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Progress Report: Notice of Commencement of Provincial Environmental Assessment

October 2022

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Authors

Report Prepared By:

Insert electronic signature
Kathryn Ross, B.A.
Communications and Engagement Specialist
AECOM Canada Ltd.

Report Reviewed By:

Insert electronic signature
Ingrid Tremble Exner, P.Eng.
Environmental Engineer
AECOM Canada Ltd.

Insert electronic signature
Joanne Wang, M.E.S., MCIP, RPP
Senior Environmental Planner
AECOM Canada Ltd.

Report Approved By:

Insert electronic signature
Avril Fisken, M.Sc.
Canadian Practice Lead
Communications and Community Engagement
Associate Vice President, Environment
AECOM Canada Ltd

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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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3.1.3 Attawapiskat First Nation

Community Profile	
Location:	PO Box 248, Attawapiskat Ontario, P0L 1A0
Tribal Council:	Mushkegowuk Council
Treaty:	9
Project Team Lead:	James Meyer

Communication Distribution



Summary of Participation During Reporting Period	
Date of Last Outgoing Communication from MFFN CAR Project Team (Email or Phone)	June 16, 2022
Date of Last Incoming Communication from Community (Email or Phone)	May 27, 2022
Participating in IK Program: Offered	Status of IK Sharing Agreement: In Progress
	Status of IK Funding Agreement: In Progress
	IK information provided: TBD
Participating in Community Coordinator Program: In Progress	Offered, No expressed interest

Summary of Participation During Reporting Period	
Commented during The ToR	Commented on Draft ToR: **Yes**
	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	Provided updated contact information from the MFFN CAR Project Consultant.
Nov 03, 2021	October 2021 MFFN CAR E-Blast distributed via email.
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 16, 2021	Phone calls to follow-up on the December E-Blast, Winter Field Programs Notice and Discussion Guide.
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 04, 2022	Ungulate Aerial Surveys update distributed via email.
Feb 07, 2022	Follow up for IK Program and offer to schedule a meeting.
Feb 14, 2022	Wolverine Den Surveys Field Study Notice and Winter Field Programs update distributed via email.
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 28 – 30, 2022	Follow up call and email to confirm receipt of the Community Coordinator letter, and the February / March E-Blast including the Bird and Spring Discussion Guides and Project update video. Follow-up included status of IK Sharing and Funding Agreements and offering a meeting.
Mar 29, 2022	Early Spring Field Notice and Winter program updates distributed via email.
Apr 29 – May 03, 2022	Phone call and email to follow-up on the Community Coordinator letter and IK program.
Apr 29, 2022	April 2022 MFFN CAR E-Blast distributed via email.
May 11, 2022	Terrain and Soils Field Notice distributed via email.
May 11, 2022	Received a letter from Attawapiskat First Nation re: the IK Program, Regional Impact Assessment and caribou collaring data.
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.
Jun 10, 2022	Vegetation Field Notice distributed via email.
Jun 13, 2022	Distributed response letter to Attawapiskat First Nation via email re: the IK Program, Regional Impact Assessment and caribou collaring data with an offer to set up a meeting to discuss further.
Jun 13, 2022	Notice for PIC #3 distributed via email.
Jun 16, 2022	Email and phone call invitation for PIC #3.

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Key Consultation and Engagement Activities Undertaken During EA / IA (October 29, 2021 – June 30, 2022)	
Date	**Consultation and Engagement Activity**
Jun 24, 2022	June 2022 E-Blast distributed via email.
Jun 30, 2022	PIC #3 materials and online feedback form distributed via email.

Summary of Feedback Received and Response / Action – Attawapiskat First Nation					
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.	■ Consultation Methods ■ IA Process	■ **Issue—IA Process and COVID-19:** Attawapiskat First Nation requested a six-month extension to the IA in response to COVID-19 on November 19, 2020. The letter noted the Impact Assessment Act (IAA) has provisions allowing the proponent to request more time, and asked MFFN to make a request to IAAC under Section 19(2) of the IAA to extend the time limit for information gathering. Attawapiskat First Nation has been under a state of emergency due to the pandemic preventing in-person engagement, and the community's ability to effectively assess how the Project may impact Attawapiskat's rights and interests.	■ Letter	■ Status: Ongoing ■ A response was distributed on December 10, 2020 acknowledging Attawapiskat First Nation's concerns related to the community's capacity to engage on the Project and IA timelines, and noted that the MFFN CAR Project Team is committed to working together to determine a path forward. The MFFN CAR Project Team thanked Attawapiskat First Nation for participation to-date on the Project and proposed a teleconference to discuss concerns and constraints. The meeting would be an opportunity to further discuss the coordinated EA / IA process highlighting stages where input will be sought, Project timelines and the best methods for engaging Attawapiskat First Nation. Details for submitting comments or requests for an extension on the ToR were also provided. ■ The MFFN CAR Project Consultant included a meeting request in the May 3, 2022 correspondence. ■ Action: Continue requesting a meeting with Attawapiskat First Nation during outreach and correspondences.	■ Opportunities to provide feedback will continue throughout the EA / IA.

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Summary of Feedback Received and Response / Action – Attawapiskat First Nation					
Item #	**Topic / Issue Raised**	**Specific Issue / Comment Raised**	**Communication Channel**	**Response / Action**	**Addressed through the NoC EA Milestone and / or in the EA / IS**
2.	■ Indigenous Knowledge and Land Use ■ Aboriginal and Treaty Rights and Interests ■ Consultation Methods	■ **Issue—IK Program:** Attawapiskat First Nation stated in the May 11, 2022 letter, they will not participate in the Project's IK Program as it is currently set-up, rather they wish to receive draft chapters of the EA as they become available. Attawapiskat First Nation themselves will input IK and integrate it with scientific approaches.	■ Letter	■ Status: Ongoing ■ A response was distributed June 13, 2022, acknowledging Attawapiskat First Nation's decision to not participate in the IK Program. The MFFN CAR Project Team requested a meeting to discuss Attawapiskat First Nation's proposed approach to integrating IK and assessment to Impacts to Rights. Multiple meeting dates and times were proposed. ■ Action: Continue requesting a meeting with Attawapiskat First Nation during outreach and correspondences.	■ The MFFN CAR Project Team will continue requesting a meeting with Attawapiskat First Nation during outreach and correspondences.
3.	■ EA Process	■ Issue—EA Process: Attawapiskat First Nation indicated in the May 11, 2022 letter, that the provincial EA for each individual road segment to the Ring of Fire must be put on hold until a comprehensive, First Nations co-led, and co-enforced Regional Impact Assessment of the Ring of Fire is complete.	■ Letter	■ Status: Ongoing ■ A response was distributed June 13, 2022 to acknowledge that the Regional Impact Assessment was being led by the Impact Assessment Agency of Canada and that their comment regarding a comprehensive, First Nations co-led, and co-enforced Regional Impact Assessment of the Ring of Fire to them so they can respond. The response indicated that the EA Process will continue forward at this time. ■ Attawapiskat First Nation's comment regarding a comprehensive, First Nations co-led and co-enforced Regional Impact Assessment of the Ring of Fire was forwarded to the Impact Assessment Agency of Canada. ■ Action: No action at this time.	■ N/A
4.	■ Wildlife ■ Species at Risk	■ Issue—Caribou Collar Data: Attawapiskat First Nation requested in the May 11, 2022 letter, that the MFFN CAR Project Team share caribou collaring data that has been gathered as part of the baseline data collection and requested a meeting with the caribou discipline lead on the Project to discuss how data	■ Letter	■ Status: Ongoing ■ A response was sent June 13, 2022, notifying Attawapiskat First Nation that the collected caribou collar data is confidential until after the provincial / federal joint assessment reporting and review is complete. At that time, collar data will be made available to trained and licensed users via the provincial Natural Heritage Information Center database. ■ Action: Share a high level summary of the caribou field programs with Attawapiskat First Nation when becomes available.	■ 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.

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Summary of Feedback Received and Response / Action – Attawapiskat First Nation					
Item #	**Topic / Issue Raised**	**Specific Issue / Comment Raised**	**Communication Channel**	**Response / Action**	**Addressed through the NoC EA Milestone and / or in the EA / IS**
		may already be available and how it can be shared.			

Consultation and Engagement Log– Attawapiskat First Nation							
Communication Date	**Method of Engagement**	**Incoming**	**Outgoing**	**Contact Name**	**Contact Title**	**Project Team**	**Summary**
Oct 29, 2021	Email		X	■ David Nakogee ■ Andrew Koostachin ■ Antoine Kataquapit ■ Charles Hookimaw ■ Christopher Kataquapit ■ Louis Edwards ■ Raphael Wheesk ■ Steve Hookimaw ■ Xavier Wheesk ■ Dorothee Schreiber	■ Chief ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Deputy Chief ■ Councillor ■ Councillor ■ Councillor ■ Environmental Consultant	■ MFFN CAR Project Team ■	■ The MFFN CAR Project Team issued the NoC for the provincial EA to Attawapiskat First Nation 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	■ David Nakogee ■ Andrew Koostachin ■ Antoine Kataquapit ■ Charles Hookimaw ■ Christopher Kataquapit ■ Louis Edwards ■ Raphael Wheesk ■ Steve Hookimaw ■ Xavier Wheesk ■ Dorothee Schreiber	■ Chief ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Deputy Chief ■ Councillor ■ Councillor ■ Councillor ■ Environmental Consultant	■ MFFN CAR Project Team	■ The MFFN CAR Project Team mailed the NoC for the provincial EA to Attawapiskat First Nation and included the English Ojibway, Oji-Cree and Cree versions.
Nov 03, 2021	Email		X	■ David Nakogee ■ Wayne Turner ■ Louis Edwards ■ Dorothee Schreiber	■ Chief ■ CEO ■ Deputy Chief Environmental Consultant ■	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Attawapiskat First Nation with updated contact information.
Nov 03, 2021	Email		X	■ David Nakogee ■ Andrew Koostachin ■ Antoine Kataquapit ■ Charles Hookimaw	■ Chief ■ Councillor ■ Councillor ■ Councillor ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent the October E-Blast to Attawapiskat First Nation. The E-Blast included updates about the provincial and federal assessment processes, the experience of a MFFN field support staff during the Vegetation Field

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Consultation and Engagement Log– Attawapiskat First Nation							
Communication Date	**Method of Engagement**	**Incoming**	**Outgoing**	**Contact Name**	**Contact Title**	**Project Team**	**Summary**
				■ Christopher Kataquapit ■ Louis Edwards ■ Raphael Wheesk ■ Steve Hookimaw ■ Xavier Wheesk ■ Dorothee Schreiber	■ Deputy Chief ■ Councillor ■ Councillor ■ Councillor ■ Environmental Consultant		Program, recently completed and upcoming field studies, the new Ungulates educational video, and a profile of a MFFN CAR Project Team member.
Nov 30, 2021	Email		X	■ David Nakogee ■ Andrew Koostachin ■ Antoine Kataquapit ■ Charles Hookimaw ■ Christopher Kataquapit ■ Louis Edwards ■ Raphael Wheesk ■ Steve Hookimaw ■ Xavier Wheesk ■ Dorothee Schreiber	■ Chief ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Deputy Chief ■ Councillor ■ Councillor ■ Councillor ■ Environmental Consultant	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the November E-Blast to Attawapiskat First Nation. 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	■ David Nakogee ■ Andrew Koostachin ■ Antoine Kataquapit ■ Charles Hookimaw ■ Christopher Kataquapit ■ Louis Edwards ■ Raphael Wheesk ■ Steve Hookimaw ■ Xavier Wheesk ■ Dorothee Schreiber	■ Chief ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Deputy Chief ■ Councillor ■ Councillor ■ Councillor ■ Environmental Consultant	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the Winter Field Notice and Discussion Guide to Attawapiskat First Nation. 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	■ David Nakogee ■ Andrew Koostachin ■ Antoine Kataquapit ■ Charles Hookimaw ■ Christopher Kataquapit ■ Louis Edwards ■ Raphael Wheesk ■ Steve Hookimaw ■ Xavier Wheesk	■ Chief ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Deputy Chief ■ Councillor ■ Councillor ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the December E-Blast to Attawapiskat 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– Attawapiskat First Nation							
Communication Date	**Method of Engagement**	**Incoming**	**Outgoing**	**Contact Name**	**Contact Title**	**Project Team**	**Summary**
				■ Dorothee Schreiber	■ Environmental Consultant		
Dec 16, 2021	Phone		X	■ David Nakogee ■ Wayne Turner ■ Louis Edwards ■ Dorothee Schreiber	■ Chief ■ CEO ■ Deputy Chief ■ Environmental Consultant ■	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant called to follow-up on the December E-Blast, letter distributed to Attawapiskat First Nation, Winter Field Program Discussion Guide and Field Notice. Reception answered and noted that all four contacts were out of office and was closed starting December 16, 2021.
Jan 17, 2022	Email and Letter		X	■ David Nakogee ■ Wayne Turner ■ Louis Edwards ■ Dorothee Schreiber	■ Chief ■ CEO ■ Deputy Chief ■ Environmental Consultant	■ 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 Attawapiskat First Nation via email. The letter provided information on key IK Program and ATRI dates and deadlines. A copy of the IK Funding Agreement was also included.
Jan 19, 2022	Email		X	■ David Nakogee ■ Wayne Turner ■ Louis Edwards ■ Dorothee Schreiber	■ Chief ■ CEO ■ Deputy Chief ■ Environmental Consultant	■ 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	■ David Nakogee ■ Andrew Koostachin ■ Antoine Kataquapit ■ Charles Hookimaw ■ Christopher Kataquapit ■ Louis Edwards ■ Raphael Wheesk ■ Steve Hookimaw ■ Xavier Wheesk ■ Dorothee Schreiber	■ Chief ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Deputy Chief ■ Councillor ■ Councillor ■ Councillor ■ Environmental Consultant	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent the January E-Blast to Attawapiskat First Nation. 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.
Feb 04, 2022	Email		X	■ David Nakogee ■ Charles Hookimaw ■ Louis Edwards ■ Dorothee Schreiber	■ Chief ■ Councillor ■ Deputy Chief ■ Environmental Consultant	■ 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.

