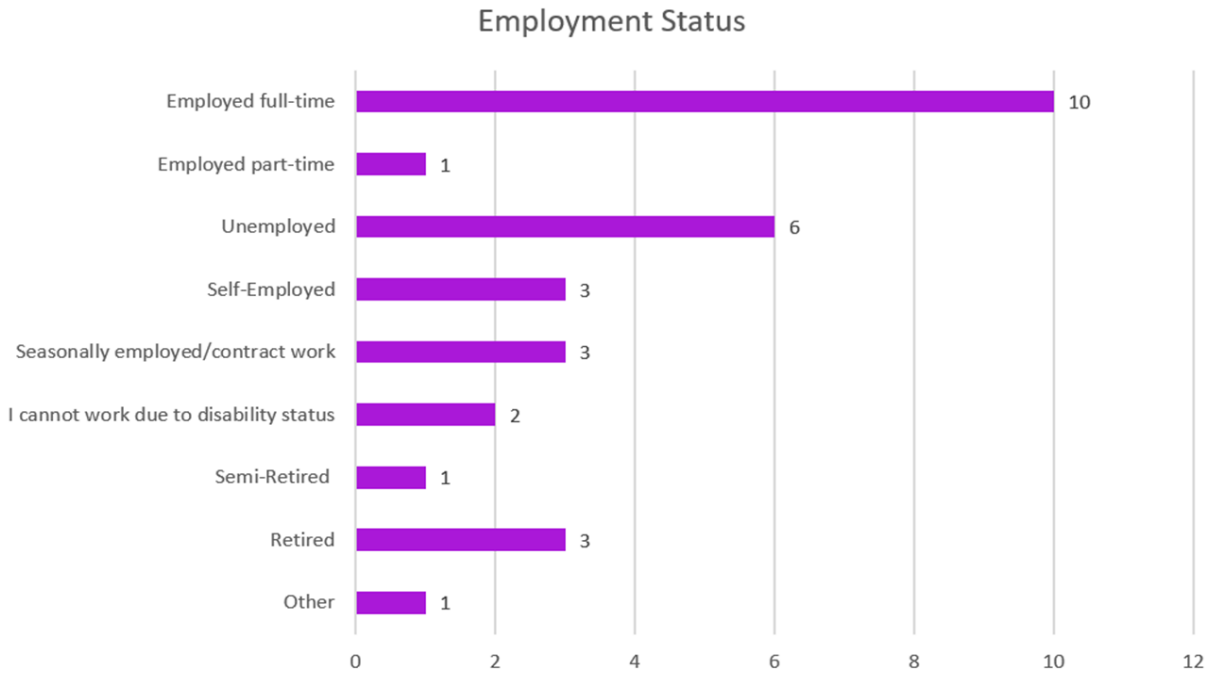
Socio-Economic Off-Reserve Survey Results

In 2023, Marten Falls First Nation (MFFN) off-reserve members were invited to take part in a survey about travel to and from Marten Falls, thoughts they had about Community Access Road, and how the Community Access Road might affect off-reserve members. The survey was available online in addition to being administered once in person in Thunder Bay in October 2023. There were **25 total respondents**. The MFFN off-reserve population is 465 people, however we do not know how many members are aged 15 and over, so determining a response rate was not possible.

The survey included 21 questions, divided into three categories: Demographic Information, Transportation and Mobility, and General. Results that were thought to be of most interest to MFFN off-reserve members are presented below.

Demographics

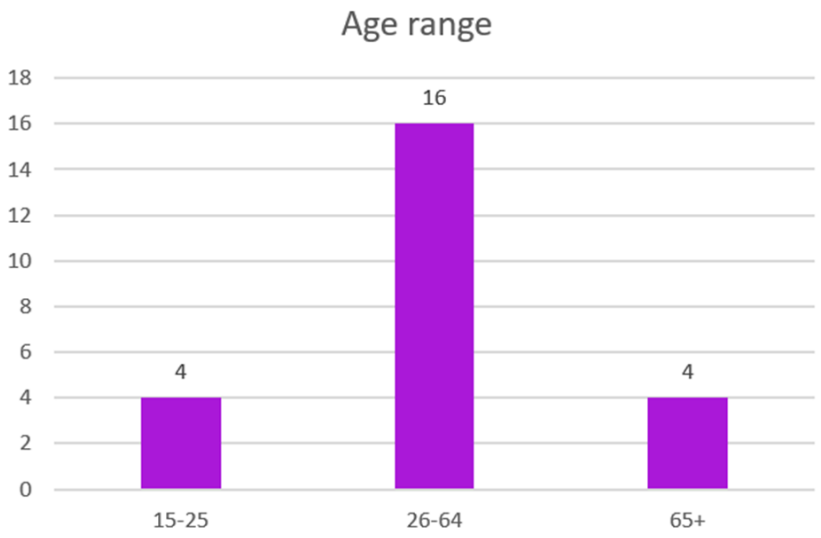
Employment Status: Participants were asked to select their employment status. The most common response was employed full-time, selected by 10 community members. An additional 6 people said they are unemployed, while 3 people are self-employed, seasonally employed, or retired.



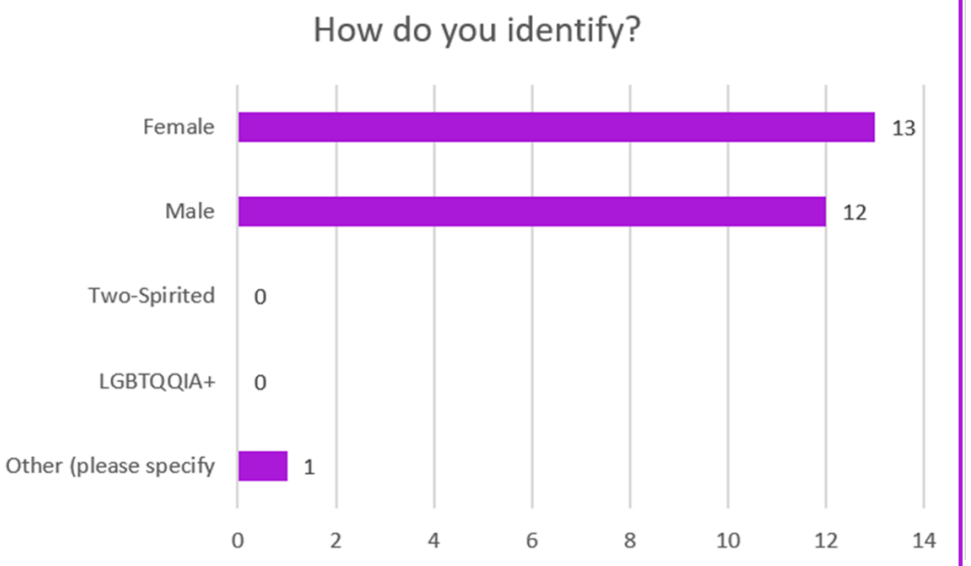
MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

Socio-Economic Off-Reserve Survey Results

Age: Most respondents (16 out of 24) were in the 26-64 age range. Four (4) respondents were 15-25, and 4 were 65+.



Gender Identity: Thirteen (13) out of 25 people identify as female, and the other 12 identify as male. One respondent also selected 'Other', indicating they also identify as 'Kookom'.

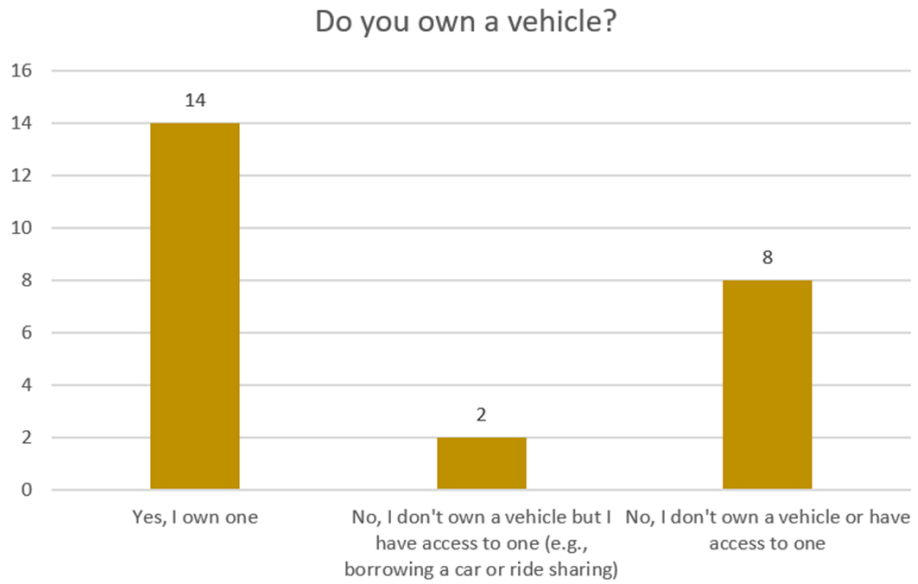


MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

Socio-Economic Off-Reserve Survey Results

Transportation and Mobility

Vehicle Ownership: Survey participants were asked if they own or have access to a vehicle. Fourteen (14) out of 24 people said they own a vehicle, 2 said they have access to one, and 8 said they do not own or have access to a vehicle.

