

# APPENDIX P2.G

## First Nation Off-Reserve Meetings and Summaries

### P2.G.1 – Webequie First Nation

- Summary of Webequie First Nation Off-Reserve Community Meeting May 31, 2022
- Summary of Webequie First Nation Off-Reserve Community Meeting May 2 & 3, 2023
- Summary of Webequie First Nation Off-Reserve Community Meeting December 14, 2023
- Summary of Webequie First Nation Off-Reserve Community Meeting September 12, 2024
- Summary of Webequie First Nation Off-Reserve Community Meeting December 10, 2024

### P2.G.2 – Nibinamik First Nation

- Summary of Off-Reserve Community Meeting – August 6, 2024

# APPENDIX P2.G.1

## Webequie First Nation

- Summary of Webequie First Nation Off-Reserve Community Meeting  
May 31, 2022





**WEBEQUIE SUPPLY ROAD  
INDIGENOUS COMMUNITY MEETING**

**Environmental Assessment, Protocols/Consultation Process  
May 31, 2022**

## **OVERVIEW**

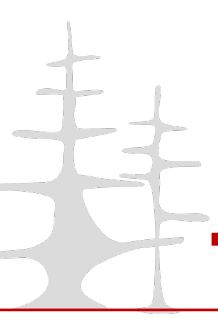
Michael Fox of Indigenous and Community Engagement (ICE) and Don Parkinson of SNC-Lavalin (SNC) and the Webequie Supply Road Project Team held a community meeting for Webequie First Nation Off-Reserve Members on May 31, 2022 at 6:00 to 8:00 pm at the Italian Cultural Centre in Thunder Bay and was live streamed through the WSR website and Facebook page. The meeting began with opening words from Chief Cornelius Wabasse. Next, Don played a video presentation which included information on WSR's Environmental Assessment / Impact Assessment (EA / IA) activities including: consultation and engagement to date, study plans, assessment approach, valued components, Indigenous knowledge, consideration and evaluation of alternatives, and consultation approach and next steps. After the video presentation, Michael provided additional information regarding upcoming engagement opportunities. The in-person meeting was translated in real-time in Oji-Cree and the live stream was in English. There were 37 community members in attendance.



# WEBEQUIE SUPPLY ROAD



Environmental & Impact Assessment  
*Environmental Assessment Phase Round 1- Spring 2022*

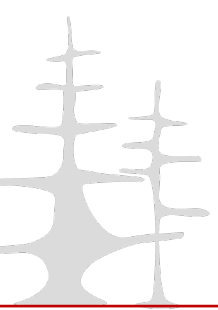


# TODAY'S TOPICS



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





# PURPOSE OF THE WEBEQUIE SUPPLY ROAD



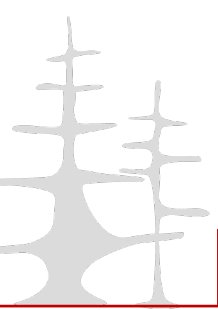
Move materials, supplies and people from the Webequie Airport to the McFaulds Lake area



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



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



# PROJECT DESCRIPTION



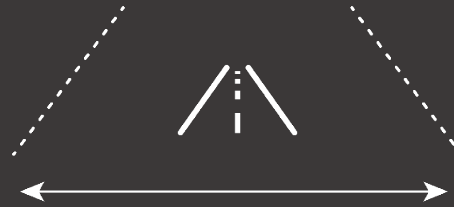
**107 km**

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



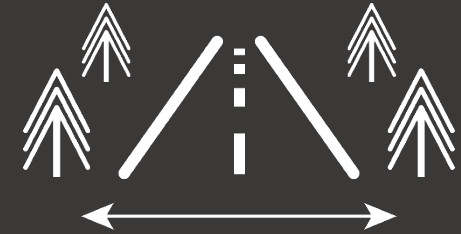
**17 km**

Length of road corridor within WFN Reserve Lands



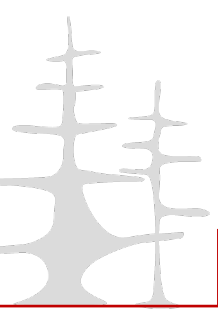
**2 km**

Preliminary corridor width for consideration of Route Alternatives

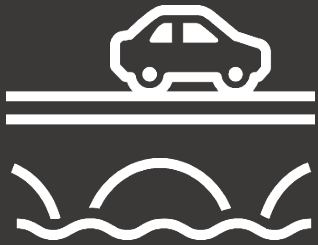


**35 m**

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



# PROJECT DESCRIPTION



**3**

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



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



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

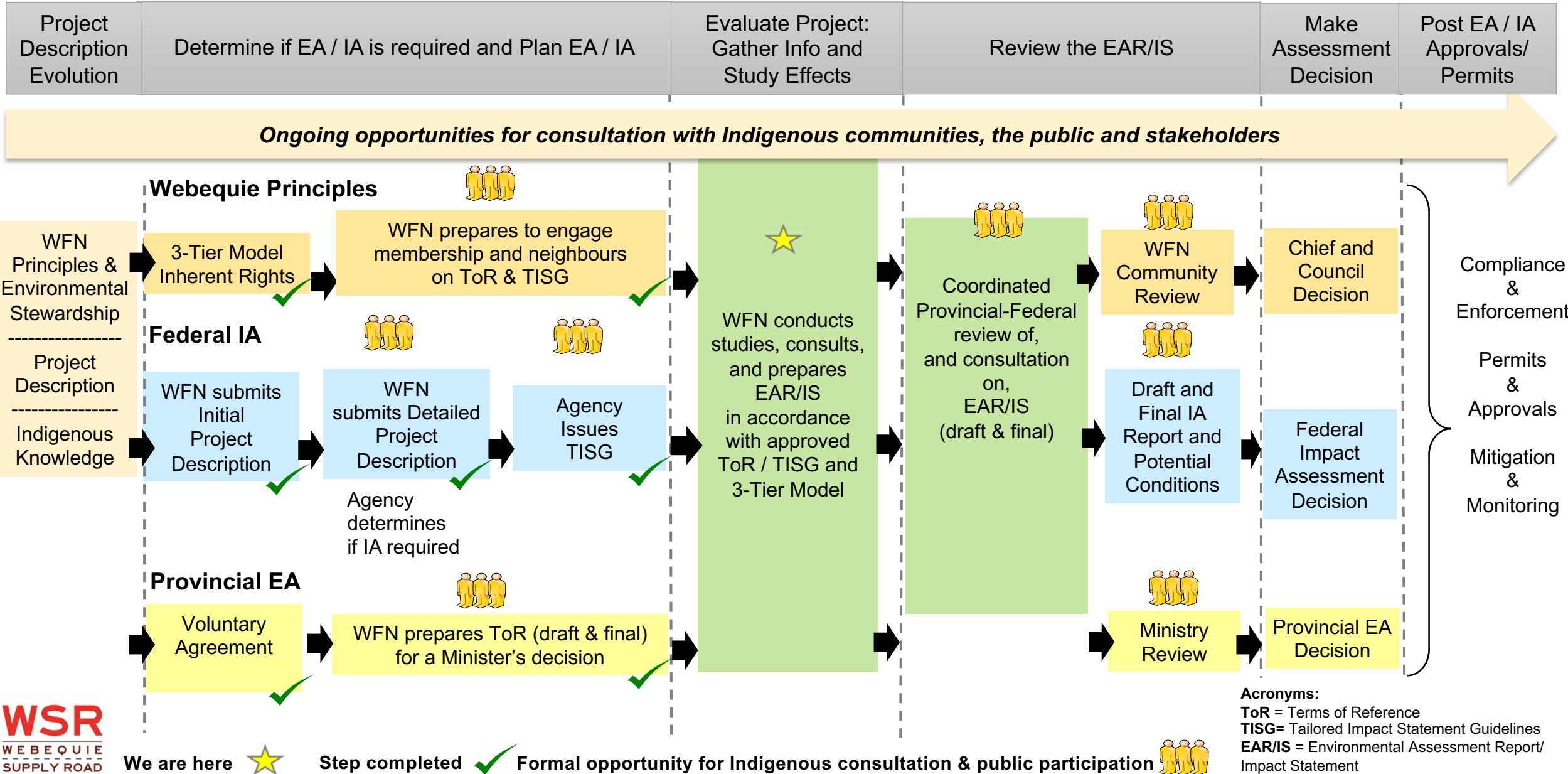


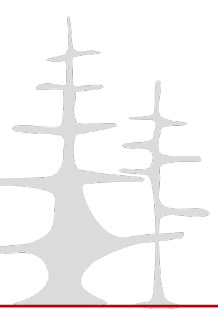
Storage and laydown yards (temporary) for equipment and materials

An aerial photograph of a vast, dense forest of evergreen trees, likely spruce or fir, covering a large area. The trees are packed closely together, creating a textured green canopy. A semi-transparent red rectangular box is overlaid on the right side of the image, containing white text.

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

# Coordinated Provincial-Federal Assessment Process





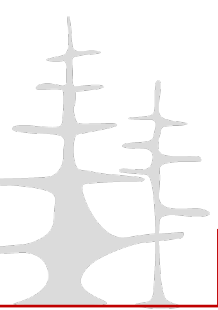
# COORDINATED PROVINCIAL & FEDERAL EA PROCESS



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

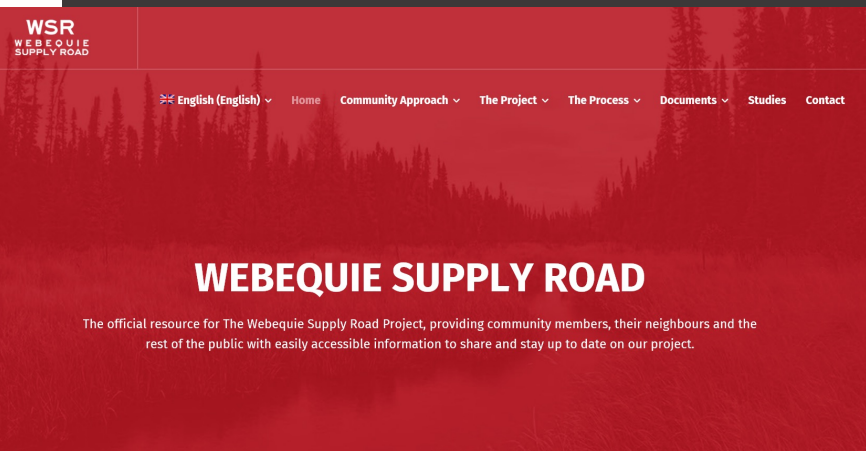


# ENGAGEMENT & CONSULTATION TO DATE



# ENGAGEMENT & CONSULTATION

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



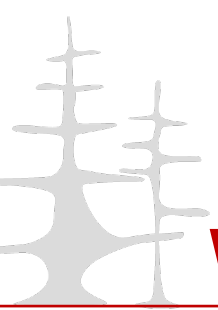
The Project website was created [www.supplyroad.ca/](http://www.supplyroad.ca/)



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



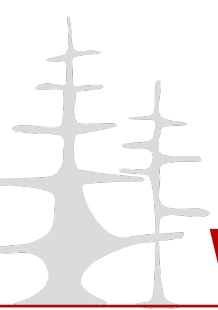
In-person and virtual meetings, open houses, and streaming sessions were facilitated with Indigenous communities, the public, and stakeholders. Communication materials and follow-ups were distributed.



# WHO WE HEARD FROM

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



# WHAT WE HEARD KEY THEMES

## Aboriginal and Treaty Rights and Interests

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

## Cumulative Effects and Need for Regional Assessment

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

## Protocols / Consultation Process

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

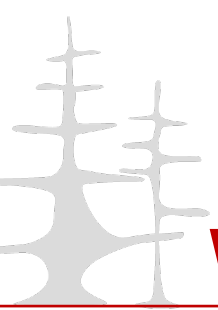
## Environmental Assessment / Impact Assessment

Concerns and questions about:

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

## Participation/ Capacity Funding

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



# WHAT WE HEARD KEY THEMES

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## **Ownership and Maintenance/Operations of Road**

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

## **Socio-Economic Impacts**

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

## **Climate Change and GHG Emissions**

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

## **Water Quality**

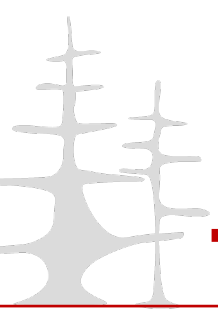
Concerns around potential impacts to water quality and fish from release of contaminants (spills, methylmercury levels)