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Consultation and Engagement Log– Attawapiskat First Nation							
Communication Date	**Method of Engagement**	**Incoming**	**Outgoing**	**Contact Name**	**Contact Title**	**Project Team**	**Summary**
Feb 07, 2022	Email		X	■ David Nakogee ■ Charles Hookimaw ■ Louis Edwards ■ Dorothee Schreiber	■ Chief ■ Councillor ■ Deputy Chief ■ Environmental Consultant	■ 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 Attawapiskat First Nation 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.

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Consultation and Engagement Log– Attawapiskat First Nation							
Communication Date	**Method of Engagement**	**Incoming**	**Outgoing**	**Contact Name**	**Contact Title**	**Project Team**	**Summary**
Feb 14, 2022	Email		X	■ David Nakogee ■ Wayne Turner ■ Louis Edwards ■ Dorothee Schreiber	■ Chief ■ CEO ■ Deputy Chief ■ Environmental Consultant	■ 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.
Mar 03, 2022	Email		X	■ David Nakogee ■ Wayne Turner ■ Louis Edwards ■ Dorothee Schreiber	■ Chief ■ CEO ■ Deputy Chief ■ Environmental Consultant	■ 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	■ David Nakogee ■ Wayne Turner ■ Louis Edwards ■ Dorothee Schreiber	■ Chief ■ CEO ■ Deputy Chief ■ Environmental Consultant	■ 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.

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Consultation and Engagement Log– Attawapiskat First Nation							
Communication Date	**Method of Engagement**	**Incoming**	**Outgoing**	**Contact Name**	**Contact Title**	**Project Team**	**Summary**
Mar 15, 2022	Email		X	■ David Nakogee ■ Wayne Turner ■ Louis Edwards ■ Dorothee Schreiber	■ Chief ■ CEO ■ Deputy Chief ■ Environmental Consultant	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the combined February / March E-Blast to Attawapiskat First Nation. 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
Mar 17, 2022	Email and Letter		X	■ David Nakogee ■ Wayne Turner ■ Louis Edwards ■ Dorothee Schreiber	■ Chief ■ CEO ■ Deputy Chief ■ Environmental Consultant	■ 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 Attawapiskat First Nation 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 28, 2022	Phone		X	■ David Nakogee	■ Chief	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant called to follow-up on the February / March E-Blast, including the Project update video, and Bird and Spring Discussion Guides distributed to Attawapiskat First Nation. The follow-up also included interest in the Community Coordinator Program and status of IK Sharing and Funding Agreements. No one answered and left a voicemail with reception.
Mar 29, 2022	Email		X	■ David Nakogee ■ Wayne Turner ■ Louis Edwards ■ Dorothee Schreiber	■ Chief ■ CEO ■ Deputy Chief ■ Environmental Consultant	■ 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.

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Consultation and Engagement Log– Attawapiskat First Nation							
Communication Date	**Method of Engagement**	**Incoming**	**Outgoing**	**Contact Name**	**Contact Title**	**Project Team**	**Summary**
Mar 30, 2022	Email		X	■ David Nakogee ■ Wayne Turner ■ Louis Edwards ■ Dorothee Schreiber	■ Chief ■ CEO ■ Deputy Chief ■ Environmental Consultant	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent a follow up email on the February / March E-Blast, including the Project update video, and Bird and Spring Discussion Guides distributed to Attawapiskat First Nation. The follow-up also included interest in the Community Coordinator Program.
Apr 29, 2022	Phone		X	■ David Nakogee	■ Chief	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant called the Attawapiskat First Nation band office to discuss the Community Coordinator Program letter and job posting sent on March 17, 2022 and the IK Program Sharing and Funding Agreements sent on January 17, 2022. There was no answer and left a voicemail.
Apr 29, 2022	Email		X	■ David Nakogee ■ Louis Edwards ■ Dorothee Schreiber	■ Chief ■ Deputy Chief ■ Environmental Consultant	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the April E-Blast to Attawapiskat First Nation. 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.
May 03, 2022	Email		X	■ David Nakogee ■ Wayne Turner ■ Louis Edwards ■ Dorothee Schreiber	■ Chief ■ CEO ■ Deputy Chief ■ Environmental Consultant	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Chief David Nakogee to follow up on the Community Coordinator Program letter and job posting sent on March 17, 2022 and the IK Program Sharing and Funding Agreements sent on January 17, 2022. It was noted that the MFFN CAR Project Team is available for a meeting on the programs.
May 11, 2022	Email	X		■ David Nakogee ■ Orit Rivietz ■ Olthuis Kleer Townshend	■ Chief ■ Legal Assistant ■ LLP	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received a response from Chief David Nakogee in response to an email sent May 3, 2022 requesting an update on Attawapiskat First Nation's involvement in the IK Program. The letter noted that Attawapiskat First Nation will not be participating in the IK Program but instead proposed the MFFN CAR Project Team send draft chapters of the provincial EA study as they become available and Attawapiskat First Nation would incorporate IK and an Impact to Rights assessment. The letter also noted a request for the provincial EA to be put on hold until a Regional IA on the Ring of Fire was completed. It was also requested

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Consultation and Engagement Log– Attawapiskat First Nation							
Communication Date	**Method of Engagement**	**Incoming**	**Outgoing**	**Contact Name**	**Contact Title**	**Project Team**	**Summary**
							that the Proponent share any caribou collaring data that has been gathered as part of the baseline data collection and requested a meeting with the MFFN CAR Caribou Specialist to discuss data that is available and how it can be shared.
May 11, 2022	Email		X	■ David Nakogee ■ Wayne Turner ■ Louis Edwards ■ Dorothee Schreiber ■ Charles Hookimaw	■ Chief ■ CEO ■ Deputy Chief ■ Environmental Consultant ■ 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 Attawapiskat 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 25, 2022	Email		X	■ David Nakogee ■ Orit Rivietz ■ Olthuis Kleer Townshend	■ Chief ■ Legal Assistant ■ LLP	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant thanked Attawapiskat First Nation for their letter (received May 11, 2022) and noted when a response letter could be expected.
May 27, 2022	Email	X		■ David Nakogee ■ Orit Rivietz ■ Olthuis Kleer Townshend	■ Chief ■ Legal Assistant ■ LLP	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email regarding the letter provided on May 11, 2022.
May 27, 2022	Email		X	■ David Nakogee ■ Orit Rivietz ■ Olthuis Kleer Townshend	■ Chief ■ Legal Assistant ■ LLP	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an update to Attawapiskat First Nation indicating that a response to the letter received May 11, 2022 will be issued by June 3, 2022.
May 27, 2022	Email	X		■ David Nakogee ■ Orit Rivietz ■ Olthuis Kleer Townshend	■ Chief ■ Legal Assistant ■ LLP	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received a confirmation email from Orit Rivietz on behalf of Attawapiskat First Nation regarding the May 11, 2022 letter response update.

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Consultation and Engagement Log– Attawapiskat First Nation							
Communication Date	**Method of Engagement**	**Incoming**	**Outgoing**	**Contact Name**	**Contact Title**	**Project Team**	**Summary**
May 27, 2022	Email		X	■ David Nakogee ■ Wayne Turner ■ Louis Edwards ■ Dorothee Schreiber ■ Charles Hookimaw	■ Chief ■ CEO ■ Deputy Chief ■ Environmental Consultant ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the May E-Blast to Attawapiskat First Nation. 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	■ David Nakogee ■ Wayne Turner ■ Louis Edwards ■ Dorothee Schreiber ■ Charles Hookimaw	■ Chief ■ CEO ■ Deputy Chief ■ Environmental Consultant ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team distributed the Surface Water, Fish and Fish Habitat Field Notice to Attawapiskat 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.
June 10, 2022	Email		X	■ David Nakogee ■ Wayne Turner ■ Louis Edwards ■ Dorothee Schreiber	■ Chief ■ CEO ■ Deputy Chief ■ Environmental Consultant	■ MFFN CAR Project Team	■ The MFFN CAR Project Team distributed the Vegetation Field Notice to Attawapiskat 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 13, 2022	Email		X	■ David Nakogee ■ Dorothee Schreiber ■ Orit Rivietz ■ Kate Kempton	■ Chief, ■ Environmental Consultant ■ Legal Assistant ■ LLP	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ MFFN CAR Project Team sent a response letter to Attawapiskat First Nation Chief David Nakogee regarding Attawapiskat First Nations decision to not participate in the IK Program and request for Caribou collaring data. MFFN CAR Project Team requested to set up a meeting with Attawapiskat First Nation representatives to further discuss their proposed approach to integrating IK and assessment to Impacts to Rights. Multiple dates and times were provided. It was noted that the Agency is leading the regional assessment, and that Attawapiskat First Nations comment on a comprehensive First Nations co-led and co-enforced Regional Impact Assessment of the Ring of Fire will be sent directly to them. It was noted that the provincial EA will continue moving forward at this time. The response also noted that a cumulative effects assessment for the CAR and foreseeable activities / projects within the Regional

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Consultation and Engagement Log– Attawapiskat First Nation							
Communication Date	**Method of Engagement**	**Incoming**	**Outgoing**	**Contact Name**	**Contact Title**	**Project Team**	**Summary**
							Districts of Cochrane, Thunder Bay and Kenora will be completed after the Project specific effects assessment and preferred route alternative is selected. The response also shared details from study plans including baseline data collection methods and how the caribou collaring data will be used. It was noted that the collaring data is confidential until after the provincial / federal joint assessment reporting and review is complete.
June 13, 2022	Email		X	■ David Nakogee ■ Wayne Turner ■ Louis Edwards ■ Dorothee Schreiber	■ Chief ■ CEO ■ Deputy Chief ■ Environmental Consultant ■	■ 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. Indigenous community members were invited to join early for the first hour of each meeting and the public can join afterwards. A formal notice was attached, along with a link to the website with the notice translated in French, Ojibway, Cree and Oji-Cree.
June 16, 2022	Phone		X	■ Attawapiskat First Nation Band Office	■ Reception	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant called to invite Attawapiskat First Nation to PIC #3. Reception answered the phone and noted that Dorothee Schriber, Wayne Turner, Chief David Nakogee and Louis Edwards were all away this week and took a message to call back next week.
June 16, 2022	Email		X	■ David Nakogee ■ Wayne Turner ■ Louis Edwards ■ Dorothee Schreiber	■ Chief ■ CEO ■ Deputy Chief ■ Environmental Consultant	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent a follow up email to Dorothee Schriber, Wayne Turner, Chief David Nakogee and Louis Edwards of Attawapiskat First Nation to share information regarding PIC #3. The notice was provided including links to the website.
June 24, 2022	Email		X	■ David Nakogee ■ Wayne Turner ■ Louis Edwards ■ Dorothee Schreiber	■ Chief ■ CEO ■ Deputy Chief ■ Environmental Consultant	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the June E-Blast to Attawapiskat First Nation. 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.