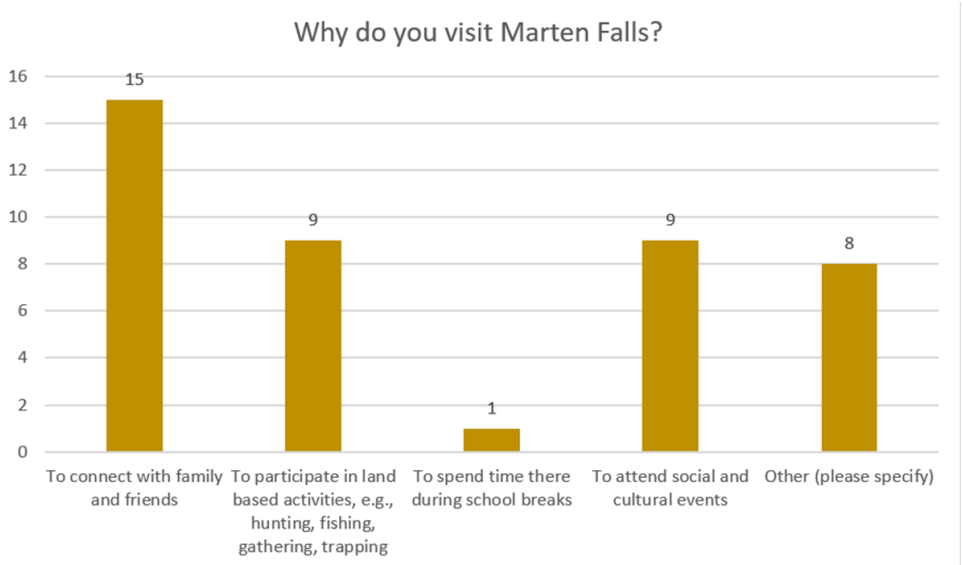


Valid License: Of the 24 community members who participated in the survey, 16 have a license, and 8 do not.

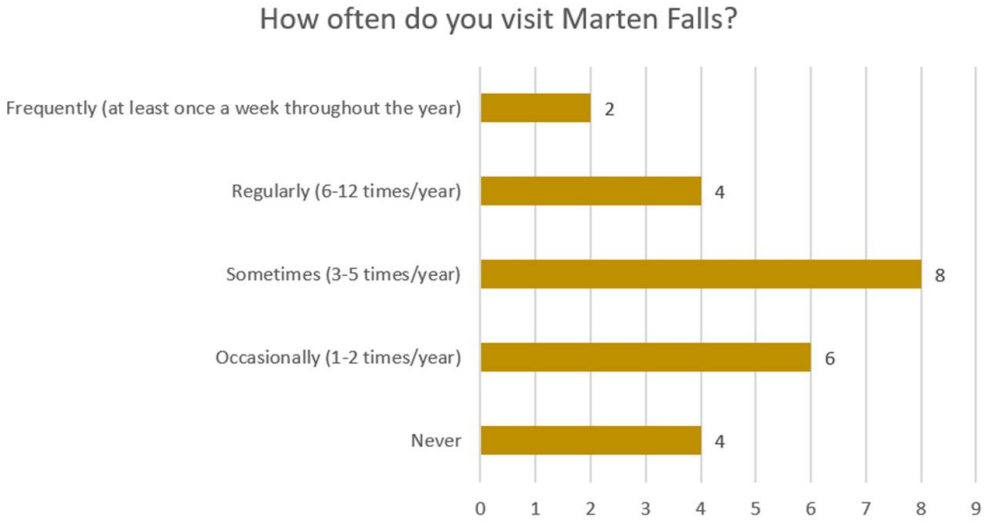
MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

Socio-Economic Off-Reserve Survey Results

Reasons for Travel: The most common reason off-reserve members visit Marten Falls is to connect with family and friends. Attending social and cultural events or participating in land-based activities were also important reasons for visiting. In addition to the options provided, 8 members provided other responses, which included work, or visiting for funerals.



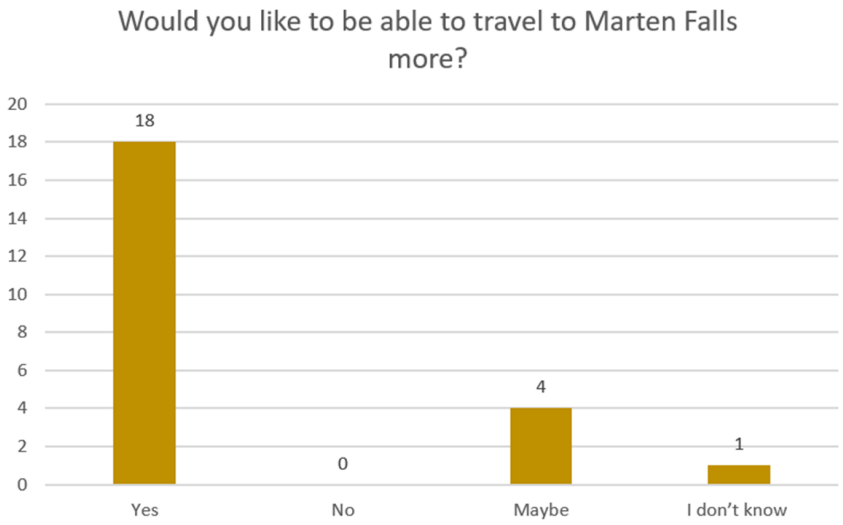
Travel Frequency: Off-reserve members were asked how often they visit Marten Falls. The most common response, selected by 8 out of 24 respondents, was that they visit sometimes, or 3-5 times per year. Six (6) people said they visit only occasionally, or 1-2 times, while 4 people each said that they visit regularly or never. The remaining 2 respondents said they visit frequently, or at least once a week.

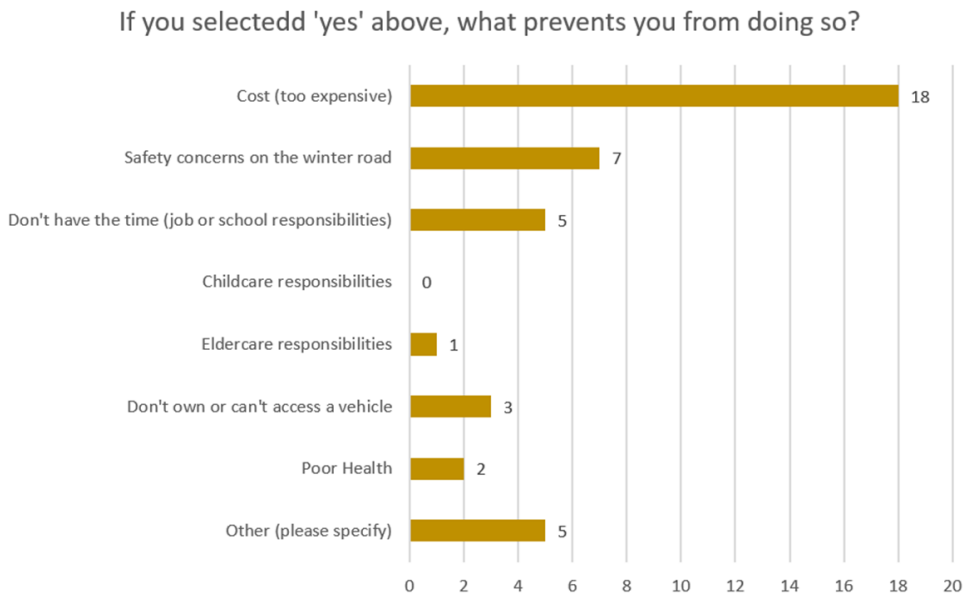


MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

Socio-Economic Off-Reserve Survey Results

Visiting the Community: Eighteen (18) out of 23 off-reserve members who completed the survey would like to be able to visit Marten Falls more. When asked what prevents them from travelling more, the most common response was cost, selected by 18 people.

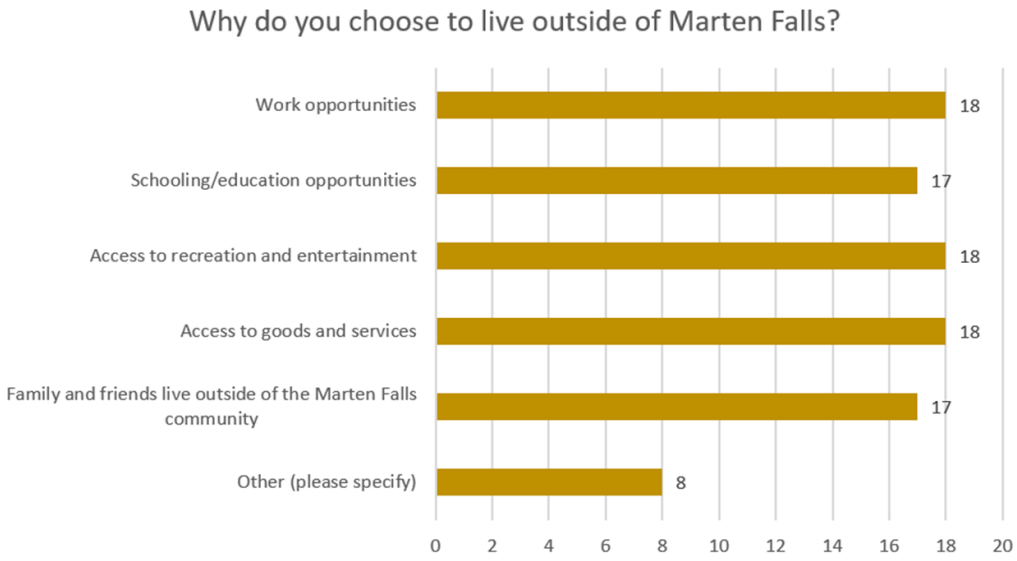




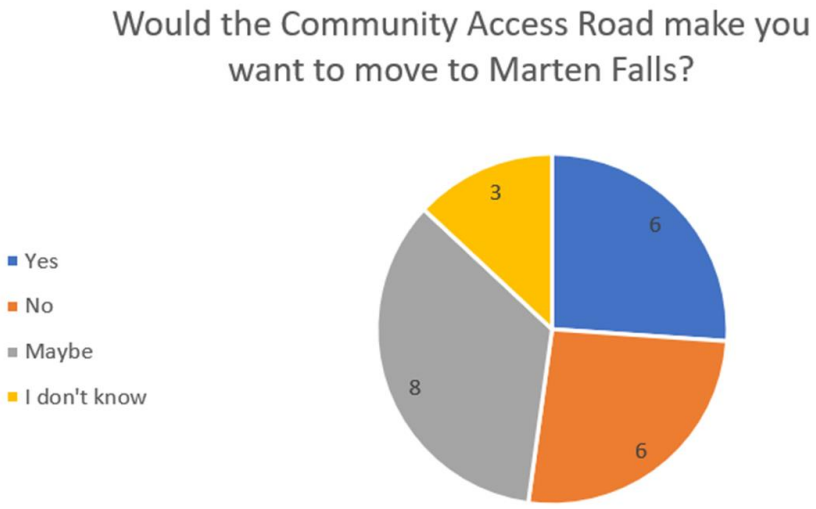
MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

Socio-Economic Off-Reserve Survey Results

Reasons for Living Off-Reserve: Survey participants were asked if they would like a job related to the construction of the Community Access Road. Responses were fairly evenly divided across the options: 9 out of 24 said yes, 6 said no, and 8 said maybe, with one person selecting “I don’t know”.