## **Wildlife and Plants**

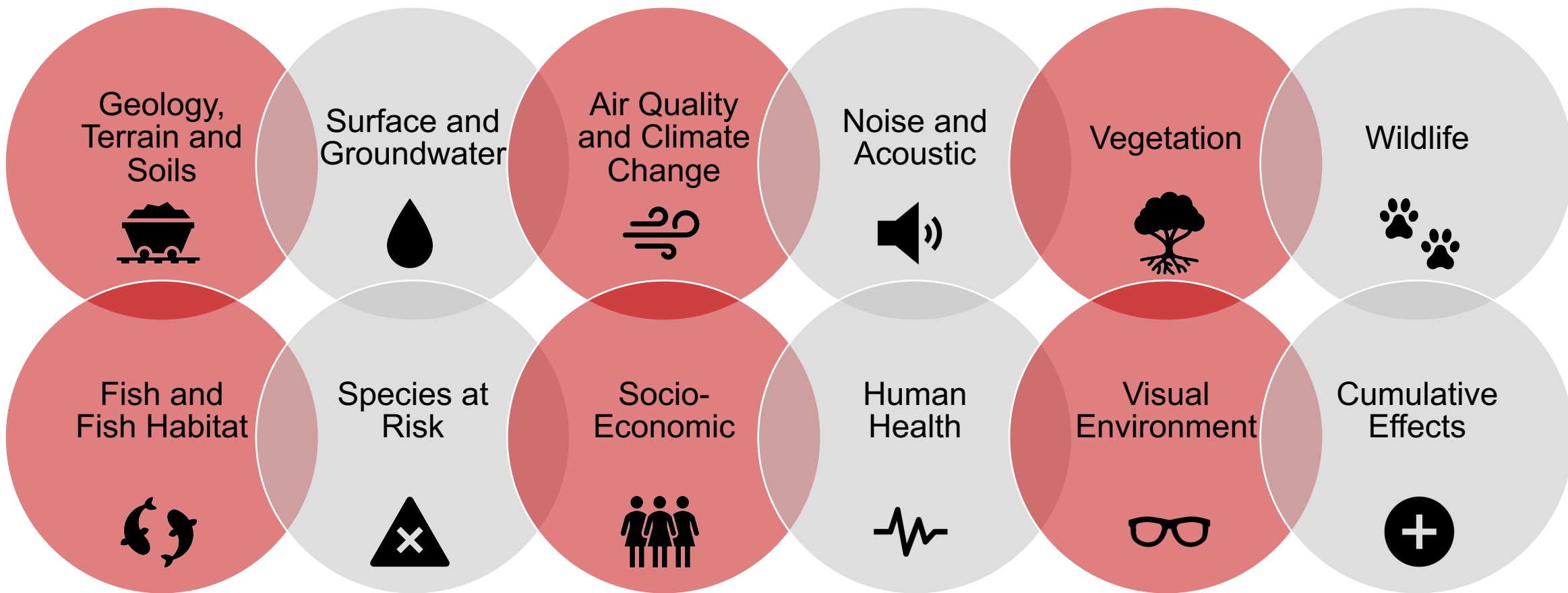
Concerns around potential effects to wildlife and plants (birds, caribou, moose, fish, berries) and how this may impact harvesting, hunting and Indigenous peoples' health and rights



# STUDY PLANS



# TECHNICAL STUDY PLANS



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



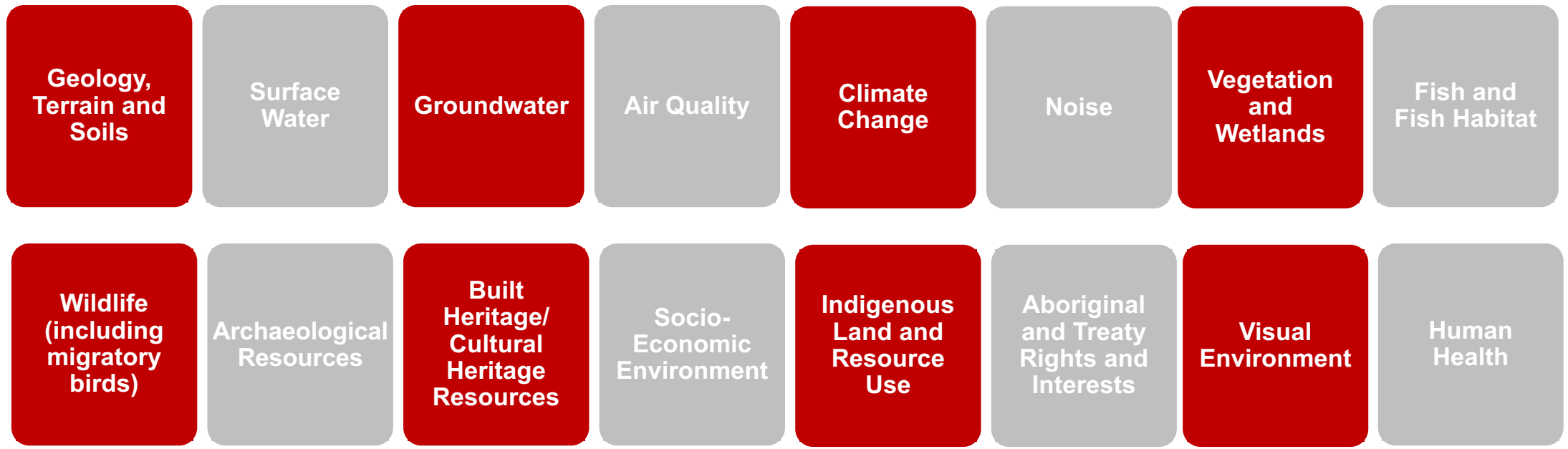
# ASSESSMENT APPROACH

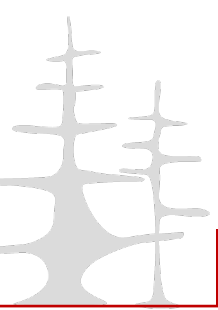


# VALUED COMPONENTS CONSIDERED

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

VCs identified to date include:

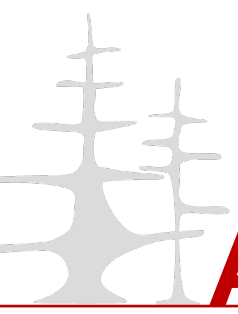




# INDICATORS

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



# ASSESSMENT BOUNDARIES



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

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

# SPATIAL ASSESSMENT BOUNDARIES

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



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

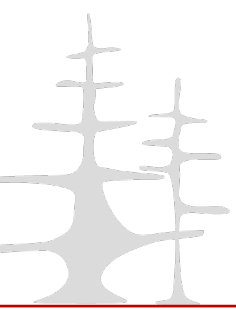


**Local Study Area (LSA)** - the area where largely direct and indirect effects of the Project are likely to occur (1km buffer within the 2 km wide corridor and 500 m from supportive infrastructure)



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

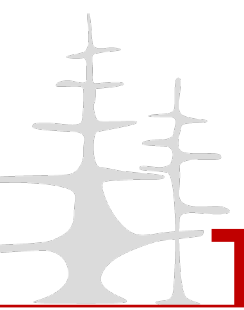




# STUDY AREAS FOR VALUED COMPONENTS



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



# TEMPORAL ASSESSMENT BOUNDARIES

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

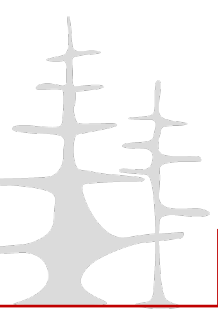
**3 to 6  
YEARS**

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

**75  
YEARS**

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

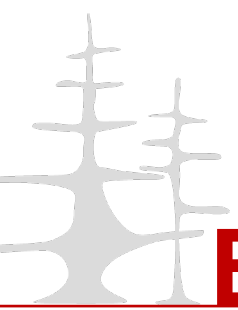
*The Project is proposed to be operated for an undefined time period and therefore abandonment/closure of the road will not be considered in the EA / IA*



# BASELINE STUDIES OVERVIEW



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



# BASELINE STUDIES



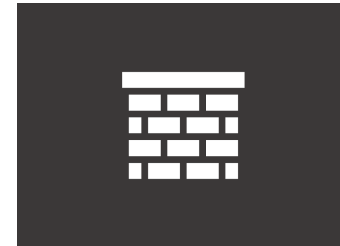
## Natural (Biophysical)

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



## Socio-Economic

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



## Cultural

- Archaeological Resources
- Built Heritage
- Cultural Heritage Landscapes

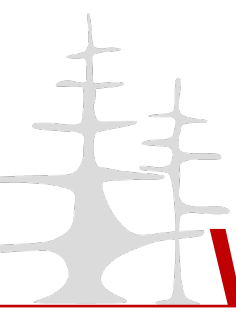


# SELECT VALUED COMPONENTS

-STUDY AREAS

-CRITERIA & INDICATORS

-BASELINE STUDIES

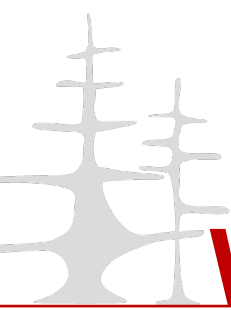


# WILDLIFE

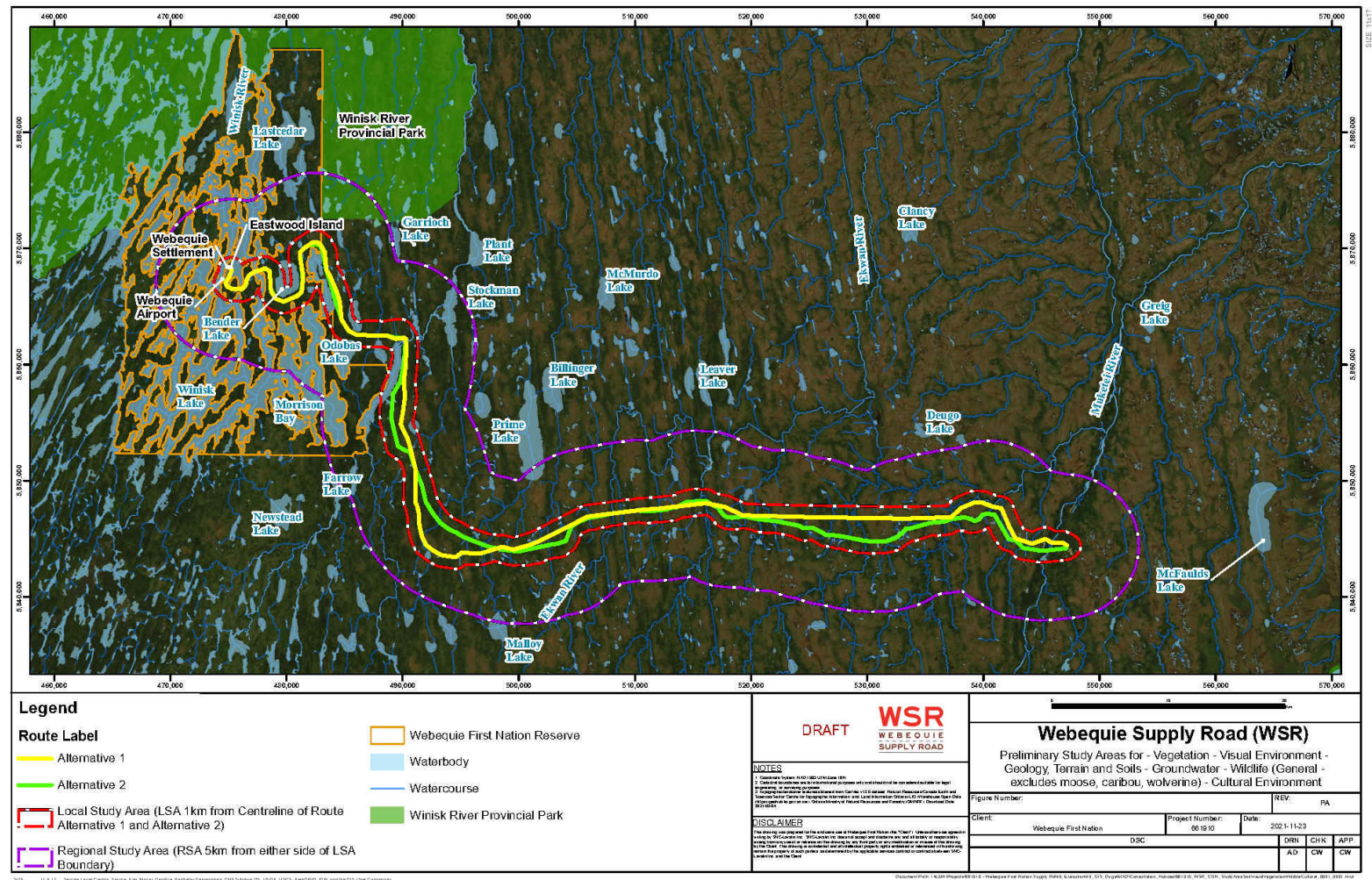
## STUDY AREAS

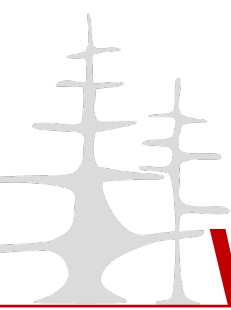
The wildlife study areas differ by wildlife species, as follows:

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

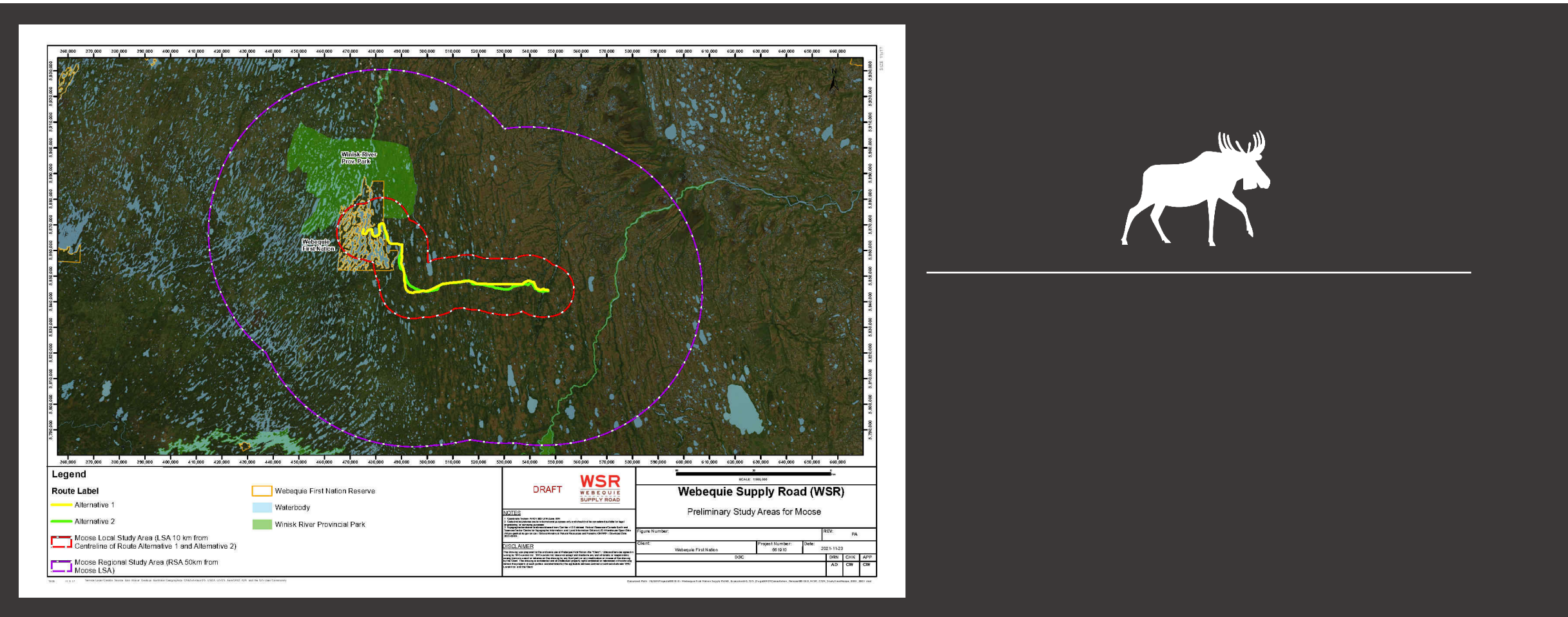


# WILDLIFE STUDY AREAS GENERAL





# WILDLIFE STUDY AREAS MOOSE



**Legend**

**Route Label**

- Alternative 1
- Alternative 2

Moose Local Study Area (LSA 10 km from Centreline of Route Alternative 1 and Alternative 2)

Moose Regional Study Area (RSA 50km from Moose LSA)

- Webequie First Nation Reserve
- Waterbody
- Winisk River Provincial Park

**DRAFT**

**WSR**  
WEBEQUIE  
SUPPLY ROAD

**NOTES**

**DISCLAIMER**

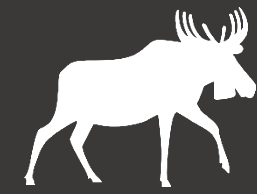
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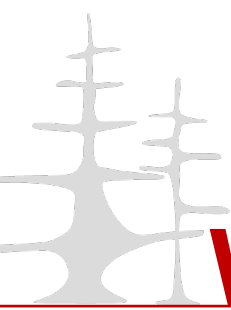
**Webequie Supply Road (WSR)**

Preliminary Study Areas for Moose

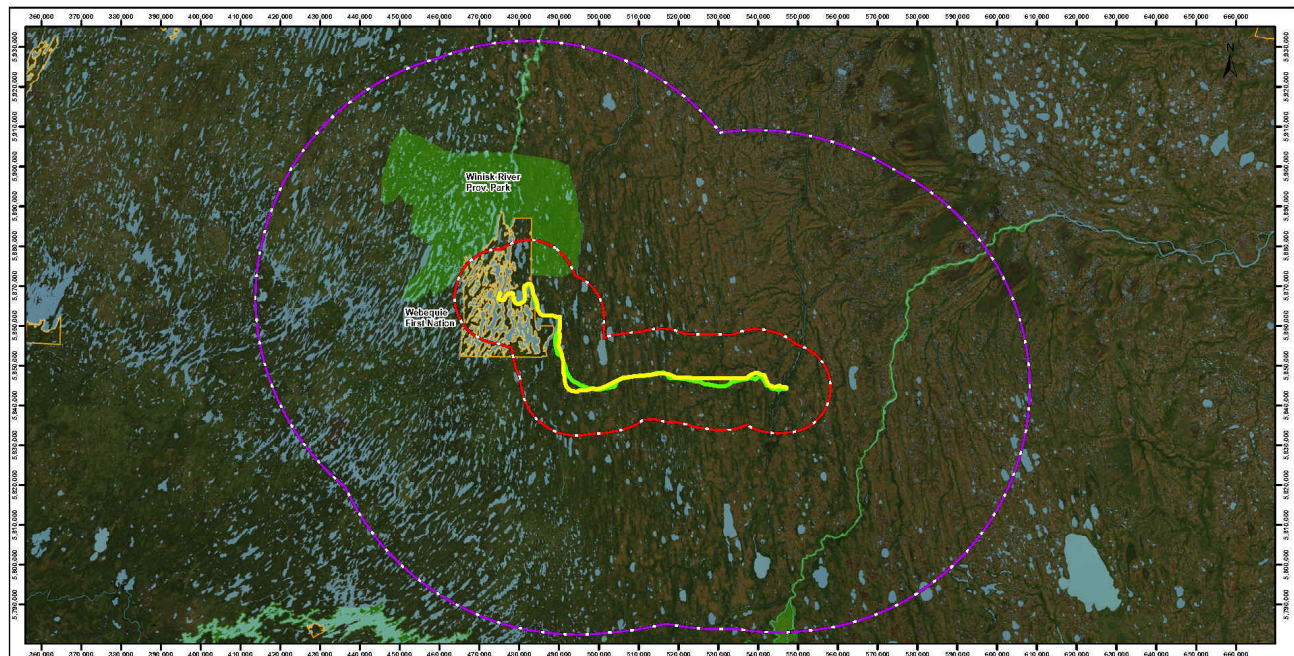
Figure Number:

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Author:	OSC	Drawn:	AD	Checked:	CW
Approved:		Approved:		Approved:	





# WILDLIFE STUDY AREAS WOLVERINE



**Legend**

**Route Label**

- Alternative 1
- Alternative 2

Wolverine Local Study Area (LSA 11 km from Centreline of Route Alternative 1 and Alternative 2)

Wolverine Regional Study Area (RSA 60 km from either side of LSA Boundary)

- Webequie First Nation Reserve
- Waterbody
- Winisk River Provincial Park

**DRAFT WSR WEBEQUIE SUPPLY ROAD**

**SCALE 1:60,000**

**Webequie Supply Road (WSR)**  
Preliminary Study Areas for Wolverine

**NOTES**

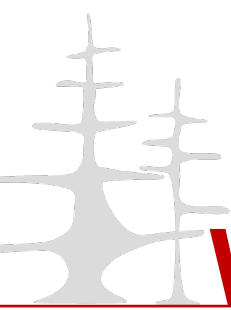
1. Consult with Webequie First Nation (WFN) on the proposed route.
2. Consult with Winisk River Provincial Park (WRPP) on the proposed route.
3. Consult with the Department of Natural Resources (DNR) on the proposed route.
4. Consult with the Department of Transportation (DOT) on the proposed route.
5. Consult with the Department of Environment (DE) on the proposed route.
6. Consult with the Department of Health (DH) on the proposed route.
7. Consult with the Department of Education (DE) on the proposed route.
8. Consult with the Department of Social Services (DSS) on the proposed route.
9. Consult with the Department of Justice (DJ) on the proposed route.
10. Consult with the Department of Labour (DL) on the proposed route.
11. Consult with the Department of Agriculture (DA) on the proposed route.
12. Consult with the Department of Fisheries (DF) on the proposed route.
13. Consult with the Department of Forestry (DFO) on the proposed route.
14. Consult with the Department of Parks and Recreation (DPR) on the proposed route.
15. Consult with the Department of Heritage (DHR) on the proposed route.
16. Consult with the Department of Culture and Communications (DCC) on the proposed route.
17. Consult with the Department of Information and Communications Technology (DICT) on the proposed route.
18. Consult with the Department of Infrastructure (DI) on the proposed route.
19. Consult with the Department of Planning (DP) on the proposed route.
20. Consult with the Department of Research and Innovation (DRI) on the proposed route.
21. Consult with the Department of Science and Technology (DST) on the proposed route.
22. Consult with the Department of Statistics (DS) on the proposed route.
23. Consult with the Department of Trade and International Development (DTID) on the proposed route.
24. Consult with the Department of Veterans Affairs (DVA) on the proposed route.
25. Consult with the Department of World Trade Organization (WTO) on the proposed route.

**DISCLAIMER**

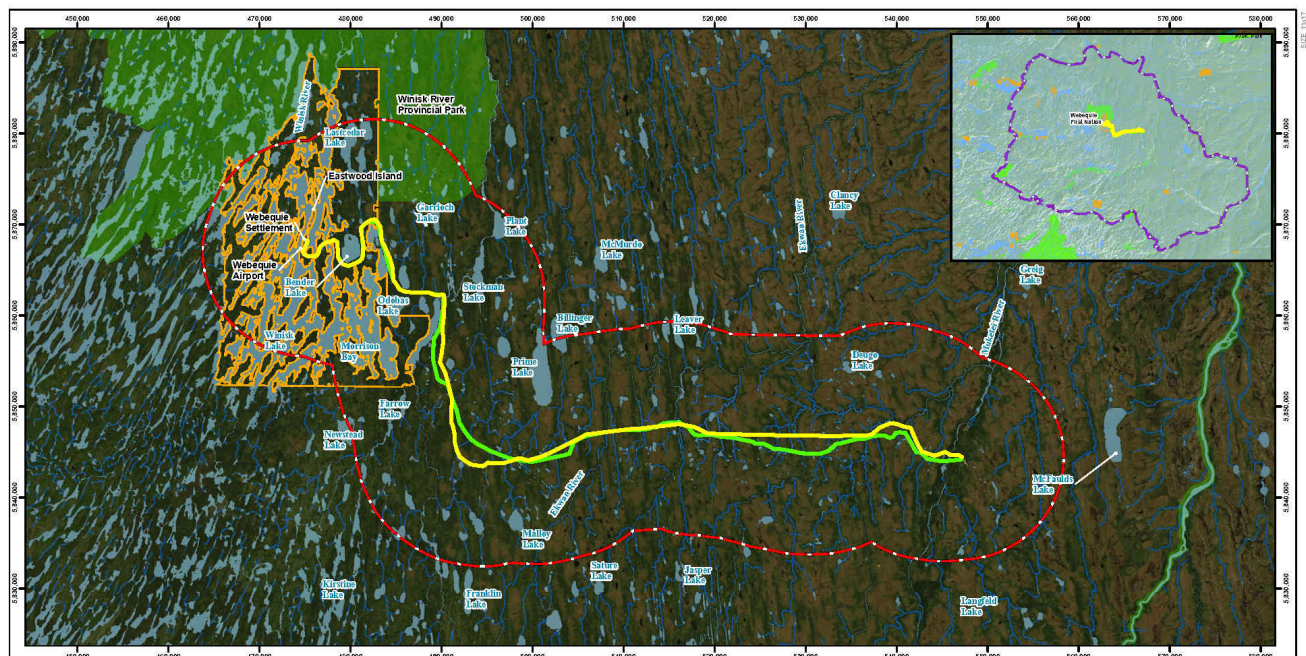
This report was prepared by WSR for the purpose of providing information to the client. It is not intended to be used for any other purpose. The client is responsible for the accuracy and completeness of the information provided. WSR is not responsible for any errors or omissions in this report.