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Consultation and Engagement Log– Attawapiskat First Nation							
Communication Date	**Method of Engagement**	**Incoming**	**Outgoing**	**Contact Name**	**Contact Title**	**Project Team**	**Summary**
June 30, 2022	Email		X	■ David Nakogee ■ Wayne Turner ■ Louis Edwards ■ Dorothee Schreiber	■ Chief ■ CEO ■ Deputy Chief ■ Environmental Consultant	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed Attawapiskat First Nation 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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B3. Attawapiskat First Nation

A3.1 Outgoing Community Specific Correspondence
A3.2 Incoming Community Specific Correspondence

B3.1 Outgoing Community Specific Correspondence

From: Cloutis, Geneva
Sent: Wednesday, November 3, 2021 1:20 PM
To: david.nakogee@attawapiskat.org
Cc: wayne.turner@attawapiskat.org; dorothee.schreiber@gmail.com; louis.edwards@attawapiskat.org; Ross, Kathryn
Subject: MFFN Community Access Road - New Contact

Good afternoon Chief Nakogee,

I hope you and your community are doing well. I would like to take this opportunity to let you know that Kathryn Ross (CC'ed) here will be the main point of contact for Attawapiskat First Nation for the Marten Falls First Nation Community Access Road Project moving forward. If you have any questions or comments about the Community Access Road, please reach out to her.

Kind regards,

Geneva
On behalf of the MFFN Community Access Road Project Team

From: Nokleby, Andrea <anokleby@dillon.ca>
Sent: January 17, 2022 9:00 AM
To: david.nakogee@attawapiskat.org; wayne.turner@attawapiskat.org; dorothee.schreiber@gmail.com; louis.edwards@attawapiskat.org
Cc: Bob Baxter; Qasim Saddique; Lawrence Baxter; Meyer, James
Subject: [EXTERNAL] MFFN CAR IK Program Timeline Update
Attachments: Letter- 2022-01-17- IK Program Timeline Update - Attawapiskat First Nation.pdf; FINAL Template - Indigenous Knowledge Program Funding Agreement.docx

Dear Chief Nakogee,

We hope the start of the new year brings with it safety, peace, and prosperity to your community. We are thinking of your community during this time.

Please see attached a letter from the Marten Falls First Nation Community Access Road Project Team Leads Qassim Siddique and Lawrence Baxter, regarding the Project's Indigenous Knowledge Program schedule and related updates.

We have also attached the IK Funding Agreement for your review.

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

DILLON CONSULTING

BEST MANAGED COMPANIES
Platinum member

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
A.Nokleby@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.

Indigenous Knowledge Program Funding Agreement (the "Agreement")

THIS AGREEMENT made as of the _____day of _____, _____.

BETWEEN:

INSERT NAME OF FIRST NATION
(Hereinafter called the "Name of First Nation"),

OF THE FIRST PART

- AND -

Marten Falls First Nation Project Team
(Hereinafter called the "Project Team")

OF THE SECOND PART

- AND -

Dillon Consulting Limited
(Hereinafter referred to as "Dillon")

OF THE THIRD PART

WHEREAS

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 the MFFN community 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 "Assessments") to assess the potential Project effects and benefits.

AND WHEREAS as part of the Assessment the Project Team would like to engage FN in the Indigenous Knowledge Program (the "IK") and to complete a Project-Specific IK Study (the "IK Study")

AND WHEREAS the FN has agreed to participate in the IK program and produce an IK Study specific to the Project area and community.

AND WHEREAS, specific to this Agreement, the Project Team has retained Dillon for the sole purpose of the administration of the receipt of the IK Study and payment of the funding for the IK Study to the FN as set out in this Agreement.

NOW THEREFORE THIS AGREEMENT WITNESSES that the Project Team, FN and Dillon (the "Parties") hereby agree as follows:

ARTICLE I: SCOPE OF SERVICES

1.1 Services by the FN. The FN shall complete and provide to the Project Team, an IK Study Report, covering the geographic area identified in Schedule A, with that degree of care, skill and diligence normally provided in the performance of an IK Study on projects of a similar nature.

1.2 Scope of Services. The FN shall complete the IK Study Report in accordance with the provisions as set out in the *MFFN Community Access Road Project - Indigenous Knowledge Program Guidance Document,* dated November 2020, a copy of which is attached as Schedule B.

ARTICLE II: Project Team Responsibilities

2.1 Information. The Project Team shall provide to the FN, in a timely manner, relevant information required to complete the IK Study.

ARTICLE III: FN RESPONSIBILITIES

3.1 Deliverables. The FN shall provide the following reports, upon the timelines set out:

- *Preliminary Data (GIS)/Draft Report/Information, by no later than May 15, 2022*
- *Final IK Study Report and associated mapping/GIS files, by no later than June 30, 2022*

ARTICLE IV: Compensation

4.1 Compensation. The Project Team agrees to compensate FN for the IK Report, in the amount of $30,000, inclusive of all applicable taxes (the "IK Payment").

4.2 Schedule of Payments. Upon execution of this Agreement by all parties, the Project Team shall direct Dillon to pay the FN the IK Payment based upon the following schedule:

- *An initial payment of $10,000 within 30 days of the execution of this Agreement by all Parties,*
- *A second payment of $10,000 within 30 days of receipt, by the Project Team, of the Preliminary Data (GIS)/Draft Report/Information,*
- *A final payment of $10,000 within 30 days of receipt, by the Project Team, of the Final IK Study Report and associated mapping/GIS file.*

Notwithstanding article 7.7, the FN here by directs Dillon to make the three individual IK Payments, payable to _____ and to deliver the payments to _____, and this shall be Dillon's good and valid authority to do so.

ARTICLE V: CONFIDENTIALITY, USE AND DISCLOSURE

5.1 Confidentiality. The Project Team and the FN have previously executed an Indigenous Knowledge Information Sharing Agreement (the "IK Agreement"). The Project Team and the FN Parties agree that all matters relating to the confidentiality, use and disclosure of the IK Report shall be governed by the IK Agreement. In the event of any conflict between terms of the IK Agreement and this Agreement, the terms and conditions of the IK Agreement shall govern.

ARTICLE VI: CONFIRMATION

6.1 Confirmation. The FN confirms that it will complete the *Final IK Study Report and associated mapping/GIS files* with due care, attention, and diligence.

ARTICLE VII: OTHER

7.1 Governing Law. This Agreement shall be governed by the laws of the Province of Ontario.

7.2 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.

7.3 Acknowledge and Confirmation of Project Team and FN. The Project Team and the FN confirm and agree that Dillon's only obligations under this Agreement is the payment of the IK Payment upon the terms and conditions set out in Article 4.2. The Project Team and FN acknowledge and agree that Dillon shall have no other obligations or requirements, of any kind or nature whatsoever, with respect to this Agreement or the IK Study. The Project Team and the FN agree and acknowledge that Dillon makes no representations, and shall have no responsibility, as to the completeness of the IK Report nor any obligations or requirements regarding the timeliness of the draft or final IK Report to the FN or the Project Team.

7.4 Independent Professional Services FN. The FN is an independent professional services provider in performing services under this agreement, and accordingly it is further acknowledged that the FN is an independent contractor.

7.5 Assignment. Neither party may assign this Agreement without the prior consent in writing of the other party.

7.6 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.

7.7 Notices. All notices, instructions and other communications required or permitted to be given hereunder must be in writing and must be delivered via email, or mailed by first class mail, to the parties and at the addresses set forth, in the event of a notice being sent by first class mail the notice shall be deemed to be received by the addressee on the fifth business day after the mail is postmarked:

- Project Team insert address and contact person or title Qasim Saddique, Project Director (qsaddique@suslop.com) (might make sense to make it a single address for the Dillon office responsible for this work)
- FN insert address and contact person or title
- Dillon insert address and contact person or title

7.8 Inurement. 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.

7.9 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.

IN WITNESS WHEREOF the Parties hereto have executed this Agreement all as of the day and year first above written.

First Nation

Per:		Per:	
	I/We have authority to bind the XX FN.		I/We have authority to bind the XX FN.
Name:		Name:	
Title:		Title:	
Date:		Date:	

Marten Falls First Nation Project Team

Per:		Per:	
	I/We have authority to bind the MFFN Project Team.		I/We have authority to bind the MFFN Project Team.
Name:		Name:	
Title:		Title:	
Date:		Date:	

Dillon Consulting Limited

Per:		Per:	
	I/We have authority to bind Dillon Consulting Limited		I/We have authority to bind the Dillon Consulting Limited.
Name:		Name:	
Title:		Title:	
Date:		Date:	

January 17th, 2022

Chief David Nakogee
Attawapiskat First Nation
P.O. Box 248
Attawapiskat, Ontario
P0L 1A0

Re: Indigenous Knowledge Program Timeline and Update

Dear Chief David Nakogee:

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



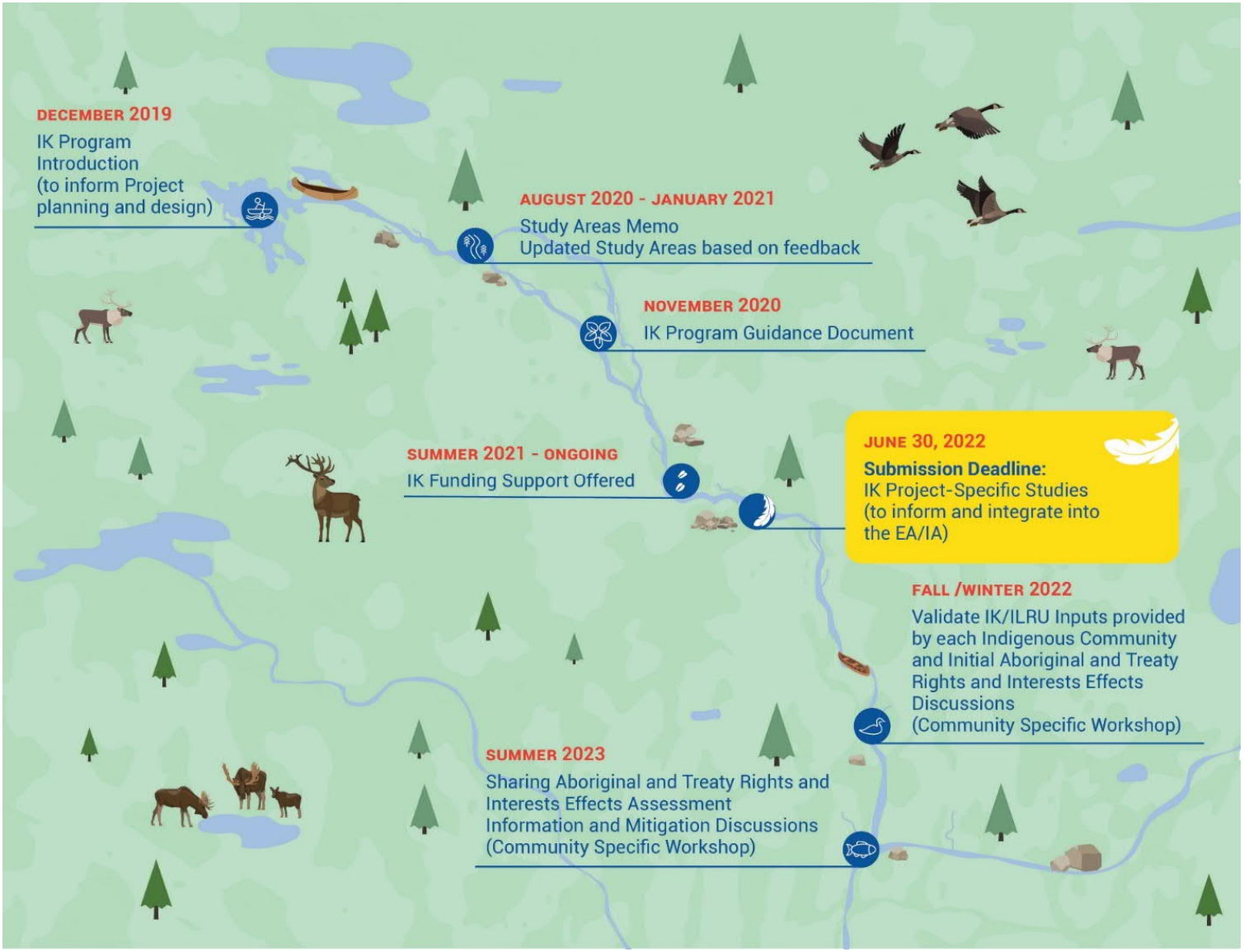
Lawrence Baxter
Senior Community Member Advisor

Encl. Indigenous Knowledge Program Timeline

CC:

- Louis Edwards, Deputy Chief, Attawapiskat First Nation
- Wayne Turner, CEO, Attawapiskat First Nation
- Dorothee Schreiber, Consultant, Attawapiskat 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 2:18 PM
To: david.nakogee@attawapiskat.org; wayne.turner@attawapiskat.org; dorothee.schreiber@gmail.com; louis.edwards@attawapiskat.org
Cc: Bob Baxter; Qasim Saddique; Lawrence Baxter; Meyer, James
Subject: [EXTERNAL] Re: MFFN CAR IK Program Timeline Update