Community Access Road & Moving: Off-reserve members were asked if the Community Access Road would make them want to move to Marten Falls. Six (6) respondents said yes, and six (6) said no. ‘Maybe’ was the most common response, selected by 8 people. The remaining 3 said ‘I don’t know’.



Marten Falls First Nation Community Access Road
MFFN Community Members-Only Meeting
February 12 and February 19, 2025
Summary Report

This summary report has been prepared to provide an overview of the Marten Falls First Nation (MFFN) community members meetings held in Ogoki and Thunder Bay, Ontario.

Timing and Location

Henry Coaster Memorial School Ogoki, Ontario February 12, 2025 12:30 p.m. – 2:30 p.m.	Valhalla Inn Thunder Bay, Ontario February 19, 2025 6:00 p.m. – 8:00 p.m.

Introduction / Purpose

Two meetings were hosted for MFFN community membership to deliver the Draft Environmental Assessment / Impact Statement (EA / IS). The gatherings provided an opportunity for MFFN Community members to view the Draft EA / IS in person, speak with the Project Team members and ask questions about the process and information available. Attendees were also provided with Assessment Summary Packages that included:

- A letter from Chief Bruce Achneepineskum;
- Executive summary;
- Technical discipline plain language summaries;
- A USB drive with the contents of the Draft EA / IS including the Technical Summaries was also available upon request;
- Maps; and
- Other supporting information.

Format and Attendance

The meeting in Ogoki was structured as an Open House / drop-in session and included lunch and door prizes. The Thunder Bay meeting included a presentation and open discussion period, dinner and door prizes.

Attendance

Approximately **6 individuals** attended the community meeting in Ogoki on February 12, 2024 and **19 individuals** attended the meeting in Thunder Bay on February 19, 2025.

Due to a conflicting event in Ogoki, attendance to the in-community meeting was low. Community members attended briefly but did not stay to engage in discussions. Project Team members shared:

- general information on the CAR;
- the Draft EA / IS process;
- what is included in the Draft EA/IS;
- review timeline; and
- Assessment Summary packages containing Plain Language Summaries to all attendees.

The original plan was for the Project Team to host a meeting in Thunder Bay on February 11 for MFFN members and share with them the release of the Draft EA/IS. However, due to a conflict with the MFFN Annual General Meeting planned on the same day, the Thunder Bay meeting was rescheduled to February 19 with a shorter notification period.

Meeting Materials

The following printed materials were made available to attendees:

- The Draft EA / IS
- Assessment Summary Packages;
- Presentation; and
- Map of the Preferred Route.

The Draft EA / IS and remaining Assessment Summary packages were delivered to various locations following the meeting to provide members with access to the Draft EA / IS for in-person viewing. The locations include:

- Matawa Office: 233 Court Street S., 2nd Floor, Thunder Bay Ontario
- Marten Falls First Nation Band Office, Ogoki Ontario
- Choose Life, 404 Main Street, Unit D, Geraldton Ontario

All engagement materials shared at the community meetings except for the Draft EA / IS are included in **Appendix A**. The Draft EA / IS materials can be downloaded from the project website: https://eais.martenfallsaccessroad.ca/

Highlights of Participant Feedback

Attendees were encouraged to share their questions. Comments and concerns during the meeting presentation and one-on-one. Key themes and items of interest raised by the attendees are included below.

Road Construction, Design and the Preferred Route

There were comments and questions about how the Preferred Route was determined and why the winter road was not followed. The Project Consultant explained that there were four route alternatives under consideration and two were near the existing winter road. From a technical standpoint, those routes were challenging to construct. From a Community standpoint, the Project Team was advised that members did not want a road to come in through MFFN from the south. As a result these two routes were removed. The Project Consultant continued to explain how the Preferred Route recommendation was determined with MFFN Community member feedback and input from Aroland First Nation particularly for Segment 1 and Segment 2.

A community member pointed out on the map (near Segment 1) where they have a trapline and asked what would happen if there were any damage / impacts on it. The Project Consultant explained that they do not currently know who the owner / operator of the road will be and cannot comment on who would be responsible for compensation. However, if there is an impact on traplines, there is a standard process to start a claim, and it would require the trapline holder to prove that there is an impact to the business.

A community member asked who decides where the work camps go. The Project Consultant explained that the locations on the map represent their best educated guess. When proposing camp locations it is important to ensure that camps are close to the areas were construction is taking place, but also in a suitable spot that will have the smallest footprint possible. The camps on the map are proposed and may change as more information comes in and more detailed design work is conducted. The Project Consultant encouraged participants to share information on proposed location they thought were not suitable, as the Project Team wants to hear community members opinions.

Schedule

A community member asked about the next steps and when construction can be expected to start.

The Project Consultant described the general timelines associated with the release of the Draft EA / IS, review period and release of the Final EA / IS. They also expressed the hope that comments and feedback will be received during the 120-day review process to inform the Final EA / IS. The Final EA / IS will be submitted to the provincial and federal governments where they will have a year to issue their decision on whether the Community Access Road can proceed. MFFN will also need to ask for other permits (like those related to quarries and aggregate sites), conduct a detailed design and get tender packages out for construction companies. It could be 2-3 years before there are shovels in the ground. As detailed design unfolds, there is work that can get started once approvals are in place. This includes clearing and grubbing and there are decisions for the Community to consider, for example options around burning or salvaging cleared materials for household fuel and the potential for timber / sawmill operations.

The key next steps for the Community Access Road: submit application for remaining approvals, obtaining approvals, detailed design, clearing and grubbing work, quarry and aggregate sites and road and bridge construction.

Consultation

A community member asked about the impact feedback from other Indigenous Communities have on the Community Access Road.

The Project consultant explained that they hope to be able to hear from the 22 Indigenous Communities during the Draft EA / IS Review period and address their questions and concerns. The intent is to address many of those concerns through the Draft EA / IS and the proposed mitigation measures and that any leftover or residual effects can be managed during the long-term use of the road. The commitments made during this process will still be honoured even if MFFN is not the entity responsible for maintaining the road.

Next Steps

The next few months will be focused on receiving comments and feedback on the Draft EA / IS, of which MFFN members will have 120-days to review. Public Information Centre #6 will be planned for early spring and held in both Thunder Bay and Geraldton, Ontario expected in early 2025.

**Post meeting note: during the Thunder Bay session, the Draft EA / IS schedule presented showed an incorrect date for the Final EA / IS as Winter 2025. The date for the Final submission of the EA / IS is expected mid-late 2026.*

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

February 2025 Meetings

Join us for a meeting on the Community Access Road!

What's Happening?

The MFFN Community Access Road Project Team is hosting an open house to review the Draft Environmental Assessment / Impact Statement for the MFFN Community Access Road before the official release.

Thunder Bay Session
Tuesday, February 11, 2025

Italian Cultural Centre
132 Algoma St S,
Thunder Bay, ON P7B3B8

5:00 to 8:00 p.m.

Dinner served at 6:00 p.m.

In-Community Session
Wednesday, February 12, 2025

Henry Coaster Memorial School - Gymnasium
Marten Falls First Nation, ON

12:30 to 2:30 p.m.

Lunch served at 1:00 p.m.

The meeting is open to all Marten Falls First Nation community members!

Let's gather for a meal and celebrate this significant milestone for the Community. Door prizes will also be available.

Please reach out if you have any questions. We look forward to seeing you!

Contact Information

Phone: [redacted] **Email:** info@martenfallsaccessroad.ca
Web: http.www.martenfallsaccessroad.ca
Follow us on Facebook: facebook.com/MFFNCommunityAccessRoadProject

Community Access Road: Update on the Draft EA / IS

MFFN Annual General Meeting

February 11, 2025 - Thunder Bay, Ontario

MARTEN FALLS FIRST NATION
ALL SEASON COMMUNITY ACCESS ROAD

For Discussion Today

- What to expect with the Draft Environmental Assessment / Impact Statement
- What is the review schedule
- How to view the Draft Environmental Assessment / Impact Statement
- What are the next steps

Draft Environmental Assessment / Impact Statement Review

Are you ready? The Draft EA / IS is a VERY large document (between 1,500 – 2,000 pages) plus thousands of pages of supporting documents.

Indigenous communities have early access to the Draft EA / IS with a review period of 120 days.

What is in the Draft Environmental Assessment / Impact Statement?

The Technical Supporting Documents available in the Draft Environmental Assessment / Impact Statement include:

Land
- Physiography, Terrain & Soils and Vegetation;
- Ungulates; and
- Wildlife and Birds.

Water
- Fish & Fish Habitat;
- Groundwater and Surface Water; and
- Peatlands.

People
- Acoustic, Air and Greenhouse Gases
- Archaeology and Cultural Heritage
- Climate Change Adaptation; and
- Visual & Land and Resource Use.

MARTEN FALLS FIRST NATION
ALL SEASON COMMUNITY ACCESS ROAD

How can I see the Draft EA / IS?

In-person viewing locations:

Thunder Bay: Matawa First Nations
233 Court St South
Mon-Fri: 8:30a.m. to 4:30p.m.