Client:	Webequie First Nation	Project Number:	96-1010	Date:	2021-11-23
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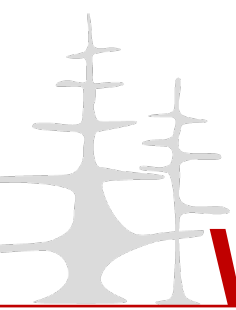


# WILDLIFE STUDY AREAS CARIBOU



<b>Legend</b> <b>Route Label</b> Alternative 1 (Yellow line) Alternative 2 (Green line) Caribou Local Study Area (LSA 11 km from Centreline of Route Alternative 1 and Alternative 2) (Red dashed line) Caribou Regional Study Area (RSA includes entire Missis and Oziski Ranges) (Purple dashed line)		Webeque First Nation Reserve (Orange outline) Waterbody (Blue fill) Watercourse (Blue line) Winisk River Provincial Park (Green fill)	<p><b>DRAFT</b> <b>WSR</b> WEBEQUIE SUPPLY ROAD</p> <p><b>NOTES</b></p> <p><b>DISCLAIMER</b></p>	<p><b>SCALE: 1:50,000</b></p> <p><b>Webeque Supply Road (WSR)</b></p> <p>Preliminary Study Areas for Caribou</p> <table border="1"> <tr> <td>Figure Number:</td> <td>REV:</td> <td>PA</td> </tr> <tr> <td>Client: Webeque First Nation</td> <td>Project Number:</td> <td>Date: 2021-11-23</td> </tr> <tr> <td></td> <td>DSC</td> <td></td> </tr> <tr> <td></td> <td>AD</td> <td>CW</td> </tr> <tr> <td></td> <td>CHK</td> <td>APP</td> </tr> </table>	Figure Number:	REV:	PA	Client: Webeque First Nation	Project Number:	Date: 2021-11-23		DSC			AD	CW		CHK	APP
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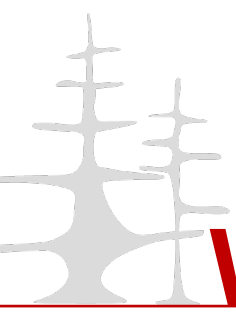




# WILDLIFE

## CRITERIA AND INDICATORS

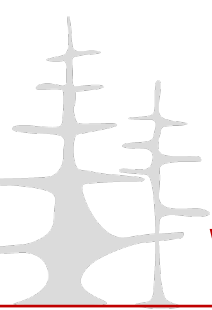
Criteria/ Valued Component (VC)	Indicators
Forest Birds (including SAR* birds)	<ul style="list-style-type: none"><li>› Changes to habitat availability (quantity – hectare and quality)</li><li>› Changes to abundance (i.e., population) and distribution (i.e., configuration and connectivity) of species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



# WILDLIFE

## CRITERIA AND INDICATORS

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



# WILDLIFE

## BASELINE STUDIES - BIRDS

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

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

### Findings:

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



# WILDLIFE

## BASELINE STUDIES – BIRDS

### Breeding Bird Surveys (2020 and 2021):

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



**Photos from Breeding Bird Surveys (2020 and 2021)**



# WILDLIFE

## BASELINE STUDIES - BATS

### Acoustic Bat Surveys

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



# WILDLIFE

## BASELINE STUDIES - CARIBOU

### Caribou Aerial Surveys (2018-2019, 2021):

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

### Caribou Calving Study (2020):

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

### Caribou Collaring Study (2021):

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



**Photos from Caribou Aerial Surveys (2021)**



**Photos from Caribou Collaring Study (2021)**



# WILDLIFE

## BASELINE STUDIES – WOLVERINE/AMPHIBIANS

### Wolverine Occupancy Study (2021):

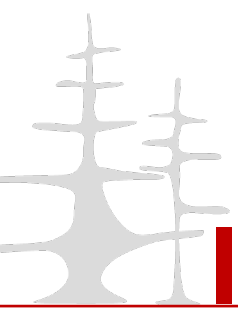
- Sampling stations called “run-poles” were constructed at 25 sites within 10 km of the alternative routes for the WSR. Stations included “snag posts” to collect hair from visiting animals and two cameras.
- The stations documented at least 7 individuals which visited 13 stations a total of 29 times.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

### Amphibians (2020 and 2021):

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

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

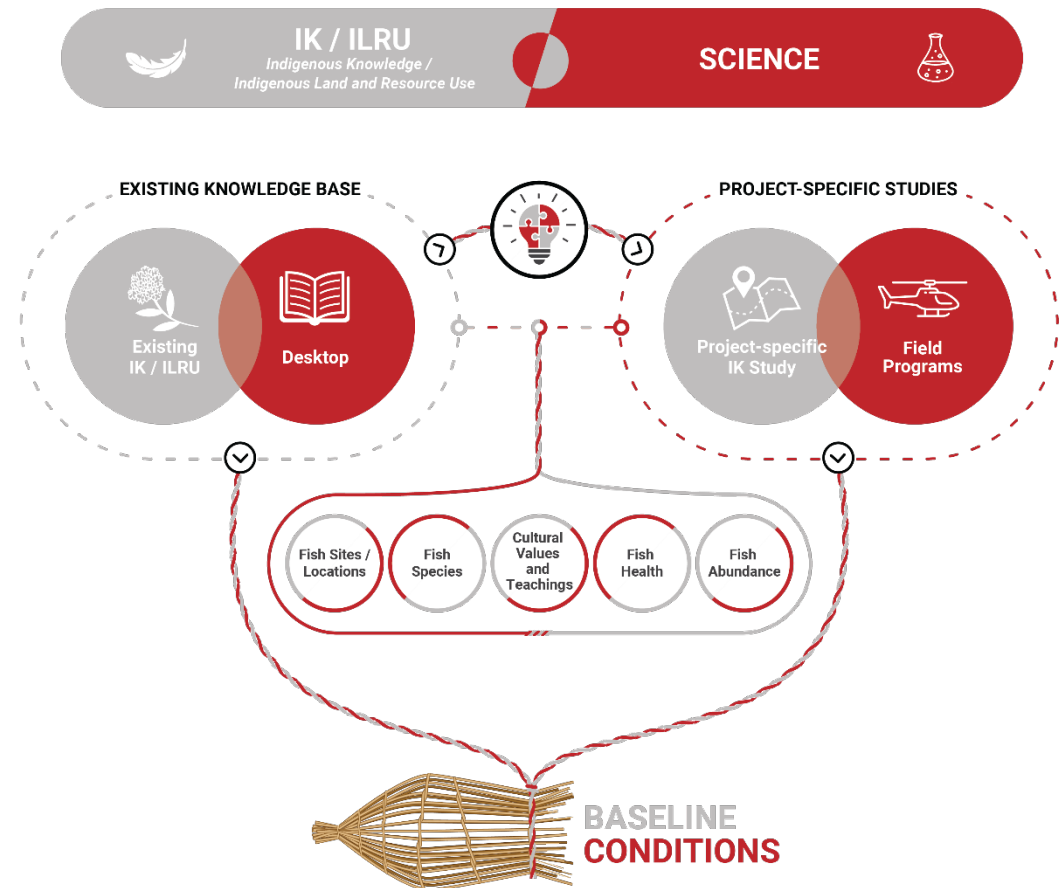
# INDIGENOUS KNOWLEDGE

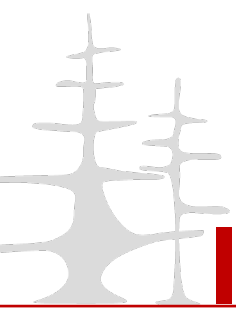


# INDIGENOUS KNOWLEDGE PROGRAM

The Purpose of the program is to:

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





# INDIGENOUS KNOWLEDGE PROGRAM

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



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

# CONSIDERATION AND EVALUATION OF ALTERNATIVES

# EVALUATION OF ALTERNATIVE ROUTES AND AGGREGATE/ROCK SOURCES



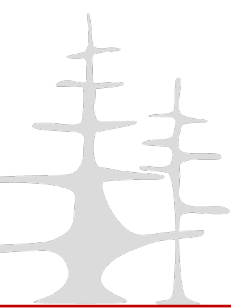
As part of the Terms of Reference alternative routes within the preliminary preferred corridor for the WSR were identified by Webequie First Nation for further evaluation in the EA/IA

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

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

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





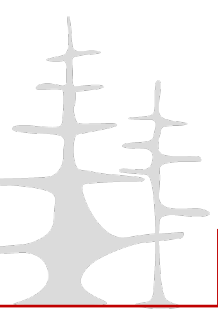
# PROPOSED CRITERIA AND INDICATORS FOR EVALUATION OF ALTERNATIVES

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

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

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

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



# EVALUATION OF ALTERNATIVES

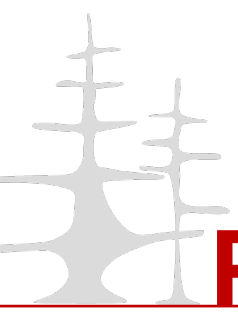
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The evaluation of alternatives will also consider other supportive infrastructure components and road design elements such as

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



# CONSULTATION APPROACH & NEXT STEPS



# PROPOSED CONSULTATION FOR EA/IA

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

## Spring/Summer 2022 – Consultation Round 1

- Overview of EA/IA process
- Consultation to date and what we have heard
- Study Plans for valued components
- Criteria and indicators for evaluation and selecting a preferred route and project effects assessment
- Approach for evaluation of alternatives (routes; aggregate areas)
- Overview and status of baseline studies
- Indigenous Knowledge program
- Consultation approach and next steps



## Fall 2022 – Consultation Round 2

- Summary of input received from consultation round 1
- Identification of alternatives
- Preferred route and aggregate/rock source areas and rationale for selection
- Preliminary engineering design elements of WSR (bridges/culverts)
- Next steps and schedule



## Winter/Spring 2023 – Consultation Round 3

- Summary of input received from consultation round 2
- Summary of preliminary effects assessment of Project
- Proposed impact management, mitigation and follow-up monitoring program
- Next steps in EA/IA process

# GATHERING FEEDBACK THROUGH THE EA / IA

## Consultation and Engagement Activities for Indigenous Communities



Chief & Council and/or Community Meetings



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



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



Live information streaming sessions (Facebook, Youtube)



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



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



Review of Draft Environmental Assessment Report/Impact Statement

## Consultation and Engagement for All Stakeholders and the Public



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



Project Website



Project Email Address

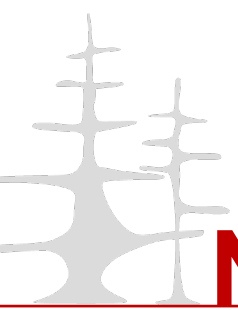


3 Open Houses in Thunder Bay



Review of Draft Environmental Assessment Report/Impact Statement

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



# NEXT STEPS

## WE ARE HERE NOW

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

## FALL 2022

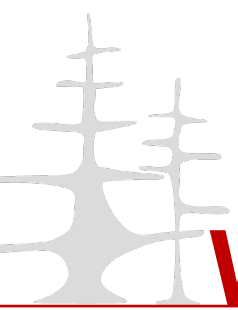
- Input to Evaluation Alternatives and Selection of Preferred Route and Location(s) of Aggregate / Rock Source Areas
- Preliminary Engineering Design of Road

## WINTER 2023

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

## SUMMER/FALL 2023

- Review of Draft and Final EAR / IS



# WE WANT TO HEAR FROM YOU!

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

## Contacts for the EA/IA:



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E-mail:  
[don.parkinson@snclavalin.com](mailto:don.parkinson@snclavalin.com)



**THANK YOU  
MEEGWETCH**

# APPENDIX P2.G.1

## Webequie First Nation

- Summary of Webequie First Nation Off-Reserve Community Meeting  
May 2 & 3, 2023





**WEBEQUIE SUPPLY ROAD**  
**WEBEQUIE ELDERS INDIGENOUS KNOWLEDGE SESSION**  
**Webequie First Nation**  
**May 2-3, 2023**

## **TEAM MEMBERS**

Michael Fox, Indigenous and Community Engagement (ICE)  
Serene Spence, Indigenous and Community Engagement (ICE)  
Stephanie Creighton, Indigenous and Community Engagement (ICE)  
McKenna Baxter, Indigenous and Community Engagement (ICE)  
Fred Jacob, Translator, Webequie First Nation  
7 Elders from Webequie First Nation  
Tony McGuire, TheyMedia

## **OVERVIEW**

The Webequie Supply Road Project Team held an Elder's sharing session for Webequie First Nation on May 2-3, 2023 at the Delta Hotel in Thunder Bay. The purpose of this meeting was to gather Anishiniimowin Knowledge to understand unique knowledge systems, practices, and beliefs developed by Indigenous communities over generations. The focus of the session was on learning about the Elders, their families, and their worldviews. There were 7 Elders from WFN in attendance at the session.

Translation was provided by Fred Jacob of WFN. TheyMedia was also present to record the session for translation purposes.

# APPENDIX P2.G.1

## Webequie First Nation

- Summary of Webequie First Nation Off-Reserve Community Meeting  
December 14, 2023





**WEBEQUIE SUPPLY ROAD  
MEETING WITH CHIEF  
COMMUNITY INFORMATION SESSION**

**Webequie First Nation  
December 14, 2023**

## **OVERVIEW**

The Webequie Supply Road (WSR) Project team hosted a dinner and information session for Webequie First Nation (WFN) Off-Reserve members at the Valhalla Inn in Thunder Bay, Ontario. Chief Cornelius Wabasse provided opening remarks and Jennifer Ashawasegai-Pereira of AtkinsRéalis provided a short presentation providing a Project update, followed by dinner. The presentation provided information on the purpose of the project, Consultation Round 2, alternative routes in the preferred corridor, the recommended preferred route, alternatives for supportive infrastructure, potential construction camp locations, alternative camp locations, potential aggregate sourcing areas, alternative aggregate source areas, road foundation design, watercourse crossings, and next steps. The presentation was also translated by Fred Jacob. Physical copies of the presentation were available to attendees at request. Throughout the event, WSR Project team members from Indigenous and Community Engagement (ICE) and AtkinsRéalis were available to answer any questions. The event was family-friendly and provided transportation to and from the event.



# WEBEQUIE SUPPLY ROAD



Webequie Supply Road Off-Reserve Meeting  
December 14, 2023



# OTHER ROAD PROJECTS IN THE AREA



# PURPOSE OF THE WEBEQUIE SUPPLY ROAD



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



Provide local employment and economic development opportunities to Webequie.