Good Afternoon Chief Nakogee,

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

DILLON CONSULTING

BEST MANAGED COMPANIES
Platinum member

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

From: Meyer, James
Sent: March 17, 2022 1:45 PM
To: david.nakogee@attawapiskat.org
Cc: wayne.turner@attawapiskat.org; dorothee.schreiber@gmail.com; louis.edwards@attawapiskat.org; 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 Attawapiskat FN.pdf; 2022-03-17-MFFN Community Coordinator Job Posting.pdf

Good afternoon Chief Nakogee,

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 Attawapiskat 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 Attawapiskat 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,

James Meyer

On behalf of the MFFN Community Access Road Project Team

James Meyer, B.H.Ecol
Indigenous Engagement Specialist, IAP Canada
M +1-204-928-8348
james.meyer@aecom.com

AECOM
99 Commerce Drive
Winnipeg, MB R3P 0Y7, Canada
aecom.com

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Chief David Nakogee
Attawapiskat First Nation
P.O. Box 248, Attawapiskat, ON P0L 1A0

Date: March 17, 2022

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

Dear Chief Nakogee,

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 Attawapiskat 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 Attawapiskat 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 Attawapiskat First Nation currently has funding from the Ministry of Northern Development, Mines, Natural Resources and Forestry (NDMNRF) for Charles Hookimaw as a Community Coordinator. 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. The choice of candidate, however, is yours to make. You know best who is the best fit for this role. Are you and Council members comfortable with Charles Hookimaw being hired in this role for the MFFN Community Access Road? 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 Attawapiskat First Nation and the MFFN Community Access Road Project Team. If you have any questions or would like to setup a meeting, please contact james.meyer@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:

- Wayne Turner, CEO, Attawapiskat First Nation
- Dorothee Schreiber, Environmental Consultant, Attawapiskat First Nation
- Louis Edwards, Deputy Chief, Attawapiskat First Nation
- Lawrence Baxter, Senior Community Member Advisor, MFFN Community Access Road Project Team
- Qasim Saddique, Project Director, MFFN Community Access Road Project Team
- James Meyer, 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 3 years. If you would like to learn more, contact: Jennifer Bruin or James Meyer at info@martenfallsaccessroad.ca or 1-800-764-9114.

From: Meyer, James
Sent: March 30, 2022 4:22 PM
To: david.nakogee@attawapiskat.org
Cc: wayne.turner@attawapiskat.org; dorothee.schreiber@gmail.com; louis.edwards@attawapiskat.org; info@martenfallsaccessroad.ca
Subject: MFFN CAR: March Distribution and Check-in

Good afternoon Chief Nakogee,

I hope you and the community are doing well. I called early this week and left a voicemail requesting a conversation with you and council about some recent communications on the MFFN Community Access Road Project. I am checking in to see if you have had a chance to go over the materials and if so had any questions comments or feedback. Here is a summary of some of the recent topics:

- Community Coordinator Program
  - We sent a letter on March 17th, 2022 inviting Attawapiskat First Nation to partake in the Community Coordinator Program for the MFFN Community Access Road Project.
  - We also provided a job description for this position. If you have any questions or comments about this program I would love to setup a meeting to discuss.
- February / March E-Blast
  - https://www.martenfallsaccessroad.ca/2022/03/11/february-march-2022/
- Bird and Spring Discussion Guides outlining the current and upcoming field programs in the region
  - We are looking for any Indigenous Knowledge, feedback or input on the field programs that may help our field teams avoid sensitive areas.
    - https://www.martenfallsaccessroad.ca/bird-discussion-guide/
    - https://www.martenfallsaccessroad.ca/spring-discussion-guide-2022/
- Project Video Update and Survey
  - We are collecting Indigenous Knowledge and feedback from community members on the Project through our survey, those who fill in the forms are eligible to win a $50 gift card (this is open to anyone).
    - https://www.martenfallsaccessroad.ca/march-2022/

Please let me know if you need me to resend any of the materials or you run into any issues accessing them.

All the best,
James Meyer

On behalf of the MFFN Community Access Road Project Team

James Meyer, B.H.Ecol
Indigenous Engagement Specialist, IAP Canada
M +1-204-928-8348
james.meyer@aecom.com

AECOM
99 Commerce Drive
Winnipeg, MB R3P 0Y7, Canada
aecom.com

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From: Meyer, James
Sent: May 25, 2022 2:41 PM
To: Orit Rivietz
Cc: info@martenfallsaccessroad.ca; Chief David Nakogee (david.nakogee@attawapiskat.org); Dorothee Schreiber; Kate Kempton
Subject: RE: Marten Falls Community Access Road Project, Indigenous Knowledge Program, and caribou collaring data

Hi Orit,

Hope you are doing well. Thank you for sending over the letter, we are currently putting together a response and will send it towards the end of next week.

All the best,

James Meyer, B.H.Ecol
Indigenous Engagement Specialist, IAP Canada
M +1-204-928-8348
james.meyer@aecom.com

AECOM
99 Commerce Drive
Winnipeg, MB R3P 0Y7, Canada
aecom.com

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From: Meyer, James
Sent: May 27, 2022 3:00 PM
To: Orit Rivietz
Cc: 'info@martenfallsaccessroad.ca'; Chief David Nakogee (david.nakogee@attawapiskat.org); 'Dorothee Schreiber'; Kate Kempton
Subject: RE: Marten Falls Community Access Road Project, Indigenous Knowledge Program, and caribou collaring data

Hi Orit,

Apologies for the delay, you should receive our response no later than Friday June 3, 2022. I will send it off as soon as possible.

Side note – I sent an update email on May 25, 2022, can you confirm you received it? I just want to make sure my email is going through to you!

Thank you,
James Meyer

On behalf of the Marten Falls Community Access Road Project Team

Indigenous Engagement Specialist, IAP Canada
M +1-204-928-8348
james.meyer@aecom.com

AECOM
99 Commerce Drive
Winnipeg, MB R3P 0Y7, Canada
aecom.com

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From: Meyer, James
Sent: June 13, 2022 3:13 PM
To: Orit Rivietz
Cc: info@martenfallsaccessroad.ca; Chief David Nakogee (david.nakogee@attawapiskat.org); Dorothee Schreiber; Kate Kempton; bruce.achneepineskum@gmail.com; Qasim Saddique; Jennifer Bruin; lawrence baxter; bbaxter48@gmail.com
Subject: RE: Marten Falls Community Access Road Project, Indigenous Knowledge Program, and caribou collaring data
Attachments: 2022-06-13-Attawapiskat FN Response to May 11 Letter MFCAR.pdf

Good afternoon Orit,

Hope you are well. Please see the attached response letter to Chief David Nakogee's correspondence from May 11, 2022 on the Marten Falls First Nation Community Access Road Project, Indigenous Knowledge Program and caribou collaring data. Again, I apologize for the delay in getting this response sent to you on the original date requested.

Best,
James Meyer

On behalf of the Marten Falls First Nation Community Access Road Project Team

June 3, 2022

Chief David Nakogee
Attawapiskat First Nation
PO Box 248 Attawapiskat, ON
P0L 1A0

Re: Marten Falls Community Access Road Project, Indigenous Knowledge Program, and caribou collaring data

Dear Chief David Nakogee,

Thank you for your letter dated May 11, 2022. We apologize for the delay and thank you for your patience in a response.

We acknowledge the approach Attawapiskat First Nation would like to take with the Indigenous Knowledge Program and the assessment of Aboriginal and Treaty Rights and Interests. To help us better understand your proposed approach we would like to set up a meeting with representatives of Attawapiskat First Nation to further understand Attawapiskat First Nation's Rights within the Project area, and your proposed approach to integrating Indigenous Knowledge and assessment to Impacts to Rights. It would also be beneficial to discuss the Project schedule and key milestones at this meeting. Would any of the following dates and times would work for Attawapiskat First Nation:

- Monday June 20 at 11am;
- Tuesday June 21 at 11am or 1pm; and
- Wednesday June 22 at 1pm.

Based on your preferred date, we will set up the meeting. We look forward to continuing this conversation with you.

The Impact Assessment Agency of Canada is leading the regional assessment, and we will forward your comment regarding a comprehensive, First Nations co-led and co-enforced Regional Impact Assessment of the Ring of Fire to them so they can reply directly. In the meantime, we are tasked with moving our environmental assessment process forward.

Also to note, we will be completing a cumulative effects assessment for the Community Access Road and reasonably foreseeable activities / projects, including activities within the regional districts of Cochrane, Thunder Bay and Kenora. This work will start after the Project specific effects assessment and the preferred route is selected. We look forward to sharing more information about this assessment when it starts.

We understand there is interest in baseline data specific to caribou. The data collected so far has not been fully analyzed and it will take some time as the program is not yet complete. However, we can share the following details from our study plans including baseline data collection methods and how the data will be used.

The objectives of the Community Access Road caribou collaring data collection are to characterize baseline conditions for caribou in the study area for a 3-year period, specifically to: 1) monitor seasonal movement patterns and habitat use, 2) assess mortality rates of adult females, and 3) assess calf survival and recruitment. The data collected by the collars, year over year, allows for the assessment of temporal and spatial trends in the above-mentioned objectives.

Iridium satellite collars were deployed on 30 adult female caribou in February 2021 in the Project study area. Collaring was conducted following provincial capture protocols, under the following provincial permits: *Endangered Species Act* permit, Ministry of Northern Development, Mines, Natural Resources and Forestry (MNRF) Wildlife Animal Care Committee approval, MNRF Wildlife Scientific Collectors Authorization, and Ontario Provincial Parks Research authorization.

Collars are programmed to take a location fix of the animal every three hours, and locations are sent via satellite to a secure website. The collar batteries are expected to last three years, and a timer-release drop off mechanism on each collar is programmed for winter 2024. Any mortalities that occur will be investigated and collars will be retrieved from those sites, as well as when they drop off the animals in 2024.

The three years of collar data will be used to characterize baseline conditions for the caribou in the Project's study areas and compared with information from previous population and range characterization work by MNRF to identify trends over time, as well as to assess potential impacts of the Project. The collar data is confidential until after the provincial / federal joint assessment reporting and review is complete. At that time, collar data will be made available to trained and licenced users via the provincial Natural Heritage Information Center database.

To summarize, we would very much like to meet with Attawapiskat First Nation as soon as possible (either in-person or virtual) to talk more about Attawapiskat First Nation's proposed approach for Indigenous Knowledge and impacts to Rights assessment; a meeting would be helpful to better understand next steps, commitments and expectations. Please let us know a date and time that works for you based on the availability noted above. If those dates and times do not work, please provide new options. Our team will be in the Thunder Bay and Geraldton area end of June – would timing around this week work for an in-person meeting?

With Respect,



Qasim Saddique
Project Director



Lawrence Baxter
Senior Community Member Advisor

cc:

Orit Rivietz, Legal Assistant to Kate Kempton, Olthuis Kleer Townshend LLP

Kate Kempton, Partner, Olthuis Kleer Townshend LLP

Dorothee Schreiber, Environmental Consultant, Attawapiskat First Nation

Bruce Achneepineskum, Chief, Marten Falls First Nation

Lawrence Baxter, Senior Community Member Advisor, MFFN Community Access Road Project Team

Bob Baxter, Senior Community Member Advisor, MFFN Community Access Road Project Team

Qasim Saddique, Project Director, MFFN Community Access Road Project Team

Jennifer Bruin, Technical Advisor, MFFN Community Access Road Project Team

James Meyer, MFFN Community Access Road Project Consultant

MFFN Community Access Road Project Team Project Webmail

From: Meyer, James
Sent: June 16, 2022 1:48 PM
To: Chief David Nakogee (david.nakogee@attawapiskat.org); louis.edwards@attawapiskat.org; Dorothee Schreiber; wayne.turner@attawapiskat.org
Cc: info@martenfallsaccessroad.ca
Subject: Join us at the Public Information Centre #3 for the Community Access Road
Attachments: MFFN-PIC3 Poster.pdf

Good afternoon folks,

Hope you and the community are doing well. I am following up on a phone call made June 16, 2022 about the Marten Falls First Nation Community Access Road's third Public Information Centre (PIC) for the Project on June 27th and June 29th. I hope Attawapiskat First Nation members are interested in joining us.

The PIC will be an opportunity to learn more about where we are at in the Community Access Road Project, what's happened since the last PIC and what's coming up. There will also be time to meet Project Team members to discuss the Community Access Road and share your feedback, ideas and values.

When and Where:

Monday, June 27, 2022
Victoria Inn Hotel and Convention Centre
Room: Regency A
555 Arthur Street West
Thunder Bay, Ontario
5:00 p.m.* – 8:00 p.m.