In-Community: MFFN Band Office
Ogoki, ON

View it online after February 18 here:
https://eais.martenfallsaccessroad.ca/

MARTEN FALLS FIRST NATION
ALL SEASON COMMUNITY ACCESS ROAD

Next Steps

- Draft EA / IS Review Period for Indigenous Communities (120-days)
- Public Information Centre #6 in Thunder Bay and Geraldton (Spring 2025)
- Final EA / IS will be submitted in the Fall / Winter

MARTEN FALLS FIRST NATION
ALL SEASON COMMUNITY ACCESS ROAD

The MFFN CAR Project Team is here to help in your review!

Email us at info@martenfallsaccessroad.ca or

call us at [redacted]

Visit our website:
https://www.martenfallsaccessroad.ca/

Community Access Road

MFFN Member Update

February 19 2025 (Thunder Bay, Ontario)

MARTEN FALLS FIRST NATION
ALL SEASON COMMUNITY ACCESS ROAD

Project Team

Bob Baxter
MFFN Councillor and Senior Community Member Advisor

Lawrence Baxter
Senior Community Member Advisor

Rowena Moonias
MFFN Community Coordinator

MARTEN FALLS FIRST NATION
ALL SEASON COMMUNITY ACCESS ROAD

Project Team

Qasim Saddique
Project Director

Jennifer Bruin
Technical Advisor

Ingrid Trimble
Environmental Assessment

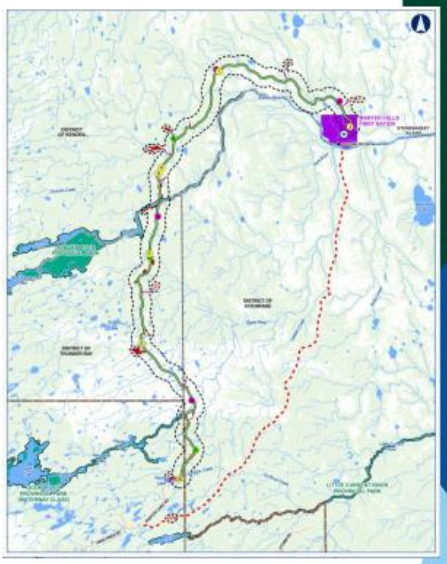
MARTEN FALLS FIRST NATION
ALL SEASON COMMUNITY ACCESS ROAD

For Discussion Today

- Project Overview
- The Preferred Route
- What to expect with the Draft Environmental Assessment / Impact Statement
- Valued Components and Studies
- We want to hear from you!
- Next Steps

The Community Access Road

- Marten Falls First Nation has a winter access road but it's not reliable and makes transportation of goods and people difficult. An all-season road that connects to the existing provincial highway network is needed to improve the well-being of the community.



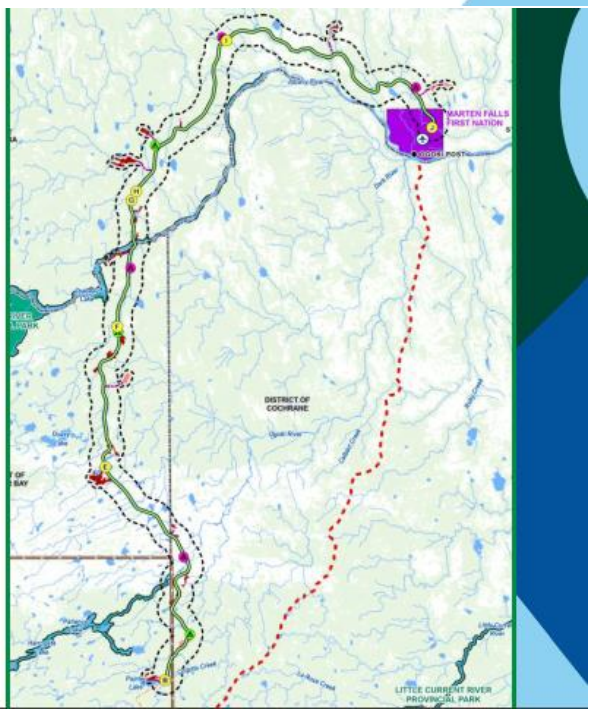
Components of the Community Access Road:

- Approximately 190 km of a two-lane gravel road;
- Quarries, borrow areas and aggregate sources;
- Bridges for river and stream crossings; and
- Temporary construction access roads, work areas and camps

MARTEN FALLS FIRST NATION
ALL SEASON COMMUNITY ACCESS ROAD

Preferred Route

- After many years of technical studies and considering feedback from Marten Falls First Nation, and other communities we are engaging, a preliminary route recommendation was made.
- Chief and Council passed a Band Council Resolution to confirm this Preferred Route recommendation on August 26, 2024.



MARTEN FALLS FIRST NATION
ALL SEASON COMMUNITY ACCESS ROAD

Environmental Assessment / Impact Assessment Process

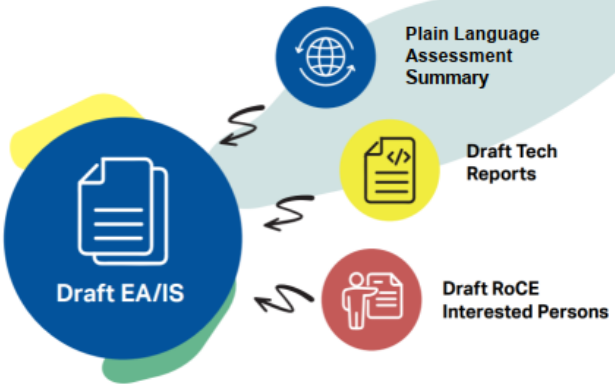
- We are conducting a coordinated provincial Environmental Assessment and federal Impact Assessment.
- This involves many years of planning, technical studies, data collection, meetings and interviews. We are now ready for the next phase—the release of the Draft Environmental Assessment / Impact Statement (EA / IS)

Draft EA / IS Review Process

Are you ready? The Draft EA / IS is a large document (approximately 500 - 1000 pages) which also includes thousands of pages of supporting documents.

We are here to help in your review!

Indigenous communities have early access to the Draft EA / IS with a review period of 120 days.



MARTEN FALLS FIRST NATION
ALL SEASON COMMUNITY ACCESS ROAD

Getting Ready for the Draft EA / IS Report

- The Draft EA contains the results of our field programs that have been conducted between 2019 and 2023.

  In addition to potential effects and mitigations for direct effects, it will also look at potential cumulative effects with other projects in the region.

What is in the Draft Environmental Assessment / Impact Statement?

The Technical Supporting Documents available in the Draft Environmental Assessment / Impact Statement include:

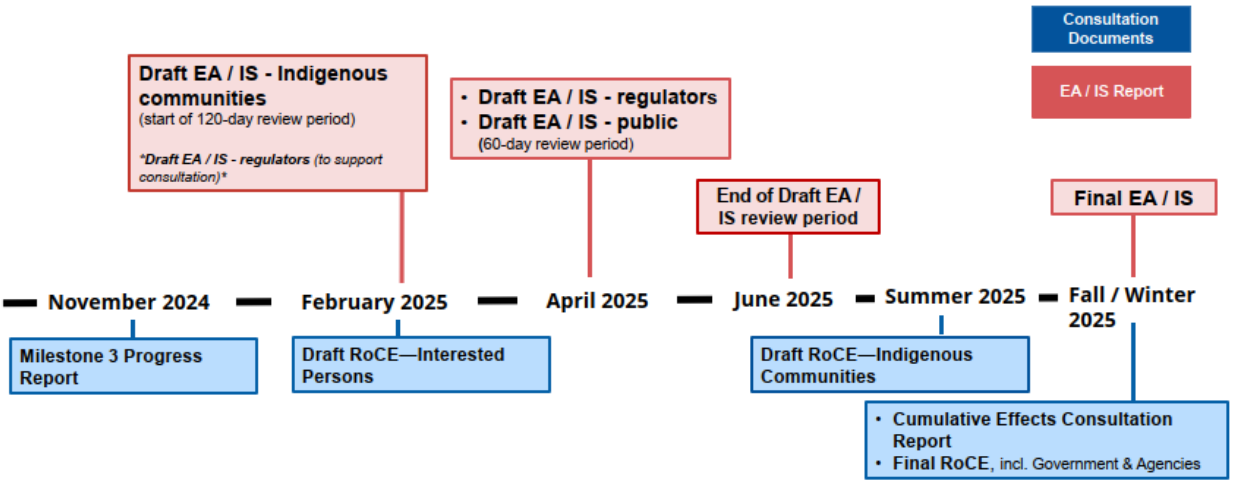
Land
- Physiography, Terrain & Soils and Vegetation;
- Ungulates; and
- Wildlife and Birds.

Water
- Fish & Fish Habitat;
- Groundwater and Surface Water; and
- Peatlands.

People
- Acoustic, Air and Greenhouse Gases
- Archaeology and Cultural Heritage
- Climate Change Adaptation; and
- Visual & Land and Resource Use.

MARTEN FALLS FIRST NATION
ALL SEASON COMMUNITY ACCESS ROAD

Draft Environmental Assessment / Impact Statement Schedule



MARTEN FALLS FIRST NATION
ALL SEASON COMMUNITY ACCESS ROAD

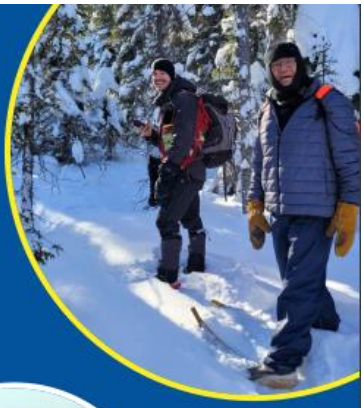
We want to hear from you today

MFFN Members have provided feedback and asked questions about:

- The Preferred Route
- The Environmental Assessment / Impact Assessment Processes
- Field studies and results
- Construction and operations of the road
- How the road will impact life in Marten Falls

MARTEN FALLS FIRST NATION
ALL SEASON COMMUNITY ACCESS ROAD

How can I see the Draft EA / IS?