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



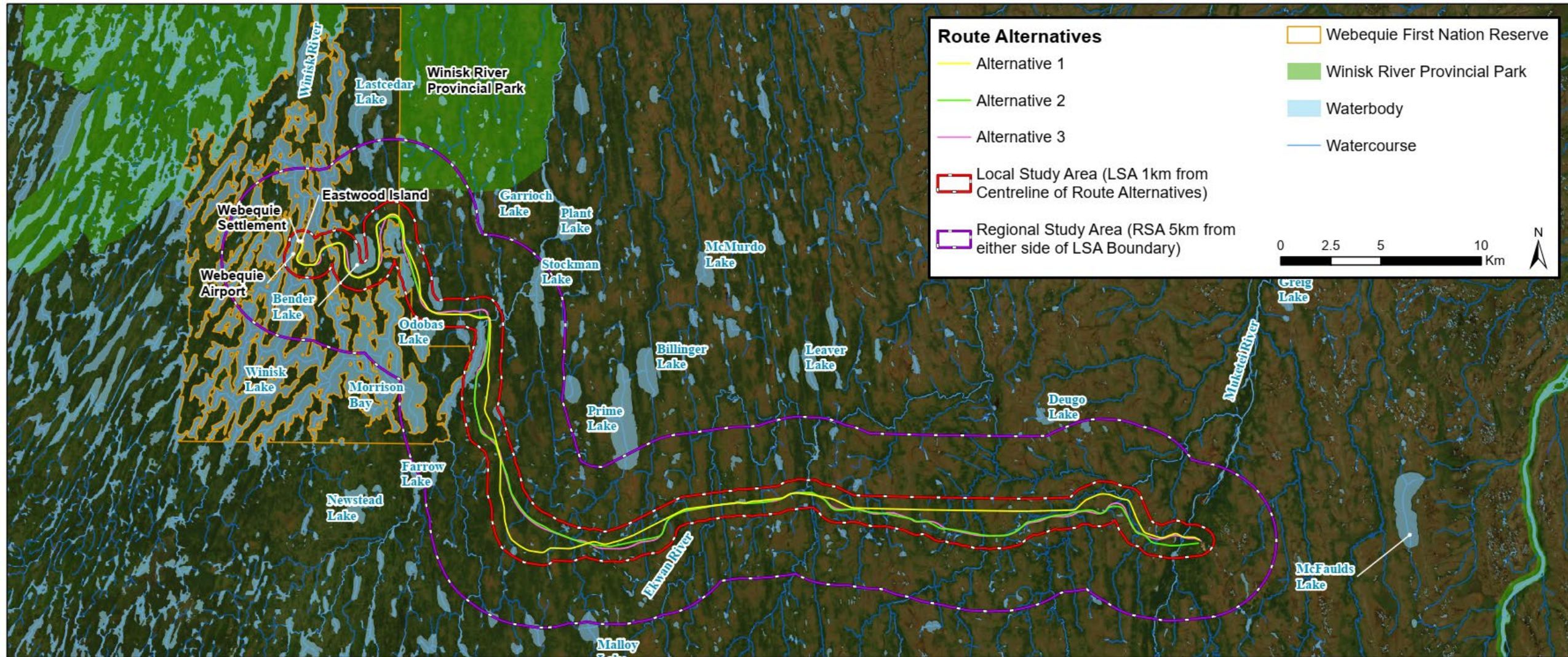
# Consultation Round 2 (March-October 2023)- *Who We Heard From*

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

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

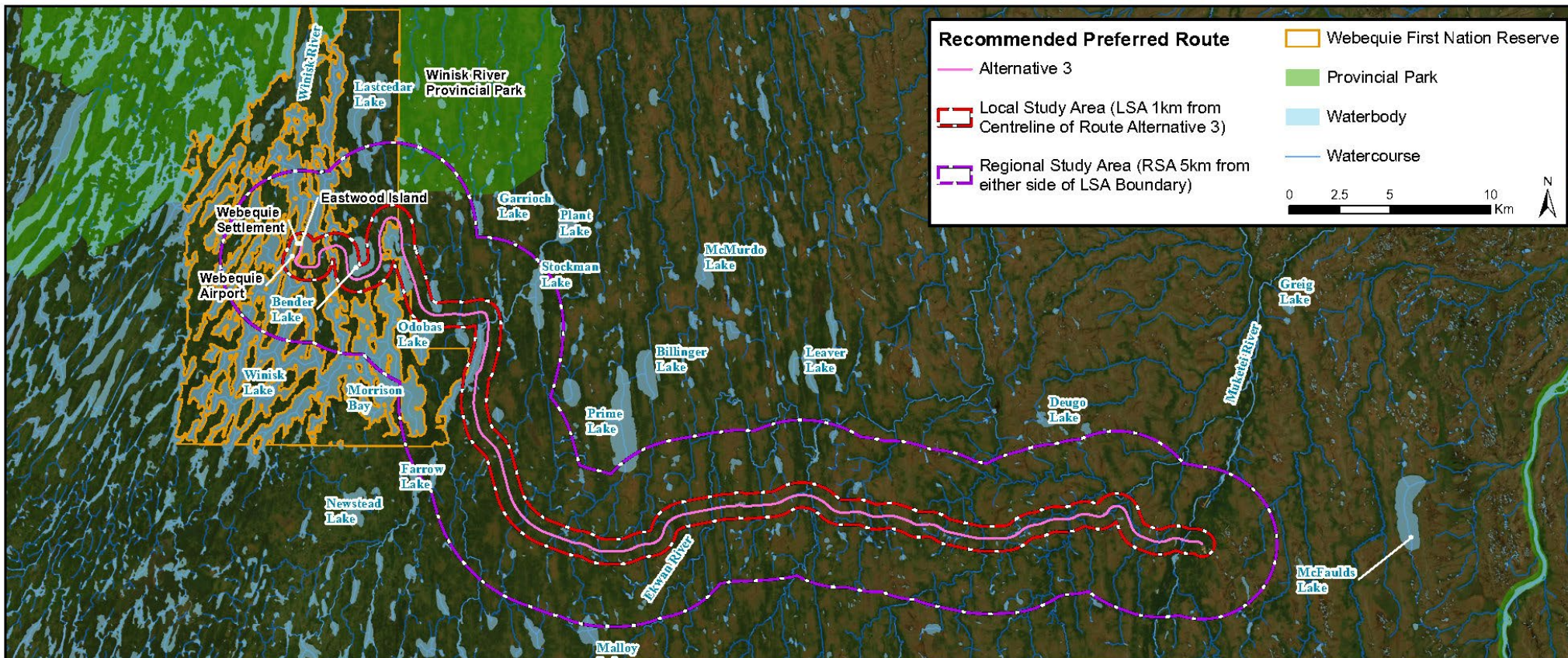


# ALTERNATIVE ROUTES IN THE PREFERRED CORRIDOR



# RECOMMENDED PREFERRED ROUTE

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



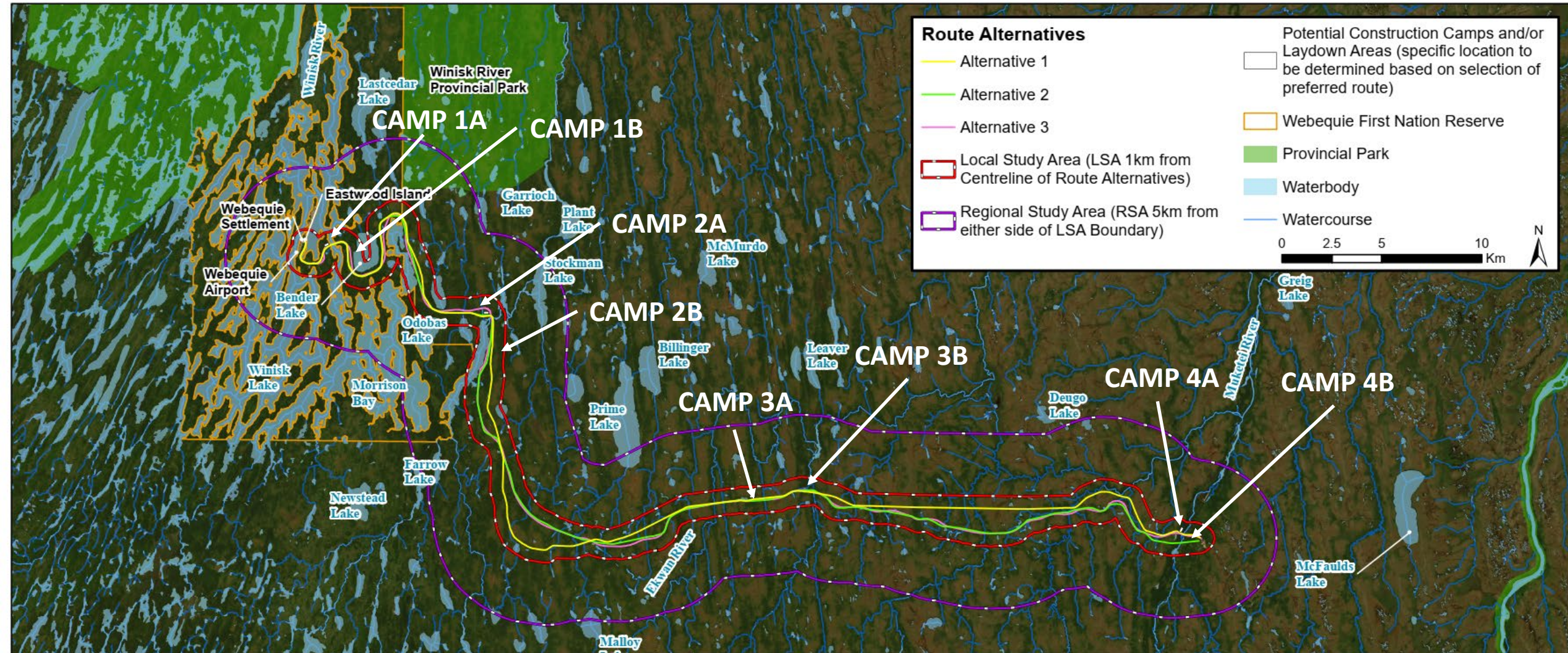
# ALTERNATIVES FOR SUPPORTIVE INFRASTRUCTURE

The evaluation of alternative locations for supportive infrastructure includes

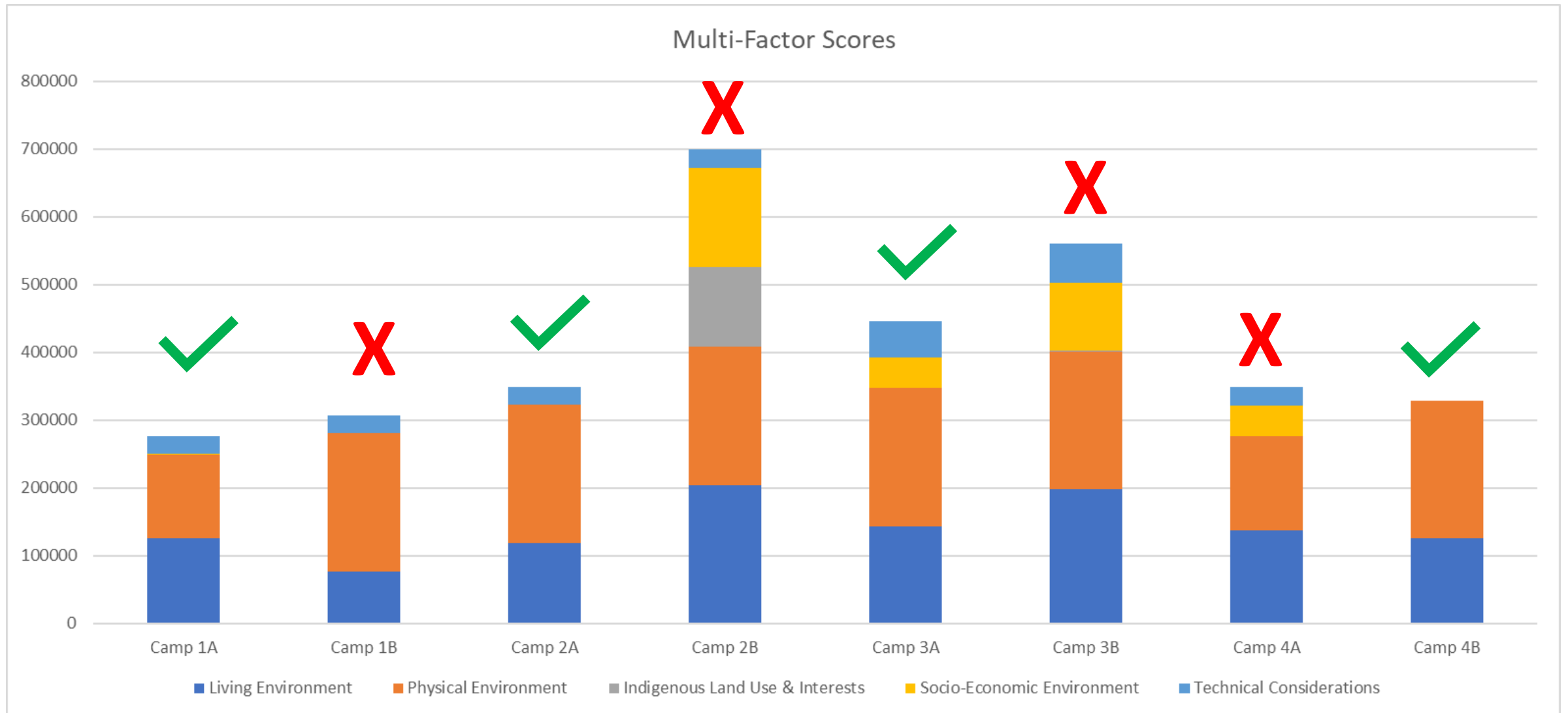
- Aggregate/Rock Source Areas (Pits/Quarries)
- Access Roads
- Construction Camps with Storage/Laydown Areas for Equipment & Materials