Wednesday, June 29, 2022
Geraldton Community Centre
200 Wardrope Avenue
Geraldton, Ontario
4:00 p.m.* – 7:00 p.m.

**Indigenous community members are invited to join for the first hour of each meeting and the public is invited to join beginning one hour following.*

You will find attached a poster that can be shared with your community members via email or printed off and posted. The notice for the Public Information Centre in English, Ojibway, Oji-Cree, Cree and French is available on our website.

If you are unable to attend the Public Information Centre in person, all meeting materials will be posted on the project website.

Please reach out if you have any questions.

Sincerely,
James Meyer
On behalf of the Marten Falls First Nation Community Access Road Project Team

B3.2 Incoming Community Specific Correspondence



From: Orit Rivietz <orivietz@oktlaw.com>
Sent: May 11, 2022 5:01 PM
To: Meyer, James
Cc: info@martenfallsaccessroad.ca; Chief David Nakogee (david.nakogee@attawapiskat.org); Dorothee Schreiber; Kate Kempton
Subject: [EXTERNAL] Marten Falls Community Access Road Project, Indigenous Knowledge Program, and caribou collaring data
Attachments: Response to MFFN CAR indigenous knowledge program - 2022-05-11.pdf

Importance: High

Dear Mr. Meyer,

Please find attached the correspondence of Chief David Nakogee of Attawapiskat First Nation dated May 11, 2022 in relation to the above stated matter.

Thanks,

Orit

Orit Sarah Rivietz *(she/her)*
Legal Assistant to Kate Kempton, Kevin Hille, Corey Shefman and Robert (Bob) Freedman
Olthuis Kleer Townshend LLP
Barristers and Solicitors
250 University Avenue, 8th Floor
Toronto, ON M5H 3E5
Tel: 416-981-9445
Fax: 416-981-9350
Email: orivietz@oktlaw.com

Phone: 705 997 2375 Fax: 705 997 2422

ATTAWAPISKAT FIRST NATION
P.O. Box 248
Attawapiskat, Ontario P0L 1A0

May 11, 2022

SENT BY EMAIL

James Meyer
Indigenous Engagement Specialist
AECOM
99 Commerce Drive
Winnipeg, MB R3P 0Y7
Email: james.meyer@aecom.com

Dear Mr. Meyer:

Re: Marten Falls Community Access Road Project, Indigenous Knowledge Program, and caribou collaring data

In response to your email of 3 May 2022, I wish to inform you that Attawapiskat First Nation will not be participating in the proponent's "Indigenous Knowledge Program." Instead, we propose the following:

1. Please send us draft chapters of the Environmental Assessment study, as they become available. We ourselves will then do the necessary integration, providing the relevant Indigenous knowledge and integrating it with scientific approaches. Attawapiskat First Nation will also provide its own Impacts to Rights assessment, once we have the necessary information for this analysis.

2. We reiterate what we have said many times before: that the environmental assessment for all the individual road segments to the Ring of Fire must be put on hold until a comprehensive, First Nations co-led and co-enforced Regional Impact Assessment of the Ring of Fire is complete. In order to understand the impact of an all-season road to the Ring of Fire we must first have complete information on the cumulative effects of opening up the Ring of Fire to development.

We also request that, as the proponent for the Marten Falls CAR, you share with us any caribou collar data that you are gathering as part of your baseline data collection. Please put us in touch with the caribou specialist on your team so that we discuss what data may already be available and how it can be shared with us.

Please respond to us by May 27, 2022, letting us know whether you will work with us as we have indicated. We would like to receive a specific and clear answer on each of the points we have raised.

Sincerely,



Chief David Nakogee
Attawapiskat First Nation

cc: info@martenfallsaccessroad.ca

From: Orit Rivietz <orivietz@oktlaw.com>
Sent: May 27, 2022 3:02 PM
To: Meyer, James
Cc: 'info@martenfallsaccessroad.ca'; Chief David Nakogee (david.nakogee@attawapiskat.org); 'Dorothee Schreiber'; Kate Kempton
Subject: [EXTERNAL] RE: Marten Falls Community Access Road Project, Indigenous Knowledge Program, and caribou collaring data

Hi Mr. Meyer,

Yes I did receive your email on May 25. Thanks for your reply.

Thanks,

Orit

Orit Sarah Rivietz *(she/her)*
Legal Assistant to Kate Kempton, Kevin Hille, Corey Shefman and Robert (Bob) Freedman
Olthuis Kleer Townshend LLP
Barristers and Solicitors
250 University Avenue, 8th Floor
Toronto, ON M5H 3E5
Tel: 416-981-9445
Fax: 416-981-9350
Email: orivietz@oktlaw.com

From: Orit Rivietz <orivietz@oktlaw.com>
Sent: May 27, 2022 2:50 PM
To: Meyer, James <James.Meyer@aecom.com>
Cc: 'info@martenfallsaccessroad.ca' <info@martenfallsaccessroad.ca>; Chief David Nakogee (david.nakogee@attawapiskat.org) <david.nakogee@attawapiskat.org>; 'Dorothee Schreiber' <dorothee.schreiber@gmail.com>; Kate Kempton <KKempton@oktlaw.com>
Subject: [EXTERNAL] RE: Marten Falls Community Access Road Project, Indigenous Knowledge Program, and caribou collaring data
Importance: High

Dear Mr. Meyer,

Just following up regarding the attached letter as the deadline to respond is today. If you do not have a response for us today can you please provide a date by which we will receive a response.

Thanks,

Orit

Orit Sarah Rivietz *(she/her)*
Legal Assistant to Kate Kempton, Kevin Hille, Corey Shefman and Robert (Bob) Freedman
Olthuis Kleer Townshend LLP
Barristers and Solicitors
250 University Avenue, 8th Floor
Toronto, ON M5H 3E5
Tel: 416-981-9445
Fax: 416-981-9350
Email: orivietz@oktlaw.com

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

DRAFT

Progress Report 2: Effects Assessment Methods Milestone

November 2023

Statement of Qualifications and Limitations: AECOM

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- 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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DRAFT

Authors

Report Prepared By:

Insert electronic signature
Kate McEwen , M.A.
Senior Indigenous Engagement Specialist
AECOM Canada Ltd.

Report Reviewed By:

Insert electronic signature
Ingrid Trimble Exner, P.Eng.
Environmental Engineer
AECOM Canada Ltd.

Insert electronic signature
Joanne Wang, M.E.S., MCIP, RPP
Senior Environmental Planner
AECOM Canada Ltd.

Report Approved By:

Insert electronic signature
Avril Fisken, M.Sc.
Canadian Practice Lead
Communications and Community Engagement
Associate Vice President, Environment
AECOM Canada Ltd

DRAFT

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).*

- 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*

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:

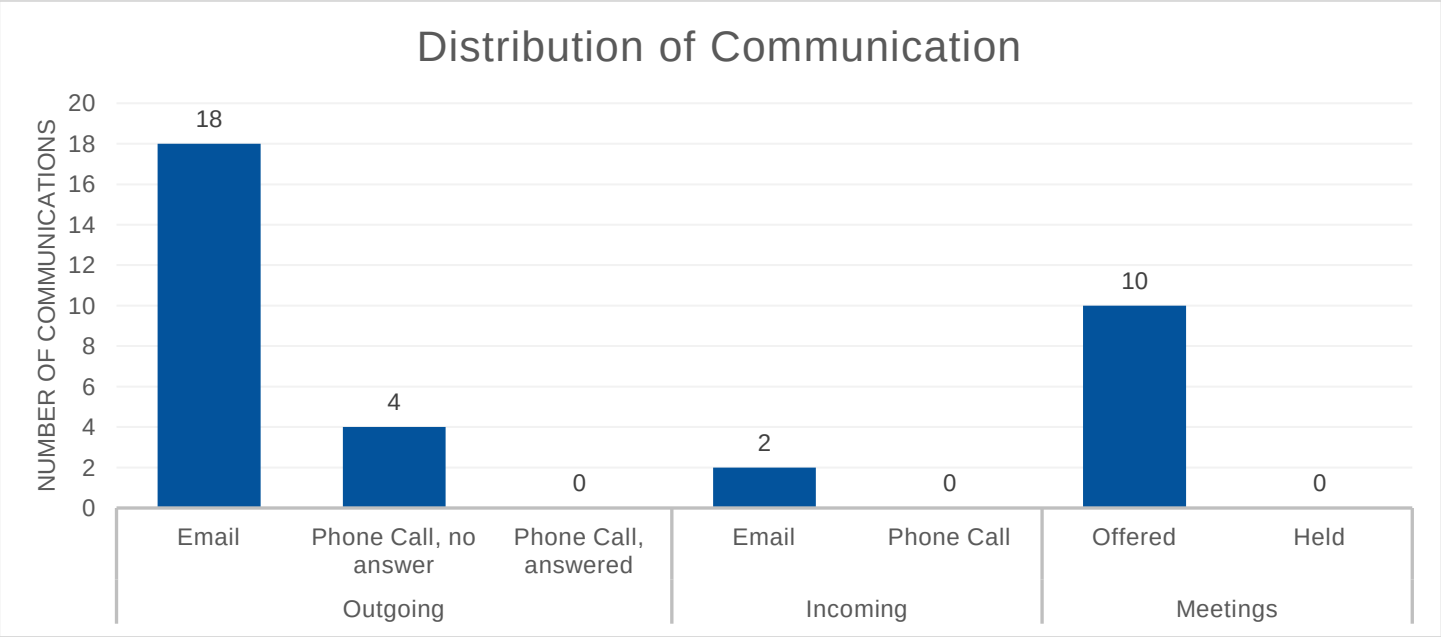
The **Level of Engagement Effort and Response** bar graph reflects the efforts taken by the MFFN CAR Project Team to engage Indigenous communities and the level of response received. Communications channels considered include **email correspondence** (outgoing & incoming), **phone correspondence** (outgoing & 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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3.1.3 Attawapiskat First Nation

Community Profile	
Location:	PO Box 248, Attawapiskat, ON P0L 1A0
Tribal Council:	Mushkegowuk Council
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 31, 2023 (Email)*
Date of Last Incoming Communication from Community (Email or Phone)	*May 2, 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	*Offered*

Key Consultation and Engagement Activities Undertaken During the Reporting Period	
Date	**Consultation and Engagement Activity**
Jul 14, 2022	The feedback form deadline for PIC #3 was extended and the PIC #3 materials were reshared.
Jul 26, 2022	July 2022 MFFN CAR E-Blast distributed via email.
Jul 27, 2022	Phone call and email made to request participation in Engagement Questionnaire.
Jul 29, 2022	Groundwater and Geochemistry Field Notice distributed via email.
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 26, 2022	Email to follow up on the IK Program and ATRI.
Nov 02, 2022	October 2022 MFFN CAR E-Blast distributed via email.
Nov 10, 2022	Distributed re-introduction letter to Attawapiskat Chief and Council.
Nov 10, 2022	Webinar Series notice distributed via email.
Nov 22, 2022	Notice for PIC #4 distributed via email.
Nov 24, 2022	Follow up phone call and email to discuss Project updates.
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 07, 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 13, 2023	Email follow-up to Interim RoCE and Milestone #1 Progress Report.
Jan 13, 2023	Invitation to ATRI Forum was distributed.
Jan 13, 2023	Phone call follow-up to Interim RoCE and Milestone #1 Progress Report.
Jan 17, 2023	Reminder for the Vegetation and Physiography Webinar distributed via email.
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.
Feb 01, 2023	Reminder for the ATRI Forum distributed via email.
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 08 and 09, 2023	Representatives from Attawapiskate First Nation attended ATRI Forum #1.
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.