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233 Court St South
Mon-Fri: 8:30a.m. to 4:30p.m.

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Ogoki, ON

View it online after February 18 here:
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MARTEN FALLS FIRST NATION
ALL SEASON COMMUNITY ACCESS ROAD

Next Steps

- Draft EA / IS Review Period for Indigenous Communities (120-days)
- Public Information Centre #6 in Geraldton and Thunder Bay (Spring 2025)
- Final EA / IS will be submitted in the Fall / Winter

MARTEN FALLS FIRST NATION
ALL SEASON COMMUNITY ACCESS ROAD

Contact Us

Email: info@martenfallsaccessroad.ca

Phone: [redacted]

Website: https://www.martenfallsaccessroad.ca/

Marten Falls First Nation Community Access Road
MFFN Community Members Only Meeting
(Associated with Public Information Centre #6)
May 27 and May 28, 2025
Summary Report

This summary report has been prepared to provide an overview of the materials presented and feedback gathered at the Marten Falls First Nation (MFFN) community members meetings on May 27, 2025 in Thunder Bay and on May 28, 2025 in Marten Falls.

Timing and Location

Italian Club
Thunder Bay, ON
May 27, 2025
5:00 p.m. to 8:00 p.m.

Henry Coaster Memorial School – Gymnasium
Marten Falls First Nation, ON
May 28, 2025
12:00 p.m. to 2:00 p.m.

Purpose

This meeting was planned for MFFN community members only. The content presented was related to Public Information Centre (PIC) #6 for the Draft Environmental Assessment / Impact Statement (EA / IS) of the MFFN Community Access Road. The purpose of the meetings was to provide updates on:

- The purpose of the Draft EA / IS;
- What we have heard so far on the Draft EA / IS;
- How the Community Access Road will affect community well-being for Marten Falls and nearby communities;
- The Cumulative Effects Assessment process and Project Inclusions List considered in the Draft EA / IS;
- The opportunity to participate in a bridge / culverts navigability exercise;
- The opportunity to participate in the Country Foods Program; and
- How to provide input on the Draft EA / IS and upcoming activities.

Notices and Promotion

A formal invitation and poster were issued to MFFN Chief, Councilors and MFFN community members on May 21, 2025 via email with a reminder email sent on May 27, 2025. The MFFN Community

Coordinator helped facilitate the posting of the meeting notice in the MFFN Band Office, Health Centre and on the MFFN private Facebook group.

The notices advertised that there would be complimentary transportation to the Thunder Bay meeting upon request, and meals would be served and door prizes offered.

See **Appendix A** for notice posters and **Appendix B** for notices including social media and e-mails.

Format

The MFFN community meetings included a presentation with an informal Q&A session, followed by an open house period where MFFN community members could review maps and discuss and provide feedback to the MFFN Community Access Road Project Team, including Senior Community Member Advisors and Consultants. Chief Bruce Achneepineskum attended the meeting held in Marten Falls and provided opening remarks. The MFFN Community Access Road Project Team were available to guide attendees through the materials, answer questions and have one-on-one discussions.

The following printed materials were made available to MFFN community members:

- The presentation slide deck;
- Open house display boards;
- Frequently Asked Questions – Draft EA / IS;
- Draft EA / IS Executive Summary (English, Oji-Cree, and Ojibway);
- 11 plain language summaries (English, Oji-Cree, and Ojibway) including:
  - Archeology and Cultural Heritage
  - Climate Change Adaptation
  - Community Well-Being
  - Fish and Fish Habitat
  - Groundwater and Surface Water
  - Acoustics (Noise and Vibration)
  - Peatlands
  - Physiography, Terrain, and Soils and Vegetation
  - Ungulates
  - Visual Environment and Land and Resource Use
  - Wildlife and Birds
- Cumulative Effects information sheet;
- Community Well-Being Economics information sheet;
- Socio-Community Effects and Mitigations information sheet;
- Feedback form; and

- Maps of: Preferred Route, in-community forestry road, tourism outfitter locations, Project Inclusions List (cumulative effects), water crossings and tissue sampling area.

All engagement materials shared are included in **Appendix C**; maps are included in **Appendix D** (maps with confidential information are not included in the appendix).

In addition to the presentation and display boards, there were additional opportunities for the Community Well-Being Teams to engage with Marten Falls community members through the Country Foods Program, a Story Beads Exercise and the Water Sampling Program.

Country Foods Program

The Community Well-Being Teams conducted a Country Foods Program where community members provided samples of foods that are hunted, fished, or gathered from the land and water, including fish, wild plants, and animals to assess existing contaminant levels in traditional food species commonly harvested and consumed in the community. The collected samples included moose meat, beaver meat, pickerel / walleye, goose meat and wild blueberries. In total, 17 samples were collected.

These samples will help the Community Well-Being Team understand which contaminants may currently be present in local foods. This information will serve as a baseline before the Community Access Road is built, allowing MFFN to track any potential impacts over time.

Advertisements for the program were carried out via email outreach, a post on the private Facebook group and posters placed in the community. Many participants learned about the program upon attending the meeting and were able to retrieve and provide samples within the meeting timeframe.

The samples are currently being tested. Once the results of the program are received, they will be shared with the community.

Story Beads Exercise

The Story Beads exercise was intended to create space for intergenerational dialogue and shared storytelling using beadwork as a metaphor. Participants were offered a variety of colored beads, each representing a theme (e.g., green = land, blue = water, yellow = food, purple = youth, red = healing, black = challenges, white = hope). Participants were asked to select 3–5 beads and string them onto a cord or safety pin and share the story or memory behind their choices — either by writing it down, drawing, or sharing with a facilitator. MFFN members shared stories and their hopes and concerns around the Community Access Road including increased access to food and reduced cost of living and concerns about outsider access and substance abuse.

Water Sampling Program

A team of two along with a MFFN community member visited various sites in the community to retrieve water samples. Water samples were taken from the Albany River near the water treatment plant and at the dock where people are known to swim. The MFFN community member recommended sampling sites based on where members are known to swim or collect water for drinking.

The results of the water sampling are currently being analyzed. Once the results of the program are received, they will be shared with the community.

Attendance

The MFFN members only meetings were well-attended in both Thunder Bay and Ogoki. Approximately **45 community members** signed in to the meeting in Thunder Bay on May 27, 2025. Not all attendees chose to sign in including a high number of youth. Therefore the attendance for the meeting was closer to 65 people. Additionally, due to a miscommunication regarding the date and time of the Aroland First Nation community members only meeting (scheduled for May 28), members of Aroland First Nation attended the MFFN May 27, 2025 meeting as well. Therefore the number of MFFN and Aroland First Nation community members who signed in were approximately 11 and 20, respectively. The remaining attendees who signed in did not specify their community affiliation.

Approximately **22 community members** attended the meeting in Ogoki on May 28, 2025.

Highlights of Participant Feedback

Attendees were encouraged to share their feedback, concerns and pose questions throughout the meeting or provide them in-writing using the available feedback form. Comments, questions or concerns from the meetings are included in this summary report. Key themes / items of interest raised by attendees are included below. Note that all questions are labeled with a 'Q', comments with a 'C' and answers with an 'A'. Questions were answered by MFFN Community Advisors, Project Team members and Consultants (Project Team). Please note that these meeting notes only include comments and questions from MFFN members.

Access

C: Multiple community members expressed concerns about increased access that the Community Access Road will provide. Community members highlighted concerns related to the impact on hunting and fishing specifically from outsiders.

A: It was noted there are ongoing conversations between MFFN and the province on how to control access on the Community Access Road. Discussions included the potential for closing the Community Access Road, having a gate, controlling access and checkpoints.

Q: A community member noted that the winter road has no restrictions on who uses it. The community member inquired what the plan was for the Community Access Road in this regard.
A: There are ongoing conversations between MFFN and the province regarding access.

Community Well-Being: Economics

Q: A community member inquired about how to get involved in the construction of the Community Access Road. They mentioned they are an equipment operator and expressed interest in job opportunities.
A: The Project Team member noted that, information on employment opportunities will be provided to Marten Falls First Nation and Aroland First Nation, as well as other Indigenous communities in advance to provide time to obtain the necessary training. It was noted that jobs created by the Community Access Road would include direct and indirect employment opportunities.

C: Community members noted a desire for training programs, support programs for mental health and alcohol and drug addiction.
A: The comment was noted and training and job opportunities related to the Community Access Road were discussed.

C: Community members shared excitement about the potential jobs from the road construction and requested that information be shared with the community when we know what will be available.
A: The Community Access Road will create a number of direct and indirect jobs, and will seek to provide job readiness programs and trainings, as well as working with local employment and training services. Hiring will be prioritized for Marten Falls First Nation and Aroland First Nation members, as well as other Indigenous community members.

C: Community members expressed their support for the Community Access Road since it will facilitate transportation of goods and materials.

C: A community member noted that young people are not aware of what is being proposed as part of the Community Access Road, and that they should be part of the discussion.
A: The Project Team member agreed and shared efforts to engage with youth more and also asked for recommendations on ways to improve youth-engagement.

Community Well-Being: Food Sampling Program

C: A community member noted their experience hunting and fishing in the region, and how it had become more difficult. It was highlighted that there are barriers to participation, mainly the number of animals that are available, and the costs associated with being out on the land (e.g. owning a boat or paying for gas). It was also noted that the youth are becoming less interested in the traditional ways. However, recently, the school had a program where they taught youth how to clean and harvest goose

that was well-attended.
A: The comment was noted and discussed how working with the school and Elders could be a good way to increase interest and participation among youth.

C: Community members expressed interest in both sampling programs and noted they would like to know the results. They noted they would like to continue monitoring. It was recommended we prepare a handout for people to see the results and consider having something on the website.
A: The results of the Water Sampling and Country Foods Program will be shared with community members once data is received and analyzed.

C: It was noted that not many people eat beaver these days, since trapping is becoming less common. However a few families still engage in it.