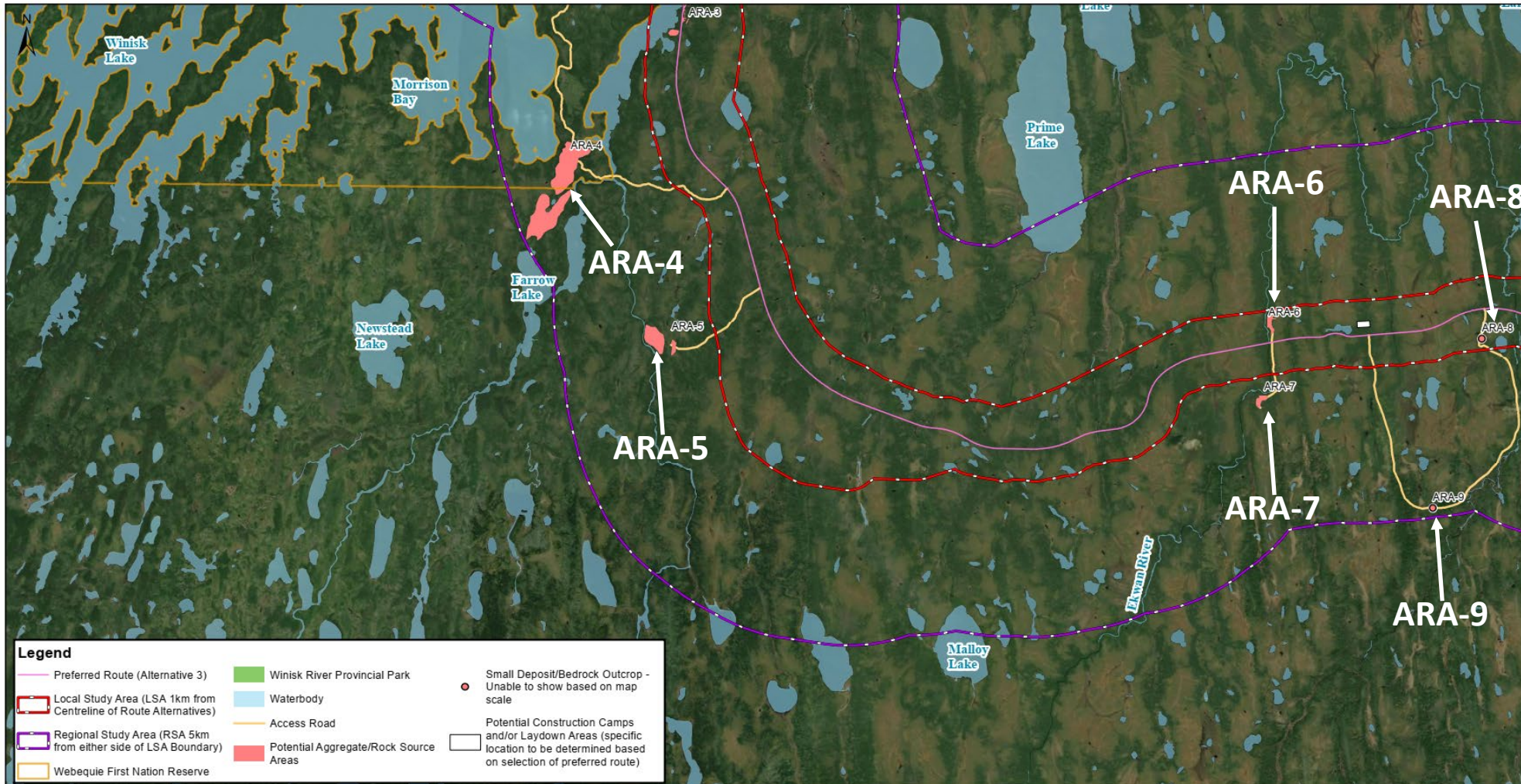
# POTENTIAL CONSTRUCTION CAMP LOCATIONS



# ALTERNATIVE CAMP AREAS (RESULTS)



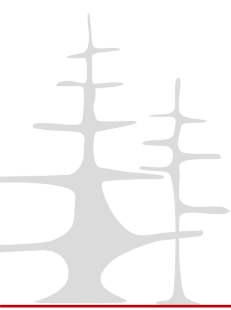
# POTENTIAL AGGREGATE SOURCE AREAS (WEST-CENTRAL)



# ALTERNATIVE AGGREGATE SOURCE AREAS (RESULTS)

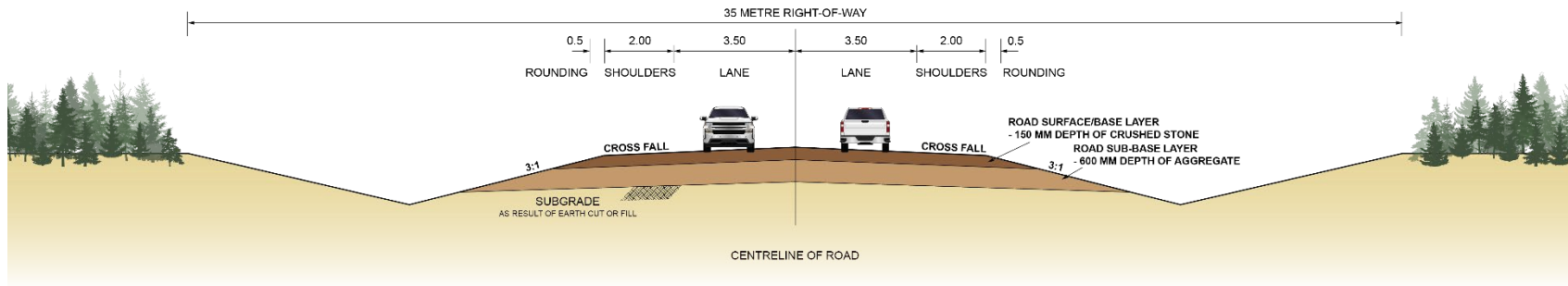


Option	Meets Quantity	Ability to Access	Proximity to Start of Construction (Webequie)	Long-term Source of Aggregates	Multi-Factor Score Ranking	Overall Rank
Option 1 - ARA-3 and ARA-4	YES	ARA-3 requires minimal access ARA-4 requires significant access road/bridge	NO	SCREENED OUT BECAUSE TOO FAR FROM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

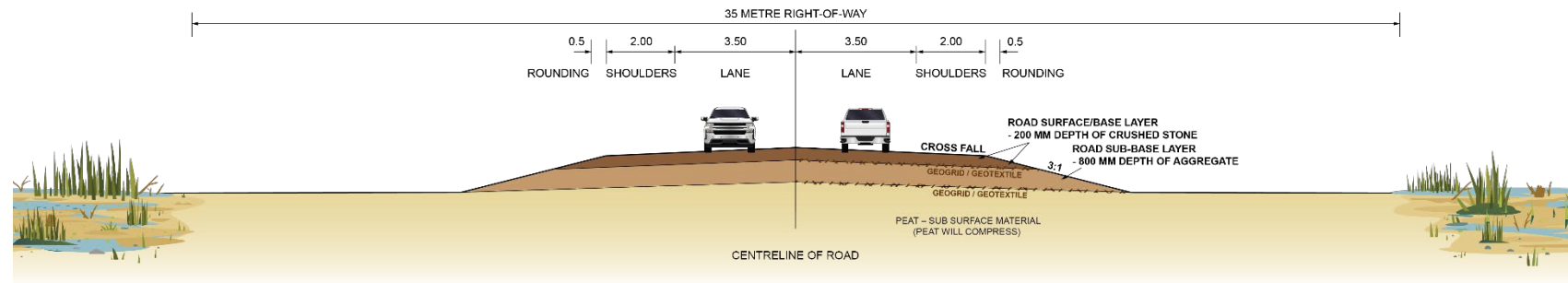


# ROAD FOUNDATION DESIGN

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



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



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

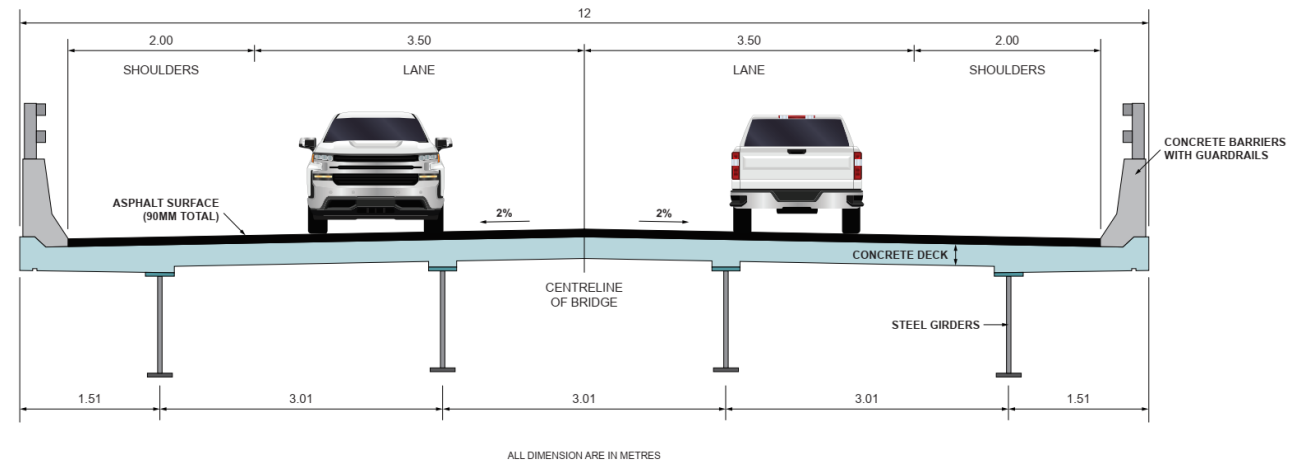
# WATERCOURSE CROSSINGS - BRIDGES

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

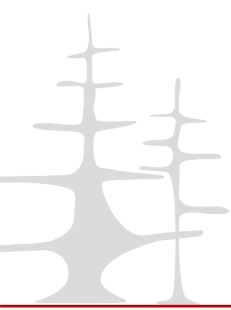
- Consists of foundations, abutments and piers that support steel girders, concrete deck and side barrier walls



Typical bridge proposed for WSR



View of Bridge Deck



# WINISK LAKE CROSSING

*BEFORE*



*AFTER*





# NEXT STEPS

## WE ARE HERE NOW

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

## WINTER/SUMMER 2024

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

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

## WINTER 2025/ SPRING 2026

- Review of Draft and Final EAR / IS

# APPENDIX P2.G.1

## Webequie First Nation

- Summary of Webequie First Nation Off-Reserve Community Meeting  
September 12, 2024





**WEBEQUIE SUPPLY ROAD  
Indigenous Knowledge Validation Session**

**Webequie First Nation  
Thursday, September 12, 2024**

## **OVERVIEW**

On Thursday, September 12, 2024, Marian Tibor-McMahon and McKenna Baxter of Indigenous and Community Engagement (ICE), Colin Buchanan and Elizabeth Boyd of Stantec, and the Webequie Supply Road (WSR) Project Team hosted an Indigenous Knowledge validation session for Webequie First Nation Elders in Thunder Bay at the Superior Inn Hotel. The session was led by Stantec who provided participants with consent forms and the purpose of the session. Fred Jacob was in attendance and provided translation. The team spoke with participants in one-on-one sessions and as a group. Print out copies of maps were provided on the tables for participants to review. In total, there were 8 Elders in attendance.

# APPENDIX P2.G.1

## Webequie First Nation

- Summary of Webequie First Nation Off-Reserve Community Meeting  
December 10, 2024





**WEBEQUIE SUPPLY ROAD**  
**Christmas Party Community presentation**  
**Webequie First Nation**  
**December 10<sup>th</sup> , 2024**

## OVERVIEW

The Webequie Supply Road Project Team attended an off-Reserve Webequie community Christmas party in Thunder Bay ON December 9<sup>th</sup>, 2024, to share a project update regarding the Webequie Supply Road (WSR) at the Superior inn located in Thunder Bay ON.

The WSR Christmas party format of this event was included by and opening remark by a Webequie community member, following a project updated by AtkinsRealis team member Don Parkinson. Webequie member Fred Jacob provided translation in Oji-Cree.

Door prize draws were held towards the end of the evening.

A draw for door prizes was conducted at the end of the evening.

Approximately 75 community members were in attendance upon sign in.

## QUESTIONS FROM COMMUNITY MEMBERS

*There was no question period for community input.*

## FEEDBACK FROM COMMUNITY MEMBERS

Overall Webequie members were very much appreciative of the wonderful evening and the food. Laughs and smiles were shared throughout the evening.

## Issues AND CONCERNS

No issues or concerns to report at this time.



# WEBEQUIE SUPPLY ROAD



WSR Environmental / Impact Assessment Project Update  
Webequie First Nation  
*December 10, 2024*

# PURPOSE OF THE WEBEQUIE SUPPLY ROAD



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



Provide local employment and economic development opportunities to Webequie.