Key Consultation and Engagement Activities Undertaken During the Reporting Period	
Date	**Consultation and Engagement Activity**
Feb 23, 2023	Notice sent that the RoCE Interim and Milestone #1 Progress Reports will be finalized.
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 21, 2023	Reminder for the Birds Webinar distributed via email.
Mar 22, 2023	Sent an email regarding the IK Program timeline. An update letter was attached with more information.
Mar 28, 2023	Reminder for the Reptiles, Amphibians, Insects and Bats Webinar distributed via email.
Mar 31, 2023	Email follow up for feedback on Archaeology Reports, Project updates and the Community Coordinator Program.
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	Sent a follow up on the IK Timeline.
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 - Attawapiskat First Nation				
Topic / Issue Raised	**Specific Issue / Comment Raised**	**Communication Channel**	**Response / Action**	**Addressed in the EA / IS**
Consultation Methods, Federal IA Process	IA Process and COVID-19 ■ Attawapiskat First Nation requested a six-month extension to the IA in response to COVID-19 on November 19, 2020. The letter noted the Impact Assessment Act (IAA) has provisions allowing the proponent to request more time, and asked MFFN to make a request to IAAC under Section 19(2) of the IAA to extend the time limit for information gathering. Attawapiskat First Nation has been under a state of emergency due to the pandemic preventing in-person engagement, and the	■ Letter	Status: Ongoing ■ A response was distributed on December 10, 2020 acknowledging Attawapiskat First Nation's concerns related to the community's capacity to engage on the Project and IA timelines, and noted that the MFFN CAR Project Team is committed to working together to determine a path forward. The MFFN CAR Project Team thanked Attawapiskat First Nation for participation to-date on the Project and proposed a teleconference to discuss concerns and constraints. The meeting would be an opportunity to further discuss the coordinated EA / IA process highlighting stages where input will be sought, Project timelines and the best methods for engaging Attawapiskat First Nation. Details for submitting comments or requests for an extension on the ToR were also provided. ■ The MFFN CAR Project Consultant included a meeting request in the May 3, 2022 correspondence. ■ The MFFN CAR Project Team sent an introduction letter to new Attawapiskat First Nation Chief Sylvia	■ Details regarding an IA extension will be included in the EA / IS.

Summary of Feedback Received and Response / Action - Attawapiskat First Nation				
Topic / Issue Raised	**Specific Issue / Comment Raised**	**Communication Channel**	**Response / Action**	**Addressed in the EA / IS**
	community's ability to effectively assess how the Project may impact Attawapiskat's rights and interests.		Koostachin-Metatawabin on November 10, 2022, providing an overview of the CAR and three dates of availability to meet with the MFFN CAR Project Team in December 2022. ■ The MFFN CAR Project Team shared several updates regarding submission of a 3.5 year extension request for the IS to the Agency and the Agency followed up separately with Indigenous communities about the request and provided opportunity for review and comment. On January 13, 2023 the Agency approved the extension request. Action: ■ Continue requesting a meeting with Attawapiskat First Nation during outreach and correspondences.	
Indigenous Knowledge and Land Use, Aboriginal and Treaty Rights, Consultation Methods	Indigenous Knowledge Program ■ Attawapiskat First Nation stated in the May 11, 2022 letter, they will not participate in the IK Program as it is currently set-up, rather they wish to receive draft chapters of the EA as they become available. Attawapiskat First Nation themselves will input IK and integrate it with scientific approaches. ■ On May 2, 2023, Attawapiskat First Nation responded to outreach regarding the IK Program and noted they did not see a response to their May 11, 2022 letter regarding draft chapters of the EA and re-iterated their request. Attawapiskat First Nation also noted they are seeking more information to prepare their own impacts to rights	■ Letter	Status: Ongoing ■ A response was distributed June 13, 2022, acknowledging Attawapiskat First Nation's decision to not participate in the IK Program. The MFFN CAR Project Team requested a meeting to discuss Attawapiskat First Nation's proposed approach to integrating IK and assessment to Impacts to Rights. Multiple meeting dates and times were proposed. An updated IK Program schedule was distributed on August 16, 2022, to Attawapiskat First Nation noting that the opportunity to share IK is still ongoing past the June 30, 2022, deadline. ■ A re-introduction letter was distributed November 10, 2022, to new Attawapiskat First Nation Chief Sylvia Koostachin-Metatawabin regarding a potential meeting between Attawapiskat First Nation and the MFFN CAR Project Team. Three dates of availability in December 2022 were proposed. ■ On May 2, 2023, the MFFN CAR Project Consultant confirmed that a response was sent on June 13, 2022 to the community's letter received May 11, 2022. The letter was attached to the email and the original correspondence was forwarded. It was noted that outreach has been sent to the community following the election with subsequent follow ups since then. In the	■ Information provided by Indigenous communities will be considered in making Project decisions; how this information informed decisions will also be included in the EA / IS.

Summary of Feedback Received and Response / Action - Attawapiskat First Nation				
Topic / Issue Raised	**Specific Issue / Comment Raised**	**Communication Channel**	**Response / Action**	**Addressed in the EA / IS**
	assessment and are not able to wait until the EA / IS is submitted to have access to data collected.		June 13, 2022 response letter, a meeting was suggested to address the IK Program and ATRI. A request was made for dates to schedule a meeting with community representatives to discuss further. Action: ■ The MFFN CAR Project Team will update a response letter, as needed, and continue requesting a meeting with Attawapiskat First Nation to discuss the request for the draft chapters of the EA.	
Provincial EA Process, Cumulative Effects	EA Process ■ Attawapiskat First Nation indicated in the May 11, 2022 letter, that the provincial EA for each individual road segment to the Ring of Fire must be put on hold until a comprehensive, First Nations co-led, and co-enforced Regional Impact Assessment of the Ring of Fire is complete.	■ Letter	Status: Ongoing ■ A response was distributed June 13, 2022 to acknowledge that the Regional Impact Assessment was being led by the Agency and that their comment regarding a comprehensive, First Nations co-led, and co-enforced Regional Impact Assessment of the Ring of Fire to them so they can respond. The response indicated that the provincial EA process will continue forward at this time. ■ Attawapiskat First Nation's comment regarding a comprehensive, First Nations co-led and co-enforced Regional Impact Assessment of the Ring of Fire was forwarded to the Agency. Action: ■ No action at this time, however, the comment will continue to be tracked.	■ Feedback provided will be documented in the EA / IS.
Wildlife, Species at Risk	Caribou Collar Data ■ Attawapiskat First Nation requested in the May 11, 2022 letter, that the MFFN CAR Project Team share caribou collaring data that has been gathered as part of the baseline data collection and requested a meeting with the caribou discipline lead on the Project to discuss how data may already be	■ Letter	Status: Ongoing ■ A response was sent June 13, 2022, notifying Attawapiskat First Nation that the collected caribou collar data is confidential until after the provincial / federal joint assessment reporting and review is complete. At that time, collar data will be made available to trained and licensed users via the provincial Natural Heritage Information Center database. ■ On May 2, 2023, the MFFN CAR Project Team noted they would recirculate and updated letter response regarding raw caribou data. Action:	■ The EA / IS will include results from caribou field programs. ■ If feedback is provided on caribou field program results, it will be considered in the EA / IS.

Summary of Feedback Received and Response / Action - Attawapiskat First Nation				
Topic / Issue Raised	**Specific Issue / Comment Raised**	**Communication Channel**	**Response / Action**	**Addressed in the EA / IS**
	available and how it can be shared. ■ On May 2, 2023, Attawapiskat First Nation noted they had not received a response to their May 11, 2022 letter. The response letter from the MFFN CAR Project Team (dated June 13, 2022) was re-sent and Attawapiskat First Nation noted that caribou data is being collected on Attawapiskat First Nation's territory and refusal to share the data goes against expectations of the Agency. The Agency's Indigenous Engagement and Partnership Plan was linked and Attawapiskat First Nation noted the documents state that data may be shared and a community's approach to consultation should be respected.		■ Share a high-level summary of the caribou field programs with Attawapiskat First Nation as it becomes available. ■ Update letter response to Attawapiskat First Nation's request for raw caribou data.	

Consultation and Engagement Log - Attawapiskat First Nation						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
July 14, 2022	Email		x	■ David Nakogee (Chief) ■ Wayne Turner (CEO) ■ Dorothee Schreiber (Environmental Consultant) ■ Louis Edwards (Deputy Chief)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed Attawapiskat First Nation 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 - Attawapiskat First Nation						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
July 26, 2022	Email		x	■ David Nakogee (Chief) ■ Wayne Turner (CEO) ■ Dorothee Schreiber (Environmental Consultant) ■ Louis Edwards (Deputy Chief)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the July E-Blast to Attawapiskat First Nation. 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 27, 2022	Phone		x	■ Louis Edwards (Deputy Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant phoned Louis Edwards requesting participation in the Engagement Questionnaire to understand the topics of most interest to Attawapiskat First Nation (e.g., valued components) and gather input on the best ways to keep Attawapiskat First Nation informed on Project updates and activities. Reception answered and noted Louis Edwards was not in and took a message for a call back.
July 27, 2022	Email		x	■ David Nakogee (Chief) ■ Wayne Turner (CEO) ■ Dorothee Schreiber (Environmental Consultant) ■ Louis Edwards (Deputy Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent a follow-up email to Attawapiskat First Nation requesting participation in the Engagement Questionnaire to understand the topics of most interest to Attawapiskat First Nation (e.g., valued components) and gather input on the best ways to keep Attawapiskat First Nation 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	■ David Nakogee (Chief) ■ Wayne Turner (CEO) ■ Dorothee Schreiber (Environmental Consultant) ■ Louis Edwards (Deputy Chief)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the Groundwater and Geochemistry Field Program Notice to Attawapiskat First Nation noting that the program is starting in September. The notice was attached to the email. Questions, comments or feedback were requested through the Discussion Guide, and a link to a video was also provided.
August 16, 2022	Email		x	■ Christopher Kataquapit (Councillor) ■ Antoine Kataquapit (Councillor) ■ Steve Hookimaw (Councillor) ■ Andrew Koostachin (Councillor) ■ Xavier Wheesk (Councillor) ■ Raphael Wheesk (Councillor) ■ Sylvia Koostachin Metatawabin (Councillor) ■ Bernard Spence (Councillor)	■ MFFN CAR Project Team ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant distributed an IK Program Update on the Proposed ATRI Study Areas Memo and ATRI Shapefiles to Attawapiskat First Nation 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 - Attawapiskat First Nation						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
August 19, 2022	Email		x	■ David Nakogee (Chief) ■ Wayne Turner (CEO) ■ Dorothee Schreiber (Environmental Consultant) ■ Louis Edwards (Deputy Chief)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the August E-Blast to Attawapiskat First Nation. 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 09, 2022	Phone		x	■ Sylvia Koostachin Metatawabin (Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant called Chief Sylvia Koostachin-Metatawabin to provide an introduction as the new MFFN CAR Project Consultant, to provide an overview of recent Project updates to the ATRI study area and IK Program schedule, and to follow up on recent Project distributions including the August 2022 E-Blast, upcoming fall 2022 field programs and the July 2022 Engagement Questionnaire. There was no answer and no option to leave a voicemail.
September 16, 2022	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a field programs update to Attawapiskat First Nation. 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.

Consultation and Engagement Log - Attawapiskat First Nation						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
September 29, 2022	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the September E-Blast to Attawapiskat First Nation. 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 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 26, 2022	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Consultant emailed Attawapiskat First Nation to follow up on the IK Program and reminded Attawapiskat First Nation about funding available and to inquire about the Sharing and Funding Agreements. The MFFN CAR Project Consultant offered to meet to discuss the IK Program and ATRI.
November 02, 2022	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the October E-Blast to Attawapiskat First Nation. 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 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

Consultation and Engagement Log - Attawapiskat First Nation						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
						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 10, 2022	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent a notice to Attawapiskat First Nation 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.
November 10, 2022	Email		x	■ Sylvia Koostachin Metatawabin (Chief)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an introduction letter to new Attawapiskat First Nation Chief Sylvia Koostachin-Metatawabin providing an overview of the Community Access Road Project and three dates of availability to meet with the MFFN CAR Project Team in December 2022.
November 22, 2022	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed an invitation for PIC #4 to Attawapiskat First Nation. 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.
November 24, 2022	Email		x	■ Andrew Koostachin (Councillor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Attawapiskat First Nation Councillor Andrew Koostachin to confirm their interest on staying on the Project contact list.
November 24, 2022	Email		x	■ Steve Hookimaw (Councillor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Attawapiskat First Nation Councillor Steve Hookimaw to confirm their interest on staying on the Project contact list.

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Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
November 24, 2022	Phone		x	■ Sylvia Koostachin Metatawabin (Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant called Attawapiskat First Nation to provide details on the PIC #4, Surface Water, Fish and Fish Habitat webinar, Cumulative Effects video, Impact Statement extension request, the upcoming ATRI workshops, the IK Program and the Community Coordinator Program. There was no answer and a voicemail was left.
November 24, 2022	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent a follow up email to Attawapiskat First Nation providing details on the PIC #4, Surface Water, Fish and Fish Habitat webinar, Cumulative Effects video, Impact Statement extension request, the upcoming ATRI workshops and the Community Coordinator Program. The email also requested confirmation that Attawapiskat First Nation received the introduction letter sent to Attawapiskat First Nation Chief and Council on November 10, 2022 and to confirm if any dates of availability worked.
November 25, 2022	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the November E-Blast to Attawapiskat First Nation. 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.