C: A community member noted they were interested in the results of the goose sampling. Currently, goose is not eaten since they come from down south which they do not trust.

C: A community member inquired if smoke from forest fires would impact the baseline of samples.
A: The Project Team member noted that air quality monitoring was conducted over several seasons. In 2021, when forest fires were active, air quality monitoring showed two instances where one of the main pollutants of forest fire smoke (PM10) went above the limit. The fact that there were fires in that sampling season would be noted in the existing condition studies.

Community Well-Being: Safety

C: Concerns about the outcomes of the Community Access Road related to its impact on the land, increase in access to drugs and alcohol, and safety of women and girls were raised.
A: It was noted there are ongoing conversations between MFFN and the province on how to control access on the Community Access Road. Discussions included the potential for closing the Community Access Road, having a gate, controlling access and checkpoints.

C: A community member relayed their experience working with construction crews that were outwardly racist to their family members. They have concerns about what impact outsiders will have on the community.
A: Mitigation measures were shared, including having healers / Elders in the work camps and zero tolerance policies for racism. Cultural awareness training and having a community-based escalation processes were discussed.

C: A community member noted the importance of having anonymous reporting mechanisms, since many community members are worried about potential implications from Chief and Council, for

instance being fired.
A: The recommendation was noted.

Construction

C: A community member raised concerns on how construction camps will be managed. Concerns included environmental impacts, background checks and outsiders accessing the community.
A: It was noted that Environmental Protection Plans must be prepared by construction companies to be awarded work. Examples of mitigation measures were provided such as garbage bins to prevent bears from being attracted to camps and rules that construction workers staying in camps will not be allowed to hunt or fish.

C: Several community members noted concerns relating to the construction contracts, specifically, the quality of the work. It was noted that there has been poor quality work completed previously in the community. Examples were provided of recent experience with housing contractors.

Q: A community member asked if the number and location of construction camps is confirmed.
A: It was noted that the construction camps shown on maps are a current best estimate based on where bedrock and aggregate sites are located. However, camp locations could still change.

C: Concerns were raised about labour and costs, specifically how these can escalate and the potential for corruption.

C: It was noted that there are three lakes south of a bedrock deposit where the community is planning to build youth camps. It was suggested that engineering should avoid clearing activities that could impact this area.
A: The area was reviewed with the community member and the Project Team member confirmed that the aggregate site is over 2 kilometers from the lakes where the youth centres are planned to be located.

Consultation and Engagement

C: An individual was upset about the Community Access Road. They felt like they were intentionally not provided with information about the Community Access Road from Chief and Council and not given enough notice about community meetings.
A: The Project Team member advised the community member that their team was responsible for meeting outreach and that notification for meetings was communicated via email, postings on the MFFN Facebook group, other social media posts and physical posters installed at the school, the food store and health centre. The Project Team member asked if there were other ways to share news about upcoming meetings with community members.

C: The individual noted that email is not always reliable (e.g. emails go to spam folder and Elders do not have email accounts) and requested that physical meeting invites dropped off door-to-door would be preferred.
Examples were provided of recent experience with housing contractors.
A: The Project Team member will take the recommendation back and look into how door-to-door notices can be provided for future meetings.

C: Community members noted that viewing maps should include the names of creeks and streams for legibility, including Marten Falls (the actual falls) and Wabassi Lake. A note that Calbert Creek was shown in the wrong location.
A: The Project Team member noted the comments and will request maps to be updated.

C: Some individuals were confused between the Northern Road Link, Webequie Supply Road and Community Access Road. It was noted the Community Access Road should consider bringing maps showing the three road projects for clarification.
A: The recommendation was noted.

C: Community members noted that the band office is not open regularly. For this reason, community members do not have access to the Draft EA / IS. A contact was provided with the suggestion to have the Draft EA / IS available for review at the nursing station.

Q: An individual inquired about the timelines for the Community Access Road.
A: It was noted that the review of the EA / IS could take another two years, and that construction will take approximately five years.

Cultural Heritage

C: Community members indicated that clear areas near where larger bodies of water meet and where streams narrow are preferred for burial sites.
A: The Project Team member acknowledged the comment and discussed how Indigenous Knowledge and feedback from MFFN community members informed engineering particularly when selected a preferred route. It was noted that the community feedback outweighed the engineering and cost considerations.

In-Community Road

C: Community members expressed interest in sharing and reviewing community values related to the in-community road currently being considered for upgrades. The discussion included consideration of the road's location in relation to the graveyard and sweat lodges.

C: A community member shared that the in-community road is sometimes referred to as “Lovers Lane” or “Dolly Parton Road”.

C: Community members had discussions on the location of graveyard relative to the in-community road.
A: A map was used to help orient community members and assist with the conversation.

Q: An individual inquired how the route into the community was chosen.
A: It was noted that a route has not been chosen and that conversations with the Community are ongoing.

C: Community members expressed support for the in-community road. They indicated that they were pleased that the route followed the existing disturbance. They appreciate that the design was aiming to lower the speed at which vehicles could drive as they approached the Community. Some members indicated that upgrading the in-community road within the community would allow them access to the cemetery in the winter.

C: A community member noted that the in-community road is on good high ground.

Other

Q: An individual inquired about Bill 5 and the impacts on the Community Access Road.
A: There will be no change to the Community Access Road as planning for it started a long time ago.

Next Steps

The Draft EA / IS is available online. Feedback from community members was welcomed between February 18, 2025 and until the end of the review period on June 23, 2025. Community input during this time will help shape the Final EA / IS, targeted for release in 2026. Upcoming engagement opportunities were shared including a webinar on Land and Resource Use scheduled for Thursday, June 5, 2025.

MARTEN FALLS FIRST NATION
ALL SEASON COMMUNITY ACCESS ROAD

Marten Falls First Nation Community Meetings

Community Access Road Draft Environmental Assessment / Impact Statement

Marten Fall First Nation Community members are invited to join the Community Access Road Project Team to discuss the Draft Environmental Assessment / Impacts Statement and review process.

Thunder Bay, Ontario
Tuesday, May 27, 2025

Time: 5:00 p.m. to 8:00 p.m.

Location: Italian Cultural Centre
132 Algoma St. S
Thunder Bay, Ontario

Dinner served at 6:00 p.m.

Marten Falls First Nation
Wednesday, May 28, 2025

Time: 12:00 p.m. to 2:00 p.m.

Location: Henry Coaster Memorial School - Gymnasium, Marten Falls First Nation

Lunch served at 12:30 p.m.

Learn about:

- What is the Draft Environmental Assessment / Impact Statement?;
- Understanding identified project effects and proposed impact management measures;
- Update on socio-economic studies and the Community Well-Being Report;
- Country Foods Sampling Program;
- Cumulative effects; and
- Next steps and future opportunities to get involved.

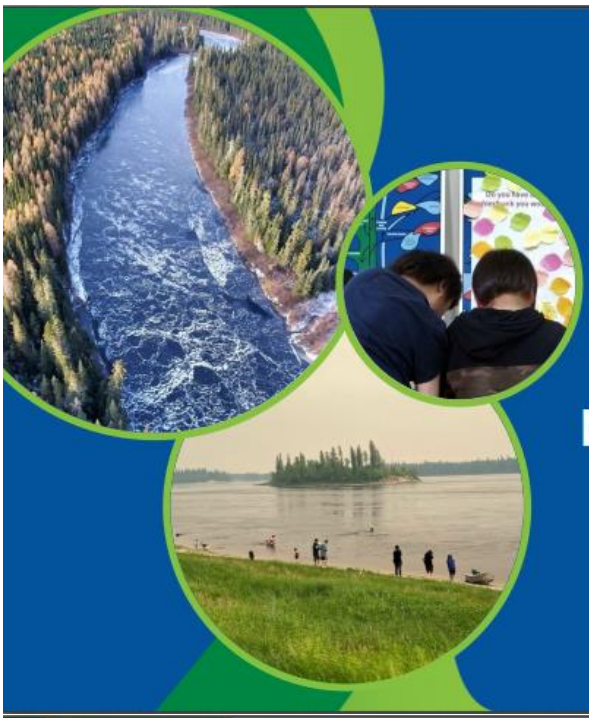
Contact **info@martenfallsaccessroad.ca** or Niki at [redacted] to book complimentary taxi service to and from the meeting in Thunder Bay.

- Prizes including gift cards!
- Kids Zone

Contact information

Website: https://eais.martenfallsaccessroad.ca/get-involved/
Email: info@martenfallsaccessroad.ca
Phone: [redacted]

Scan the QR to learn more, and for other ways to Get Involved.



MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

PIC #6 - Draft Environmental Assessment / Impact Statement:

MFFN Community Meeting

May 27, 2025 – Thunder Bay
May 28, 2025 – Ogoki

What we will discuss today

- Introductions and Opening Remarks
- The Draft Environmental Assessment / Impact Statement
- What we heard since the release of the Draft EA / IS
- How to get involved in the review process
- Community Well-Being
- Cumulative Effects Assessment and Results
- We want to hear from you: The In-Community Connection Road & Engineering
- Next Steps

Visit the booths around the room to learn more about these topics and speak with the team!