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



# PROJECT DESCRIPTION



**107 km**

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



**17 km**

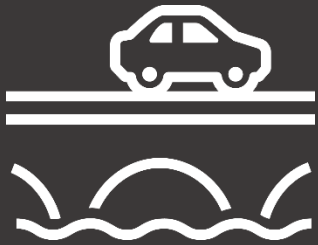
Length of road corridor within WFN Reserve Lands



**35 m**

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

# PROJECT DESCRIPTION



6

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



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



4

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



Storage and laydown yards (temporary) for equipment and materials



# OTHER ROAD PROJECTS IN THE AREA





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

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

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

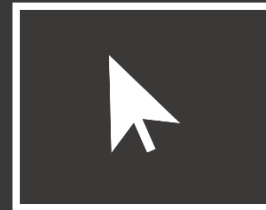
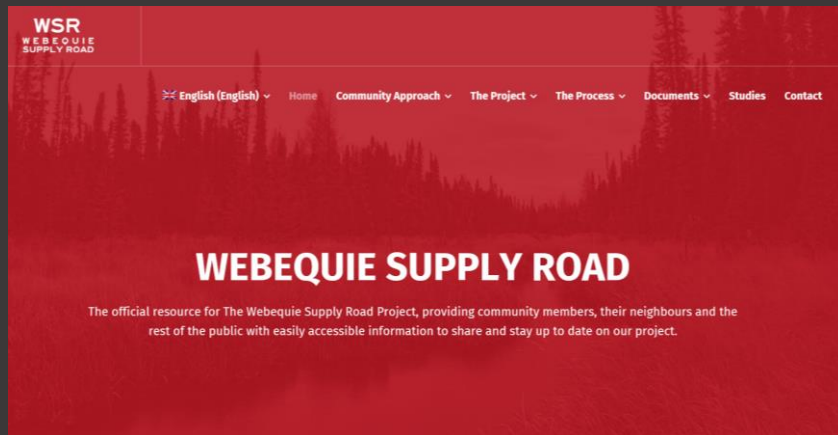
A draft Terms of Reference for the assessment was released in September 2024, outlining the framework and objectives of the evaluation. This document is available for public review and comment, emphasizing transparency and community involvement.

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

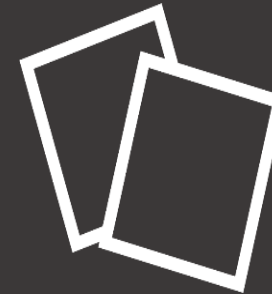
The WSR EA/IA final report will inform the Regional Assessment.

# ENGAGEMENT & CONSULTATION

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



WEBSITE



NOTICES



MEETINGS

+ WAWATAY RADIO SHOWS + INTERNET SHOWS (LIVESTREAMS)



# WHAT WE HAVE HEARD SO FAR

Road Ownership and Policing

Climate Change

Possible Effects from All Projects Together

Selling Gravel and Rock to Build Road

Commercial / Job Opportunities

Treaty Rights

Down River Water Quality

Worries About More Drugs and Alcohol



# WHERE ARE WE NOW IN THE PROJECT?

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

# LOOKING AT PROJECT EFFECTS - WHAT DO WE THINK ABOUT?



The Surface Water  
(lakes, rivers)



Fish and Fish Habitat (where the fish live)



The Land- Soils and Terrain



The Plants and Wetlands



The Groundwater /  
Springwater



Wildlife and Terrestrial (out  
of water) Habitat



The Air



Species at Risk

# LOOKING AT PROJECT EFFECTS - WHAT DO WE THINK ABOUT?



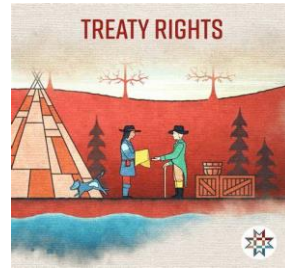
The People (the Social Environment)



The Environment that We See (Visual Environment)



The Economy



Aboriginal and/or Treaty Rights and Interests



The Lands and Resources



Culture



The Health of Community Members



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

# LOOKING AT PROJECT EFFECTS- WHAT DO WE THINK ABOUT?



Accidents and Things that Go Wrong



Climate Change



# DISCUSSING THE DRAFT ENVIRONMENT ASSESSMENT REPORT / IMPACT STATEMENT WITH YOU

*When we meet with you to talk about the results of the environmental / impact assessment in January / February 2025, we want to talk about what you want to talk about. We want to know which of these types of project effects are most important to you so we can focus on the information you want to see when we visit you again.*

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

**The Land- Soils and Terrain**

**The Groundwater /  
Springwater**

**The Air**

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

**The Lands and Resources**

**The Plants and Wetlands**

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

**Species at Risk**

**The People (the Social  
Environment)**

**The Economy**

**The Health of Community  
Members**

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

**Aboriginal and Treaty Rights and  
Interests**

**Culture**

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

**Together**

**Accidents and Things that Go  
Wrong**

**Climate Change**



# THE DECISION-MAKING PROCESS

## **For Government:**

### **Ontario:**

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

### **Canada:**

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

## **For Webequie:**

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



# WHAT HAPPENS AFTER ENVIRONMENT / IMPACT ASSESSMENT APPROVAL?

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



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

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



# TIMELINES / SCHEDULE

## FALL/WINTER 2024

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

## WINTER 24/25- SUMMER 2025

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

## 2026

- Federal / Provincial decisions on Impact Assessment / Environmental Assessment

# WEBEQUIE SUPPLY ROAD PROJECT


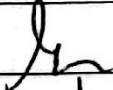



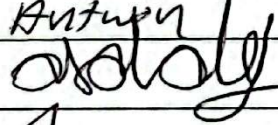





Thunder Bay  
December 10, 2024


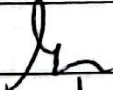



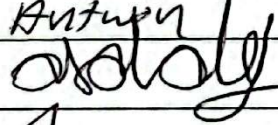



## Sign in Sheet

No.	Name	Signature
1.	Mathews Jacob	Mathews Jacob
2.	Jayne Desnalin	Jayne
3.	Vanessa, Preston, Elizabeth Amari -	Vanessa
4.	Connie Troutlake WFN	Connie
5.	Richard Sofoa	Richard Sofoa
6.	Jennifer Sofoa	Jennifer Sofoa
7.	Daniel Sofoa	
8.	Kylie Roundhead	
9.	Mitchell Suganagues	Mitchell
10.	Larry Yesno	
11.	Arnel da	
12.	Lillian Suganagues	
13.	Bidean TT	Bidean
14.	Rana Suganagues	Rana
15.	Ajay Suganagues	Ajay
16.	Mataya Suganagues	Mataya
17.	Priscilla Jacob	Priscilla
18.	Clara "	Clara
19.	Keshav "	Keshav
20.	[Signature]	[Signature]

No.	Name	Signature
21.	Trene Sofer	Trene Sofer
22.	Matilda Siganagub	Matilda Siganagub
23.	Sydney Williams	Sydney Williams
24.	Tyrell Shewaybick	Tyrell Shewaybick
25.	Tommy Wabasse	Tommy Wabasse
26.	Kawwa Wabasse	Kawwa Wabasse
27.	Janelle Shewaybick	Janelle Shewaybick
28.	Lorraine Whitehead	Lorraine Whitehead
29.	Angela Sofer	Angela Sofer
30.	Karen W	Karen W
31.	Monica	Monica
32.	Kiandra	Kiandra
33.	Lillian Stoner	Lillian Stoner
34.	Jessie Wabasse	Jessie Wabasse
35.	Kaitlin Wabasse	Kaitlin Wabasse
36.	Randy Siganagub	
37.	Lindy Shewaybick	
38.	Lataqua Anderson	Lataqua Anderson
39.	Mary Ann Shewaybick	Mary Ann Shewaybick
40.	Tim Sofer	Tim Sofer
41.	Eric Shewaybick	Eric Shewaybick
42.	Frank Mekanat	Frank Mekanat
43.	Tamara Sofer	Tamara Sofer
44.	Nicole Jacobs	Nicole Jacobs

No.	Name	Signature
45.	Marlo Ko	
46.	Sophie Jacob	
47.	Elizabeth Shingwab	
48.	Bessie Wabasse	
49.	Glen Wabasse	
50.	<del>Michelle Wabasse</del>	
51.	Rachel D. Fidler	
52.	Jessie Lopea	
53.	Billy Wabasse	
54.	Antwon Wabasse	
55.	Addilynn O'Keas	
56.	Leslie Spence	
57.	Marvin Shewick	
58.	Elizabeth Shewywick	ES
59.	Jeandra Aggamway	Jeandra
60.	Sienna Aggamway	SA
61.	Cohen Sopra	
62.	Diamond Kate	
63.	Silas Sofea	
64.	Ezriel Sofea	
65.	Conner Shewywick	
66.	Laurne Troutdale	
67.	Marcia J	
68.	Malaya Sofea	

78 door prize tickets 13 children

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78 door prize tickets 13 children



# APPENDIX P2.G.2

## Nibinamik First Nation

- Summary of Off-Reserve Community Meeting – August 6, 2024





**WEBEQUIE SUPPLY ROAD  
WSR PROJECT UPDATE MEETING**

**Nibinamik First Nation (Off-Reserve Members)  
Tuesday, August 6, 2024**

## **OVERVIEW**

On Tuesday, August 6, 2024 at 3:00 pm, Michael Fox and Don Parkinson of the Webequie Supply Road project team met with off-reserve members and leadership of Nibinamik First Nation in the Viking Room of the Valhalla Hotel and Conference Centre. Don Parkinson delivered the presentation, providing a project background, followed by a discussion of the various consultation efforts made to date and a description the general themes of feedback received on the project to date from First Nation communities in the region. The presentation then moved on to an explanation of current activities to identify possible effects of the project and how these fit into the overall environmental/impact assessment process. The presentation concluded with a discussion and explanation of the cumulative effects assessment, followed by a list of the projects to be included in this assessment and next steps in the project.

A question-and-answer session followed after the presentation. One community member commented that the project is essentially “a done deal” and that “history has told us that as Indigenous people, community members will not be listened to”. Don Parkinson responded that Webequie First Nation will be making their own, community-based decision as to whether to proceed with the project, independent of the federal impact assessment and provincial environmental assessment processes.

Michael Fox of the WSR project team committed to providing a copy of the presentation delivered via email to Roger Oshkineegish for distribution to community members.



# WEBEQUIE SUPPLY ROAD



WSR Project Update- Nibinamik First Nation  
August 2024



# OTHER ROAD PROJECTS IN THE AREA



# PURPOSE OF THE WEBEQUIE SUPPLY ROAD



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



Provide local employment and economic development opportunities to Webequie.



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



# PROJECT DESCRIPTION



**107 km**

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



**17 km**

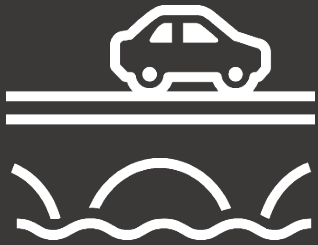
Length of road corridor within WFN Reserve Lands



**35 m**

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

# PROJECT DESCRIPTION



6

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



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



4

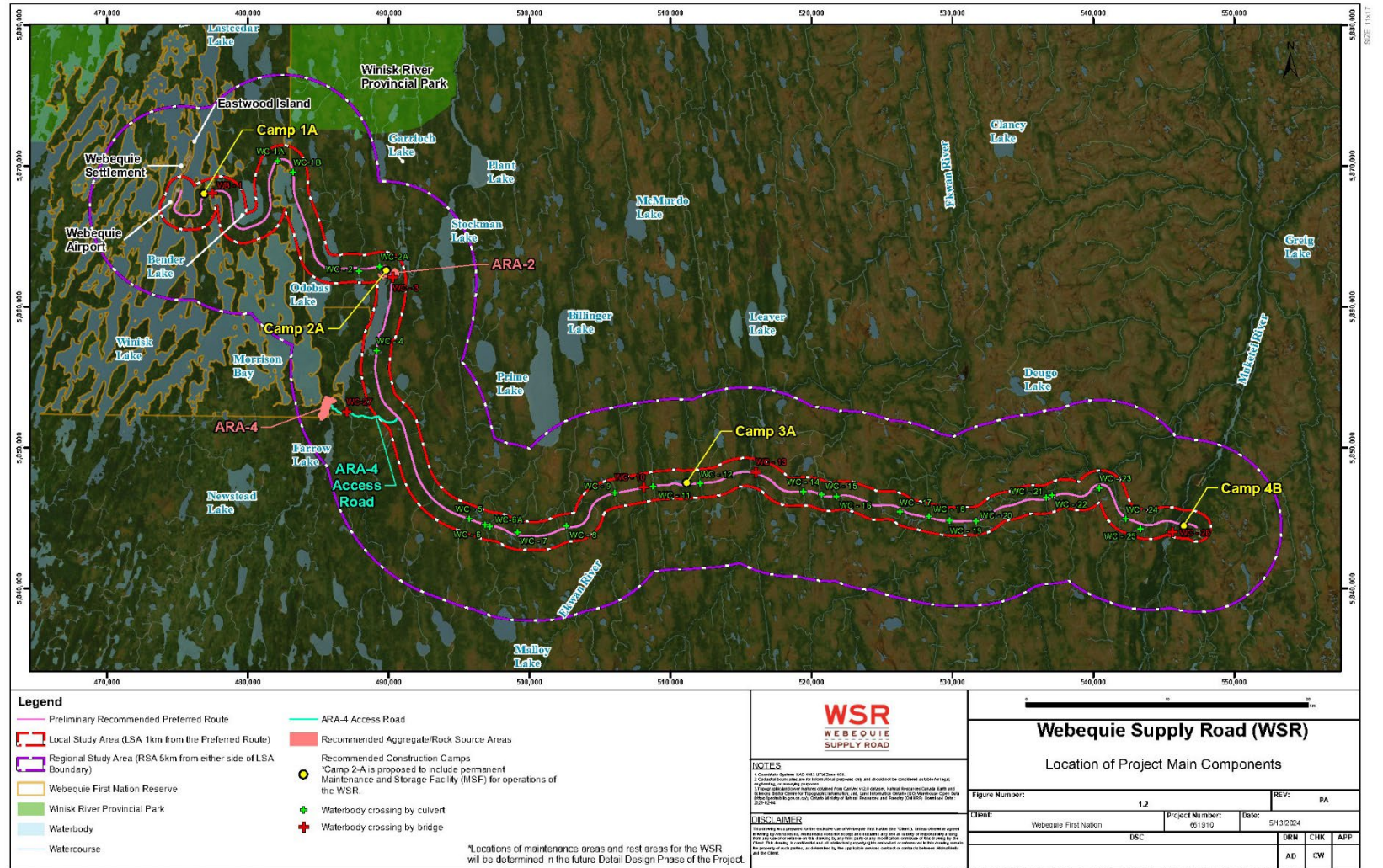
Construction camps (temporary) to accommodate construction crews, with 1 site being repurposed to act as permanent operation/maintenance facility