Consultation and Engagement Log - Attawapiskat First Nation						
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December 01, 2022	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a Winter / Spring 2023 Field Notice to Attawapiskat First Nation. 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	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (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 Attawapiskat First Nation 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. Attawapiskat First Nation 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 07, 2022	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a reminder for PIC #4 to Attawapiskat First Nation noting that PIC #4 will be in Thunder Bay on December 7, 2022 and Geraldton on December 8, 2022 as 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. It was noted that PIC #4 will be an opportunity to meet the MFFN CAR Project Team and share feedback, ideas and values related to the MFFN Community Access Road, and that the first hour is reserved for Indigenous community members, who are welcome to stay for the remainder of the evening with the public. A formal notice with details for both meetings were attached, along with a link to the website with the notice translated in French, Ojibway, Cree and Oji-Cree.

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December 14, 2022	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed Attawapiskat First Nation 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.
December 20, 2022	Email		x	■ Rosanne Sutherland (Councillor) ■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the December E-Blast to Attawapiskat First Nation. 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	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Rosanne Sutherland (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent a Save the Date for an upcoming ATRI Forum. The ATRI 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 3 community representatives to attend.
January 10, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a reminder for the Archaeology and Cultural Heritage Webinar to Attawapiskat First Nation. 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.
January 13, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor)	■ 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

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						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 13, 2023	Phone		x	■ Sylvia Koostachin Metatawabin (Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant called Attawapiskat First Nation Chief Sylvia Koostachin-Metatawabin to follow up on the status of the Attawapiskat First Nation Interim RoCE and the Milestone #1 Progress Report. There was no answer and no option to leave a voicemail.
January 13, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent a follow up email to Attawapiskat First Nation Chief Sylvia Koostachin-Metatawabin to follow up on the status of the Attawapiskat First Nation Interim RoCE and the Milestone #1 Progress Report. It was noted that the deadline for comment on the report was January 31, 2023, and that a meeting can be planned to discuss the reports if requested.
January 17, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a reminder for the Vegetation & Physiography Webinar to Attawapiskat First Nation. 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 25, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent a reminder for the ATRI Forum being held in Thunder Bay on February 8 and 9, 2023, and provided an invitation with information on participant funding, the Forum and how to RSVP.
January 27, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor)	■ 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.

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January 30, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the January E-Blast to Attawapiskat First Nation. 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	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor)	■ 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.
February 02, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent a follow up email to Attawapiskat First Nation Chief Sylvia Koostachin-Metatawabin asking if Attawapiskat First Nation will be providing comments on the Interim RoCE or the Milestone #1 Progress Report. It was noted the deadline was January 31, 2023 and if there is no response the MFFN CAR Project Team will finalize Attawapiskat First Nation's sections of the reports. It was noted the MFFN CAR Project Consultant will follow up again the week of February 13, 2023.

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Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
February 03, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team distributed the Archaeology and Cultural Heritage Reports to Attawapiskat First Nation. 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 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. Attawapiskat 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: 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; and, discuss the Aboriginal and Treaty Rights and Interests Assessment Processes.”
February 15, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief)	■ 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

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				■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor)		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.

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Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
February 21, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a reminder for the Socio-Economic Studies Part I Webinar to Attawapiskat First Nation. 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 23, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation noting that the community's section of the Interim RoCE and Milestone #1 Progress Report will be finalized since no comments or responses indicating a review were provided by the community. An offer was made to answer any questions or schedule a meeting. A different MFFN CAR Project Consultant will be the primary contact moving forward and contact information was included.
February 28, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the February E-Blast to Attawapiskat First Nation. 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 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	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor)	■ 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.

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March 14, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a reminder for the Groundwater and Geochemistry Webinar to Attawapiskat First Nation. 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 21, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a reminder for the Birds Webinar to Attawapiskat First Nation. 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	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Consultant distributed an IK Program Timeline and Update letter to Attawapiskat First Nation via email where the key Project schedule updates were 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 28, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a reminder for the Reptiles, Amphibians, Insects and Bats Webinar to Attawapiskat First Nation. 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.

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March 31, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Attawapiskat First Nation to follow up on the Archaeology Report deadline for feedback on March 31 with the offer to extend the review period if more time is required or to schedule a meeting. A follow up was also made for the November 2022 re-introduction letter and an offer was made for a meeting. It was noted that the former Chief mentioned the community would be providing an Impacts to Rights Assessment that could be used to inform the Project's EA. Receiving this document by June 30 would ensure it is considered in the existing conditions reports. Funding for the Community Coordinator Program was offered to the community.
April 04, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the March E-Blast to Attawapiskat First Nation. 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.
April 21, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the Spring 2023 Field Notice to Attawapiskat First Nation. 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	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the April E-Blast to Attawapiskat First Nation. 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.

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May 02, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent a follow up email to Attawapiskat 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 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 Attawapiskat First Nation has.
May 02, 2023	Email	x		■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Attawapiskat First Nation noting that a letter was sent on May 11, 2022. Attawapiskat First Nation is awaiting a response to this letter regarding the requests to receive draft chapters of the EA as they are prepared, before they are submitted to the regulator and for caribou collar data gathered for the baseline data collection to be shared with the community.
May 02, 2023	Email		x	■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email reply to Attawapiskat First Nation appreciating the follow up and noted the issue will be looked into. Any questions on the on IK Program funding can be addressed in the meantime.
May 02, 2023	Email		x	■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation confirming that a response was sent on June 13, 2022 to the community's letter received May 11, 2022. The letter was attached to the email and the original correspondence was forwarded. It was noted that outreach has been sent to the community following the election with subsequent follow ups since then. In the June 13, 2022 response letter, a meeting was suggested to address the IK Program and ATRI. A request was made for dates to schedule a meeting with community representatives.

Consultation and Engagement Log - Attawapiskat First Nation						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
May 02, 2023	Email	x		■ Dorothee Schreiber (Environmental Consultant) ■ Sylvia Koostachin Metatawabin (Chief) ■ Pauline Tookate ■ Jack Linklater Jr. (Deputy Chief) ■ Caitlin Cafaro (Project Analyst, IAAC)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email reply from Attawapiskat First Nation noting that the letter received on June 13, 2022 did not respond in any meaningful way to issues raised in the May 11, 2022. The community has an understanding of the Project schedule and key milestones, but is seeking a response to the request for draft chapters as they become available and baseline caribou data as it becomes available. It was noted that caribou data is being collected on Attawapiskat First Nation's territory and refusal to share the data goes against the expectation of the Agency. A link was provided to the Agency's website. Attawapiskat First Nation is seeking more information to prepare their own impacts to rights assessment and has stated they are not able to wait until the IS is submitted to have access to the data collected. A link was also provided for the Project's Indigenous Engagement and Partnership Plan where it is stated that data may be shared during the development of the IS and an Indigenous community's preferred approach to consultation should be respected. IAAC was copied on the email and both letters were attached for reference.
May 02, 2023	Email		x	■ Dorothee Schreiber (Environmental Consultant) ■ Sylvia Koostachin Metatawabin (Chief) ■ Pauline Tookate ■ Jack Linklater Jr. (Deputy Chief) ■ Caitlin Cafaro (Project Analyst, IAAC))	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant replied to Attawapiskat First Nation noting that their email of May 2, 2023 was received, and a more fulsome response would be provided once their email is reviewed in detail.
May 31, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Dorothee Schreiber (Environmental Consultant)	■ 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 Attawapiskat First Nation at the ATRI Forum held in Thunder Bay on February 7 – 8, 2023. The correspondence included the following attachments: Thank you to participants bulletin; and General ATRI Comment Summary. The MFFN CAR Project Consultant also offered to set up additional meetings to further discuss any aspects of the Project, including Attawapiskat First Nation's ATRI as they relate to the MFFN CAR Project.

4. References

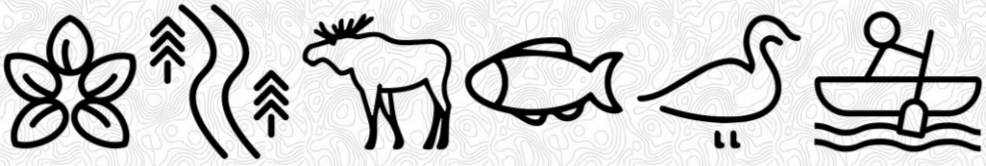
AECOM, 2019:
Draft Terms of Reference Marten Falls First Nation Community Access Road – Environmental Assessment.

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



B3. Attawapiskat First Nation

A3.1 Outgoing Community Specific Correspondence
A3.2 Incoming Community Specific Correspondence

B3.1 Outgoing Community Specific Correspondence

From: Meyer, James
Sent: July 27, 2022 1:57 PM
To: Chief David Nakogee [redacted]; [redacted] Dorothee Schreiber; [redacted]
Cc: info@martenfallsaccessroad.ca
Subject: Marten Falls First Nation Community Access Road Questionnaire

Good afternoon everyone,

Hope you and the community are doing well. I phoned the band office but was unable to speak with anyone. I just wanted to follow up as the Marten Falls Community Access Road Project Team prepared a short questionnaire to understand the topics of most interest to Attawapiskat First Nation (e.g., wildlife, fish, water). We are also looking for input on the best ways to keep the community informed and gather your insights, feedback and perspectives throughout the Environmental Assessment and Impact Statement planning processes for the Community Access Road.

Please see the link to the questionnaire here: Engagement Questionnaire. If you have an opportunity to fill out the questionnaire by August 12, 2022 that would be greatly appreciated!

I am available anytime over the phone if you have any questions or would like to setup a virtual meeting.

All the best,

James Meyer
[redacted]
On behalf of the Marten Falls Community Access Road Project Team

From: Nokleby, Andrea [redacted]
Sent: October 26, 2022 9:59 AM
To: [redacted]
Cc: Bob Baxter; Lawrence Baxter; Qasim Saddique; Meyer, James
Subject: MFFN CAR IK Program Follow Up and Funding
Attachments: Template - Confidential Indigenous Knowledge Sharing Agreement - 2022.docx; MFFN CAR Indigenous Knowledge Program Funding Agreement.docx

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 Koostachin-Metatawabin,

We hope you and your community are doing well and enjoying the start of Autumn. We are reaching out to follow up on the Indigenous Knowledge (IK) Program. I am also including a previous communication on the Program that was sent in August for your reference.

The IK Program is a critical component of the information base upon which the assessment for the Marten Falls First Nation Community Access Road Project (MFFN CAR) will be conducted. The information generated through the Indigenous Knowledge Program will be used in concert with scientific approaches, and both knowledge systems will be given equal consideration in forming the foundation for baseline conditions, predicting potential project impacts, including potential impacts to your community's inherent Aboriginal rights and interests, and determining appropriate mitigation and monitoring methods. We see this as a way to empower communities to build capacity to develop and share knowledge and to inform the assessment.

To support communities in the IK Program, funding is available to participate. For your review and comment, we are re-attaching the:

Funding Agreement Template - This has been revised since we last sent it as follows:

Section 3.1 Deliverables - this has been modified to remove reference to specific dates since the original timeline has passed and we included a check in meeting.
Section 7.7 Notices - We have updated the contact information.

IK Sharing Agreement Template

We are very keen to work with your community in participating in this important program. We would be happy to set up a meeting to discuss the IK Program and ways in which your community can participate. We are here to support communities in sharing Indigenous Knowledge, and information on Indigenous Land and Resource Use and Aboriginal and Treaty rights and interests - we look forward to hearing from you.

Thank you and have a good day,

Andrea

Andrea Nokleby
Partner
Dillon Consulting Limited
[redacted]

INDIGENOUS KNOWLEDGE

INFORMATION SHARING AGREEMENT

Marten Falls First Nation

Community Access Road

CONFIDENTIAL INFORMATION

dated the _____ day of _____, 2022

As part of the environmental/impact assessment and design of the Marten Falls Community Access Road Project, (the "Project"), XXXXX hereby agrees to provide Confidential Information pertaining to traditional and contemporary land use. The Confidential Information may include Indigenous Knowledge, traditional knowledge and values which have been acquired through experience, observation, from the land or from spiritual teachings, and handed down from one generation to another amongst the people of XXXX. Confidential Information may also include beliefs, practices, innovations, arts, spirituality, and other forms of cultural experience and expression that belong to the people of XXXX. For greater certainty, Confidential Information shall also include other information which, given the circumstances surrounding its disclosure and the context of the subject matter of discussions, would be considered confidential.

The Confidential Information provided by XXXX is provided to the Community Access Road Project Team and AECOM (the "Recipients"), to better understand how XXXX lands and resources may be affected by the Project. The Confidential Information can only be used for the Project (e.g. informing the environmental/impact assessment and design).

The Confidential Information may be used to better understand how XXXX community members are using the lands and resources and to consider adjustments such as to routing and to also potentially develop mitigation measures that may reduce the effect of the Project on the land and resources identified.