Meet Our Team

Bob Baxter
MFFN Councillor and
Senior Community Member Advisor

Lawrence Baxter
Senior Community
Member Advisor

Rowena Moonias
CAR Community Coordinator

Jennifer Bruin
Technical Advisor

Qasim Saddique
Project Director

Meet Our Team

Ingrid Trimble
Environmental Assessment

Dan Kuenstler
Engineering

Crista Gladstone
Community Well-being

Tatianna Brierley
Community Well-being

Meet Our Team

Victoria Anderson
Social Impact

Lesley Reid
Human Health

Jaimie Cugnet
Consultation

Chelsea Leblanc
Land & Resource Use

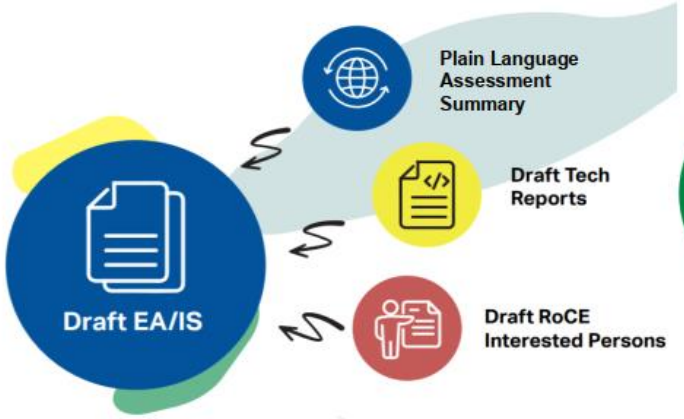
Niki Angelis
Consultation

Building the Community Access Road

"As we move forward to now begin to consider road construction and operations, our commitment remains to be strong stewards of our lands and our environment, in balance with being active partners in growing economic opportunities and benefits for both our communities and other First Nation communities."

- Chief Bruce Achneepineskum, July 2024.

The Draft Environmental Assessment / Impact Statement



Why is it important to provide your comments on the Draft Environmental Assessment / Impact Statement?

The purpose of releasing a Draft Environmental Assessment / Impact Statement to Indigenous communities, the public and regulators is to allow for an early review of our information, approach and findings.

Your input on the Draft Environmental Assessment / Impact Statement will allow another opportunity for your voice to be heard and will inform the preparation of the Final Environmental Assessment / Impact Statement.

What we've heard so far:

- Impact to traplines
- Road access and ownership
- How the road will benefit community life in Marten Falls
- Training and job opportunities
- Safety and traffic concerns
- Translation availability

Get Involved in the Review Process!

Ways to review the Draft Environmental Assessment / Impact Statement:

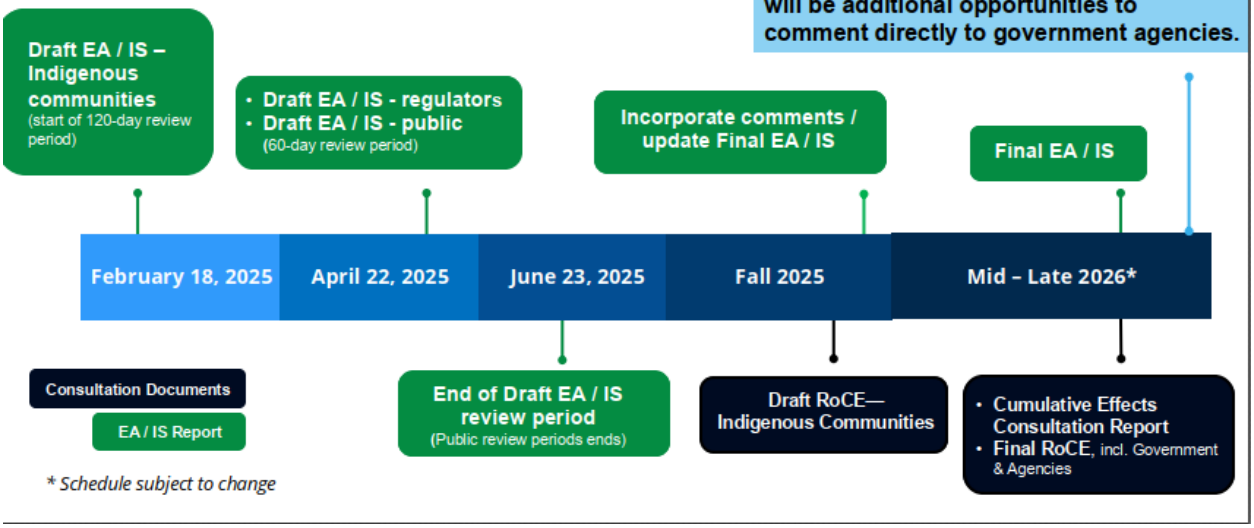
- Visit our website: **eais.martenfallsaccessroad.ca**
- Read the **Assessment Summary** documents that include:
  - Executive Summary
  - Frequently Asked Questions
- Learn more about our studies with **Plain Language Summaries**
- Find all the details in our full **Technical Reports** available for download
- Book a **meeting** with the Project Team

Submit your feedback on the Draft Environmental Assessment / Impact Statement by JUNE 23, 2025!

Comments, questions and feedback can be sent to: eaisinput@martenfallsaccessroad.ca

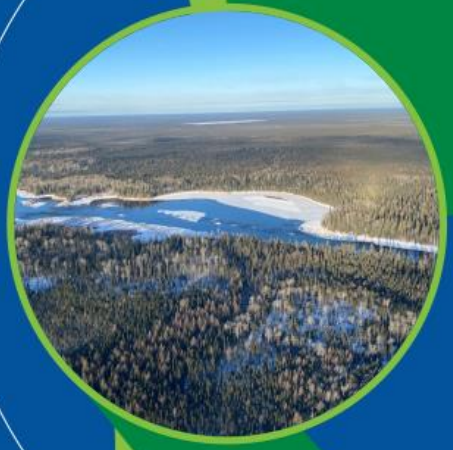
Draft Environmental Assessment / Impact Statement Schedule

Once the Final EA / IS is submitted there will be additional opportunities to comment directly to government agencies.



** Schedule subject to change*

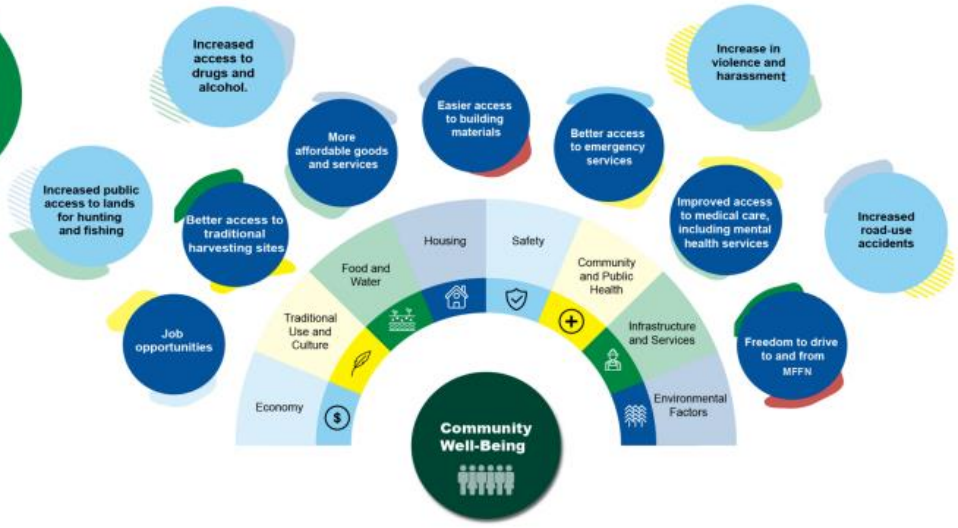
Community Well-Being



The Road to Community Well-Being

Community Well-being looks at how the road may affect everyday life in Marten Falls and nearby communities, including health, safety, jobs, housing, and connection to culture and land.

Understanding Community Well-Being



Cumulative Effects

Cumulative Effects

Cumulative effects consider the combined impact of the Community Access Road with other existing and future developments.

We study cumulative effects to understand:

- How this project fits into the bigger picture
- Whether regional projects might lead to broader or long-term impacts
- What additional actions or monitoring might be needed

What is the Cumulative Effects Process?

Temporal Overlap

Spatial Overlap

Reasonably Foreseeable Projects

To understand cumulative effects, we would need to:

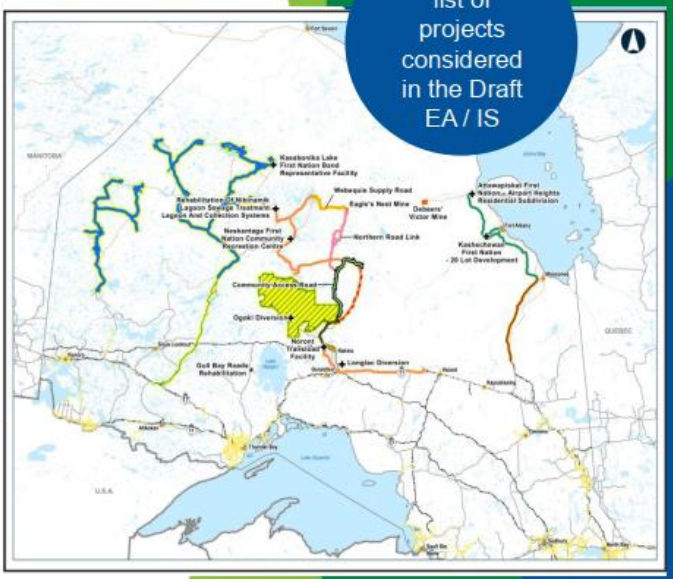
- Understand existing conditions, potential effects and mitigation measures.
- After applying mitigation measures, we assess the left over effects or residual effects.
- Look at all reasonably foreseeable projects and prepare project inclusions list.
- Assess cumulative effects.

If you want more information on Cumulative Effects check out the Plain Language Summaries.