Storage and laydown yards (temporary) for equipment and materials

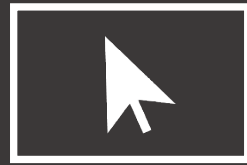
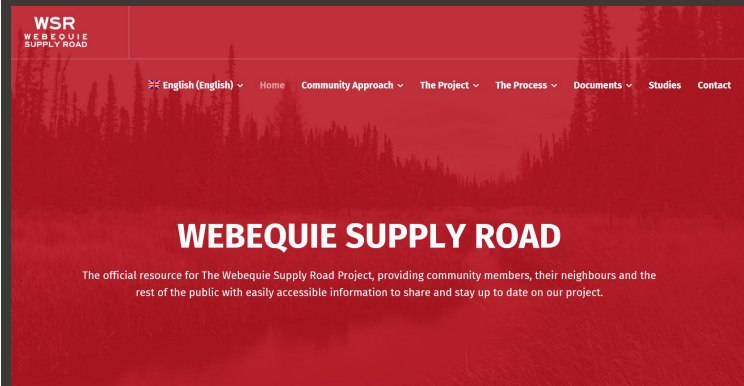
# PROPOSED LOCATIONS OF PROJECT INFRASTRUCTURE

- Proposed locations of construction camps, storage/laydown areas and aggregate/rock source areas have been identified

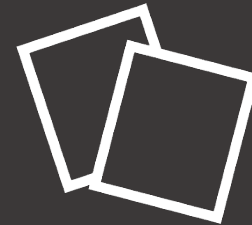


# ENGAGEMENT & CONSULTATION

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



The Project website was updated with project information [www.supplyroad.ca/](http://www.supplyroad.ca/)



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



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

# WHAT WE HEARD – KEY THEMES

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



# ENVIRONMENTAL ASSESSMENT / IMPACT ASSESSMENT (EA/IA)





# SCOPE OF ASSESSMENT

- Assessment of effects on Valued Components (VCs)- *What are the possible effects on what has been identified as important such as water and wildlife?*
- Assessment of Other Effects
  - *Accidents and malfunctions (human error – spills) What are the possible effects of human error / things going wrong (i.e., spills)?*
  - *Effects of the Environment on the Project What possible effects could the environment have on the project (i.e., climate change, flooding)?*
  - *Effects of Project in Context of Canada’s Environmental Obligations –What are the possible effects on things that that Canada has made promises to protect (i.e., species at risk)?*
  - *Project’s Contribution to Sustainability – How does the project make things better (i.e., improve social and economic well-being)?*



# KEY TERMS

## Valued Components (VCs)

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

## Indicators

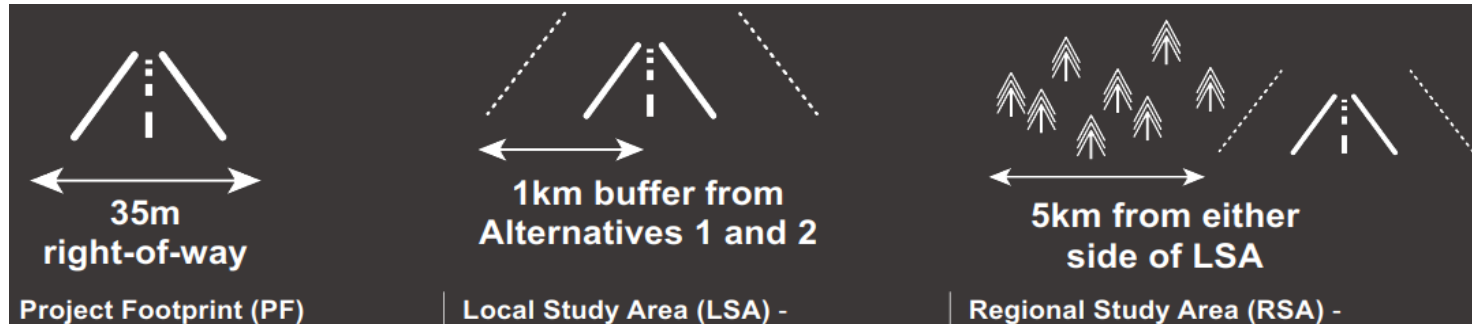
- Represent the resource, feature, or issue related to a VC that, if changed, may demonstrate an effect on the environment
- A measurement of potential effects, to be used to assess and evaluate alternatives and the overall effects of the Project

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

**Construction Phase 5-6 Years**

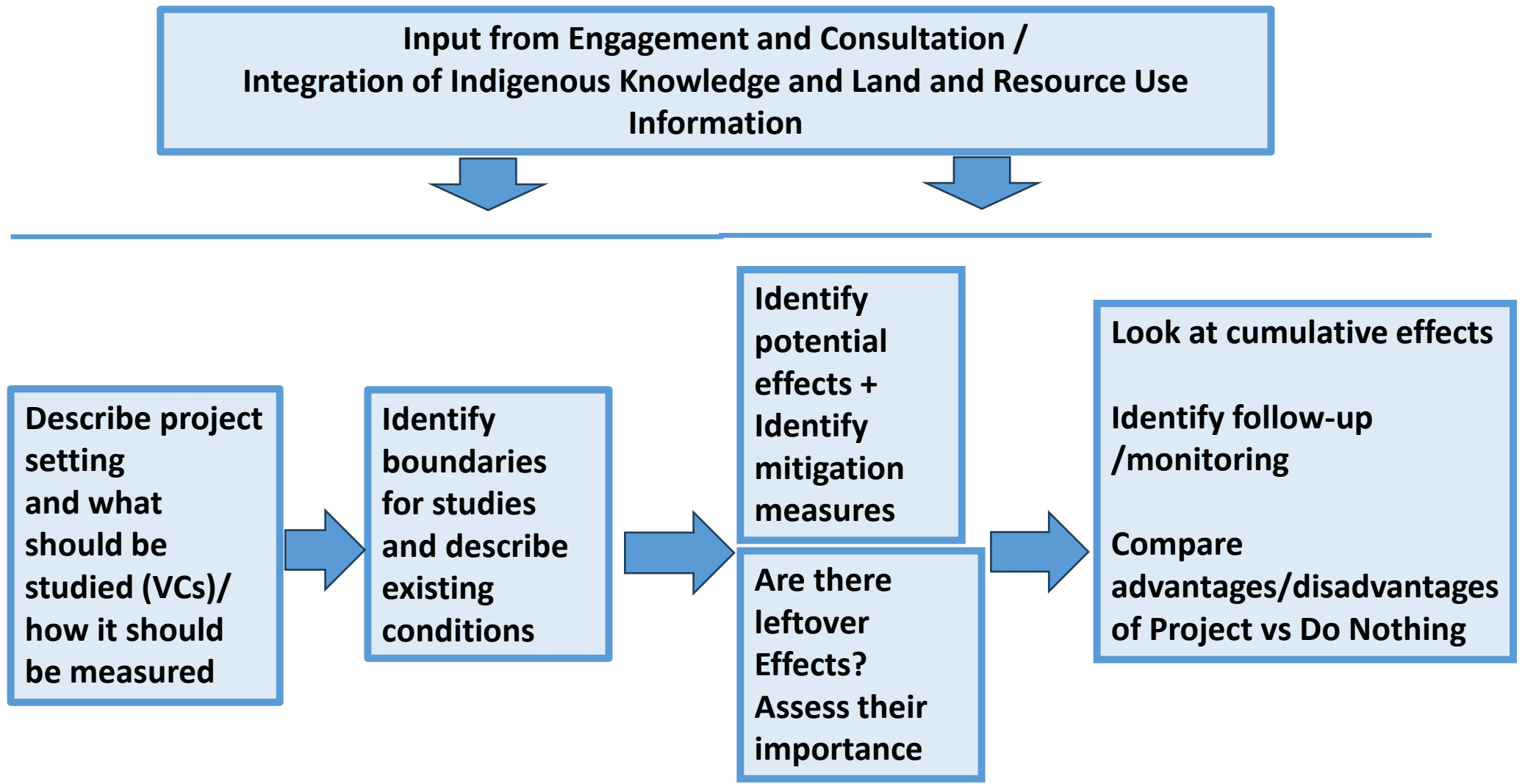
**Operations Phase 75 Years**

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





# EFFECTS ASSESSMENT STEPS





# CUMULATIVE EFFECTS ASSESSMENT

## What is a cumulative effect?

*“Cumulative effects are changes to the environment that are caused by an action in combination with other past, present and future human actions..”* *Cumulative Effects Assessment Practitioners Guide CEAA (February 1999)*

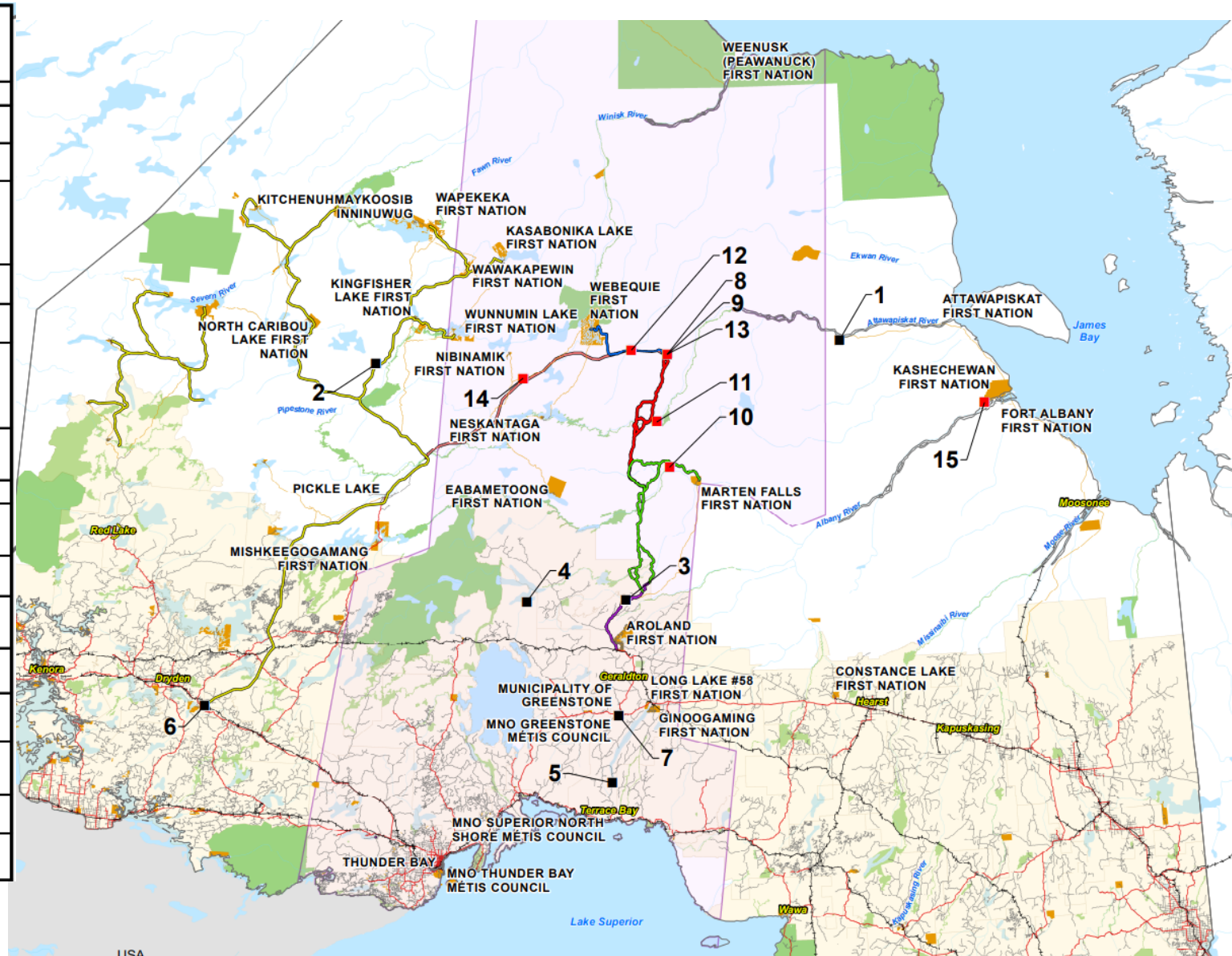
## A cumulative effects assessment:

- Looks at net / residual / left over effects (after mitigation- eliminating or controlling effects)
- Determine time (how long?) and space (over what area?) boundaries
- Considers how close other projects are to proposed project
- Considers past, present and reasonably foreseeable future projects in relation to the proposed project

***After we have identified the left over effects of the project, we combine/add these with the left over effects of past, present and (reasonably foreseeable) future projects then ask “What effects are left over after we control/limit the effects of all of the projects together?” These are the cumulative effects of the project.***

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

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





# NEXT STEPS

## WE ARE HERE NOW

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

## WINTER/SUMMER 2024

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

## FALL 2024/ SUMMER 2025

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