Final projects / activities considered as part of the cumulative effects assessment

- Northern Road Link
- Webequie Supply Road
- Anaconda and Painter Lake Forestry Access Road Upgrades
- Esnagami Road Bypass Upgrade
- RapidLynx Broadband Project – Phase 1 & 2
- Mushkegowuk James Bay All-Season Road Feasibility Study – Coastal
- Mushkegowuk James Bay All-Season Road Feasibility Study – Inland • Gull Bay Roads Rehabilitation
- Accelerated High-Speed Internet Program
- Mine Projects (e.g. Eagles Nest, Debeers Victor Mine)
- Ogoki Forest Management Plans
- Wataynikaneyap Powerline – Phase 1 & 2
- Other Projects and Activity Buffers

See the full list of projects considered in the Draft EA / IS



Visit the booths to provide input on the…

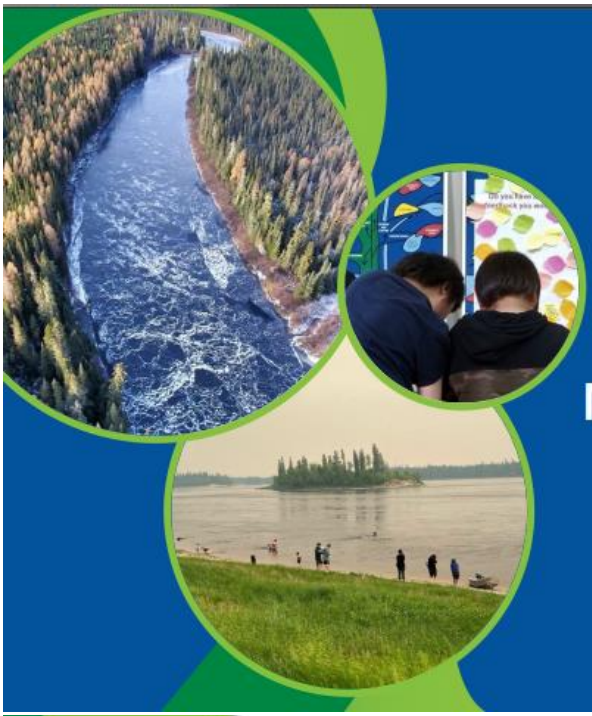
- The In-Community Road
- Bridges & Culvert Locations – Navigability of waterways
- Land & Resource Use
- Country Foods Program

Upcoming Activities

- Public Information Centre #6
  - Monday May 26 (Thunder Bay)
  - Thursday May 29 (Geraldton)
- Next Webinar is Thursday June 5 at 4pm EST on Land and Resource Use
- Submit feedback on the Draft Environmental Assessment and Impact Statement (by June 23, 2025)

Miigwetch!
Stay Involved:

Website: www.martenfallsaccessroad.ca
Email us a: info@martenfallsaccessroad.ca
Call us at [redacted]



MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

MFFN Community Meeting Update

July 4, 2025 – Thunder Bay

What We Will Discuss Today

- Introductions and Opening Remarks
- Overview of the Draft Environmental Assessment / Impact Statement
- Feedback received
- The Schedule
- Engagement Activities
- Program Updates
- What's next

Meet Our Team

Bob Baxter
MFFN Councillor and Senior Community Member Advisor

Lawrence Baxter
Senior Community Member Advisor

Qasim Saddique
Project Director

Jennifer Bruin
Technical Advisor

Building the Community Access Road

"As we move forward to now begin to consider road construction and operations, our commitment remains to be strong stewards of our lands and our environment, in balance with being active partners in growing economic opportunities and benefits for both our communities and other First Nation communities."

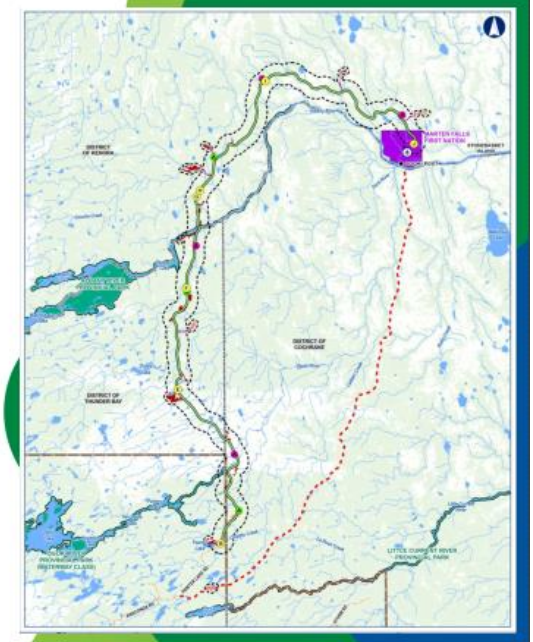
- Chief Bruce Achneepineskum, July 2024.

The Community Access Road

Marten Falls First Nation has a winter access road but it's not reliable and makes transportation of goods and people difficult. An all-season road that connects to the existing provincial highway network is needed to improve the well-being of the community.

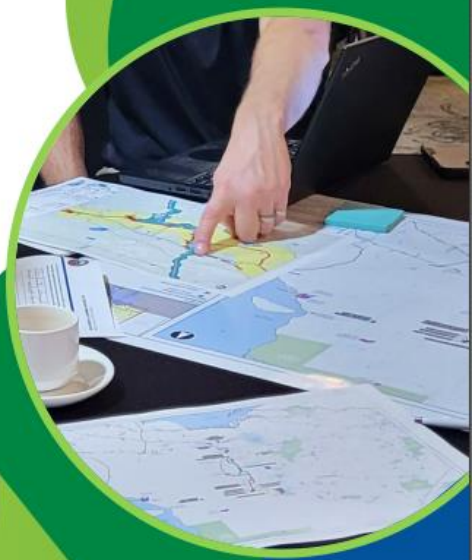
Components of the Community Access Road:

- Approximately 190 km of a two-lane gravel road;
- Quarries, borrow areas and aggregate sources;
- Bridges for river and stream crossings; and
- Temporary construction access roads, work areas and camps



Environmental Assessment / Impact Assessment Process

- We are conducting a coordinated provincial Environmental Assessment and federal Impact Assessment.
- This involves many years of planning, technical studies, data collection, community meetings and interviews.
- The release of the Draft Environmental Assessment / Impact Statement was a major milestone for the Community Access Road.



The Draft Environmental Assessment / Impact Statement

The review period is now closed!

- The Indigenous communities and groups we are engaging received early access to the Draft Environmental Assessment / Impact Statement on February 18, 2025, for a 120-day review period.
- The general public and government regulators it on April 22, 2025, for a 60-day review period.
- The comment period ended on June 23, 2025.

Feedback Received

We have received almost 1000 comments on the Draft Environmental Assessment / Impact Statement to date.

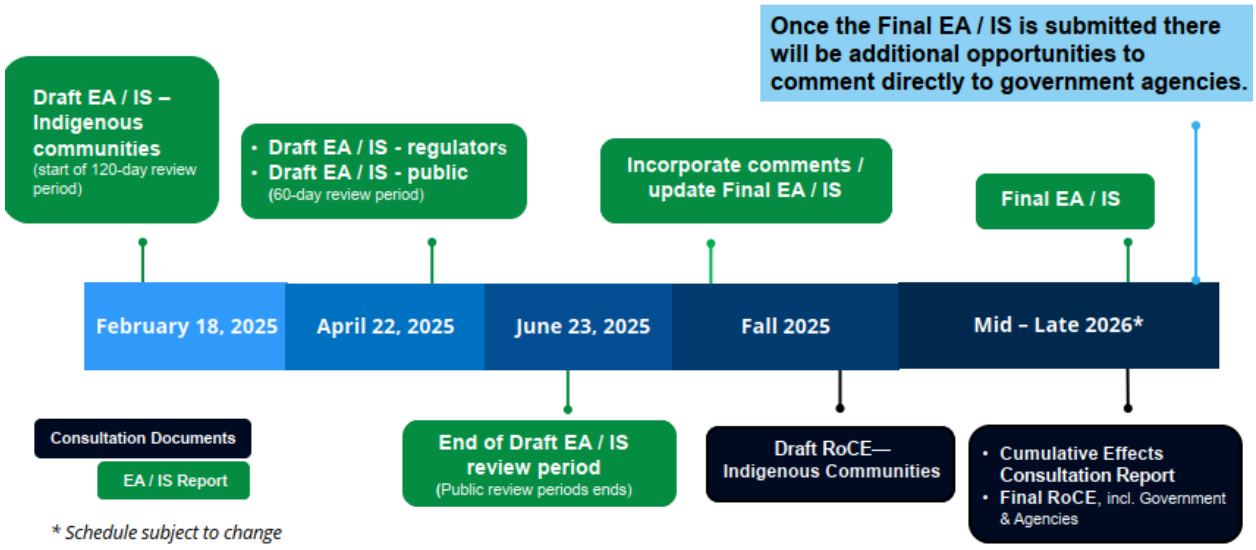
We have heard from:

- 10 Indigenous Communities;
- Ministry of Environment, Conservation and Parks;
- Interested Persons (e.g. outfitters and NGOs); and
- Federal agencies will not comment on the Draft.

Communities we've heard from:

- Animbiigoo-Zaagi'igan Anishinaabek First Nation
- Aroland First Nation
- Attawapiskat First Nation
- Constance Lake First Nation
- Fort Albany First Nation
- Ginoogaming First Nation
- Kashechewan First Nation
- Mushkegowuk Council
- Nibinamik First Nation
- Weenusk First Nation

Environmental Assessment / Impact Statement Schedule



** Schedule subject to change*

Engagement Activities

- Delivered the Draft EA / IS to MFFN in February 2025.
- Released the Draft EA / IS to Indigenous Communities.
- Three Roads Forum in February 2025.
- Two MFFN Community Meetings in May.
- Two Aroland Community Meetings in May.
- Two Public Information Centres in Thunder Bay and Geraldton.

What We've Heard from Marten Falls community members:

- Support for the road and optimism about the future;
- Concerns about road access and safety;
- Interest in job opportunities and training;
- Comments on the in-community connection road; and
- Interest in the sampling programs.

Country Foods Program

Community members provided samples of:

- Moose meat;
- Beaver meat;
- Pickerel / walleye;
- Goose meat; and
- Wild blueberries.

The samples are currently being tested. Once the results of the program are received, we will share them with the community.

What's Next

- Review comments from the Draft EA / IS.
- Release of the Record of Consultation and Engagement for Indigenous Communities this fall.
- Summer / Fall 2025 Field Programs.
- Release of the Final EA / IS mid to late 2026.

Miigwetch!
Stay Involved:

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