The Recipients of the Confidential Information will not use this Confidential Information for other purposes, such as informing other projects or for research purposes beyond those associated with the Project. The Recipients agree to protect and hold the Confidential Information in strict confidence. The Recipients maintain the right to disclose the Confidential Information as necessary to their employees and team members who will also be bound by the terms of this Agreement.

Except to the extent required by applicable law, Confidential Information will not be shared by the Recipient with other proponents, government agencies, other communities or external researchers without express written consent of XXXX.

The Recipients acknowledge and agree that the Confidential Information is the property of XXXX and nothing in this agreement transfers any ownership interest to the Recipients. All information provided will remain under the control of XXXX.

On termination of this Agreement or on written notice by XXXX, the Recipients shall as directed by XXXX to either: promptly destroy or return to XXXX all Confidential Information and all copies thereof.

The Recipients will take all prudent measures to ensure that the Confidential Information provided by XXXX is kept confidential. Data security measures and protocols will be implemented to maintain the security of the Confidential Information while in the custody of the Recipients. Data will be protected against such risks as unauthorized access, collection, use, disclosure or disposal.

Agreed to on behalf of XXXX:

_____ _____

(Authorized representative) Date

Agreed to on behalf of the Recipients:

_____ _____

(Authorized representative) Date

Indigenous Knowledge Program Funding Agreement (the "Agreement")

THIS AGREEMENT made as of the _____day of _____, _____.

BETWEEN:

INSERT NAME OF FIRST NATION

(Hereinafter called the "Name of First Nation"),

OF THE FIRST PART

- AND -

Marten Falls First Nation Project Team
(Hereinafter called the "Project Team")

OF THE SECOND PART

- AND -

Dillon Consulting Limited
(Hereinafter referred to as "Dillon")

OF THE THIRD PART

WHEREAS

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 the MFFN community 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 "Assessments") to assess the potential Project effects and benefits.

AND WHEREAS as part of the Assessment the Project Team would like to engage FN in the Indigenous Knowledge Program (the "IK") and to complete a Project-Specific IK Study (the "IK Study")

AND WHEREAS the FN has agreed to participate in the IK program and produce an IK Study specific to the Project area and community.

AND WHEREAS, specific to this Agreement, the Project Team has retained Dillon for the sole purpose of the administration of the receipt of the IK Study and payment of the funding for the IK Study to the FN as set out in this Agreement.

NOW THEREFORE THIS AGREEMENT WITNESSES that the Project Team, FN and Dillon (the "Parties") hereby agree as follows:

ARTICLE I: SCOPE OF SERVICES

1.1 Services by the FN. The FN shall complete and provide to the Project Team, an IK Study Report, covering the geographic area identified in Schedule A, with that degree of care, skill and diligence normally provided in the performance of an IK Study on projects of a similar nature.

1.2 Scope of Services. The FN shall complete the IK Study Report in accordance with the provisions as set out in the *MFFN Community Access Road Project - Indigenous Knowledge Program Guidance Document,* dated November 2020, a copy of which is attached as Schedule B.

ARTICLE II: Project Team Responsibilities

2.1 Information. The Project Team shall provide to the FN, in a timely manner, relevant information required to complete the IK Study.

ARTICLE III: FN RESPONSIBILITIES

3.1 Deliverables. The FN shall provide the following reports, upon the timelines set out:

- *IK Program check in meeting with the Project Team for FN to provide a status update and share preliminary data (GIS)/Draft Report/Information), and*
- *Final IK Study Report and associated mapping/GIS files.*

ARTICLE IV: Compensation

4.1 Compensation. The Project Team agrees to compensate FN for the IK Report, in the amount of $30,000, inclusive of all applicable taxes (the "IK Payment").

4.2 Schedule of Payments. Upon execution of this Agreement by all parties, the Project Team shall direct Dillon to pay the FN the IK Payment based upon the following schedule:

- *An initial payment of $10,000 within 30 days of the execution of this Agreement by all Parties,*
- *A second payment of $10,000 within 30 days of receipt, by the Project Team, of the IK Program status update meeting and preliminary data (GIS)/Draft Report/Information,*
- *A final payment of $10,000 within 30 days of receipt, by the Project Team, of the Final IK Study Report and associated mapping/GIS file.*

Notwithstanding article 7.7, the FN here by directs Dillon to make the three individual IK Payments, payable to _____ and to deliver the payments to _____, and this shall be Dillon's good and valid authority to do so.

ARTICLE V: CONFIDENTIALITY, USE AND DISCLOSURE

5.1 Confidentiality. The Project Team and the FN have previously executed an Indigenous Knowledge Information Sharing Agreement (the "IK Agreement"). The Project Team and the FN Parties agree that all matters relating to the confidentiality, use and disclosure of the IK Report shall be governed by the IK Agreement. In the event of any conflict between terms of the IK Agreement and this Agreement, the terms and conditions of the IK Agreement shall govern.

ARTICLE VI: CONFIRMATION

6.1 Confirmation. The FN confirms that it will complete the *Final IK Study Report and associated mapping/GIS files* with due care, attention, and diligence.

ARTICLE VII: OTHER

7.1 Governing Law. This Agreement shall be governed by the laws of the Province of Ontario.

7.2 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.

7.3 Acknowledge and Confirmation of Project Team and FN. The Project Team and the FN confirm and agree that Dillon's only obligations under this Agreement is the payment of the IK Payment upon the terms and conditions set out in Article 4.2. The Project Team and FN acknowledge and agree that Dillon shall have no other obligations or requirements, of any kind or nature whatsoever, with respect to this Agreement or the IK Study. The Project Team and the FN agree and acknowledge that Dillon makes no representations, and shall have no responsibility, as to the completeness of the IK Report nor any obligations or requirements regarding the timeliness of the draft or final IK Report to the FN or the Project Team.

7.4 Independent Professional Services FN. The FN is an independent professional services provider in performing services under this agreement, and accordingly it is further acknowledged that the FN is an independent contractor.

7.5 Assignment. Neither party may assign this Agreement without the prior consent in writing of the other party.

7.6 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.

7.7 Notices. All notices, instructions and other communications required or permitted to be given hereunder must be in writing and must be delivered via email, or mailed by first class mail, to the parties and at the addresses set forth, in the event of a notice being sent by first class mail the notice shall be deemed to be received by the addressee on the fifth business day after the mail is postmarked:

- Project Team - Qasim Saddique, Project Director
  - Email: [redacted]
  - Address: [redacted]
- FN insert contact person and title
  - Email
  - Address
- Dillon - Andrea Nokleby, MFFN CAR Project Consultant:
  - Email: [redacted]
  - Address: [redacted]

7.8 Inurement. 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.

7.9 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.

IN WITNESS WHEREOF the Parties hereto have executed this Agreement all as of the day and year first above written.

First Nation

Per:	_____	Per:	_____
	I/We have authority to bind the XX FN.		I/We have authority to bind the XX FN.
Name:	_____	Name:	_____
Title:	_____	Title:	_____
Date:	_____	Date:	_____

Marten Falls First Nation Project Team

Per:	_____	Per:	_____
	I/We have authority to bind the MFFN Project Team.		I/We have authority to bind the MFFN Project Team.
Name:	_____	Name:	_____
Title:	_____	Title:	_____
Date:	_____	Date:	_____

Dillon Consulting Limited

Per:	_____	Per:	_____
	I/We have authority to bind Dillon Consulting Limited		I/We have authority to bind the Dillon Consulting Limited.
Name:	_____	Name:	_____
Title:	_____	Title:	_____
Date:	_____	Date:	_____

From: MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>
Sent: Thursday, November 10, 2022 12:23 PM
To: sylvia.koostachinmetatawabin@attawapiskat.org
Cc: [redacted]
Subject: Marten Falls First Nation Community Access Road Project
Attachments: 2022-11-10-MFCAR-Introduction Letter to Attawapiskat First Nation Chief and Council.pdf

Good afternoon Chief Sylvia Metatawabin-Koostachin,

Please see the attached letter from the Marten Falls First Nation Community Access Road Project Team regarding a potential meeting between Attawapiskat First Nation Chief and Council and the Community Access Road Project Team.

If you have any questions or comments to share about the Community Access Road Project, please let us know.

Sincerely,

The Marten Falls 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

November 10, 2022

Attawapiskat First Nation

[redacted]

[redacted]

Dear Chief Sylvia Metatawabin-Koostachin,

Congratulations on being elected as Attawapiskat First Nation's new Chief, and wishing you and Council each the best of luck and good health.

With your election, we would like to take the opportunity to re-introduce Attawapiskat First Nation to our Community Access Road Project and provide an offer to meet with our Project Team at a place and time of your convenience.

In way of introduction, the Marten Falls First Nation Community Access Road is a proposed all-season road which will provide a safe and reliable connection to the provincial highway network for our community; it is a vital life-line for our long-term sustainability, well-being and survival. (Please note that the Community Access Road Project does not include a road to the Ring of Fire and is a separate project to the Northern Road Link Project.)

Currently, we are in the early stages of a coordinated provincial (Ontario) Environmental Assessment (EA) and a federal Impact Assessment (IA). The EA / IA process will determine the preferred route and identify how the proposed Community Access Road may affect the social, cultural, economic, built and natural environments. To identify the route the road will follow and to understand how best to avoid and / or minimize project impacts, data is collected, studies are conducted and people are consulted with. We encourage Attawapiskat First Nation's participation in this important planning process and look forward to understanding your perspective and receiving your input.

As such, we would like to extend an invitation for yourself and Attawapiskat First Nation's Council to meet with Chief Bruce Achneepineskum and the Community Access Road Project Team. This would be an opportunity to provide an overview about the Community Access Road Project, learn about your interests related to the Project and discuss ongoing and upcoming opportunities to participate. If of interest to Attawapiskat First Nation, we can also initiate discussions regarding the development of a consultation and engagement protocol for our Project. The Community Access Road Project Team will be available to meet in Thunder Bay during the first week of December 2022. Would any of the following dates and times work for a meeting?

- December 6, 2022, between 9am and 3pm;
- December 7, 2022, between 9am and 3pm; and
- December 8, 2022, between 9am and 12pm.

Based on your preferred date, we can set up a virtual meeting or arrange for an in-person meeting in the Thunder Bay area; please let us know your preference. We look forward to hearing from you. Your input is important.

Sincerely,

[redacted]

Qasim Saddique
Project Director

[redacted]

Lawrence Baxter
Senior Community Member Advisor

cc:

Bruce Achneepineskum, Chief, Marten Falls First Nation

Lawrence Baxter, Senior Community Member Advisor, MFFN Community Access Road Project Team

Bob Baxter, Senior Community Member Advisor, MFFN Community Access Road Project Team

Jack Moonias, Community Member Advisor, MFFN Community Access Road Project Team

Qasim Saddique, Project Director, MFFN Community Access Road Project Team

Jennifer Bruin, Technical Advisor, MFFN Community Access Road Project Team

James Meyer, MFFN Community Access Road Project Consultant

From: Meyer, James
Sent: November 24, 2022 12:52 PM
To: [redacted]
Cc: [redacted] MFFN Community Access Road Project Team
Subject: Marten Falls First Nation Community Access Road Project Update
Attachments: 2022-11-24-MFFN Community Coordinator Job Posting.pdf

Good afternoon Chief Sylvia Koostachin-Metatawabin,

I hope you are doing well. I am following up on a call I attempted earlier today regarding the letter the Marten Falls First Nation Community Access Road Project Team sent you on November 10, 2022. I just want confirm that you have received the letter and if you had any questions or comments about it. Please let me know if you need me to resend it! The MFFN CAR Project Team is very interested in having a meeting with Attawapiskat First Nation Chief and Council, if the dates of availability within the letter do not work, please me know and we will organize new dates.

We also have a lot of upcoming Project updates and activities:

- Public Information Centre #4
  - Join us at PIC #4 for updates and information on our upcoming 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.
  - PIC #4 will be held in Thunder Bay on December 7 and Geraldton December 8.
- Valued Components Webinars / Videos
  - We are hosting our second Webinar on Tuesday November 29 at 4 p.m. EST on Surface Water, Fish and Fish Habitat. More info and registration can be viewed here: http://www.martenfallsaccessroad.ca/get-involved/
  - We also shared our newest video on Cumulative Effects which can be viewed here: https://www.martenfallsaccessroad.ca/cumulative-effects/
- Impact Statement Extension
  - The Community Access Road Project is subject to a federal Impact Assessment, which requires an Impact Statement within three years of the Notice of Commencement of the Impact Assessment.
  - The 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 will be notifying Attawapiskat First Nation about this extension request and will provide an opportunity to review the request and provide comments.
- Aboriginal and Treaty Rights and Interests Workshops
  - There will be upcoming workshops on Aboriginal and Treaty Rights and Interests in early 2023, stay tuned for more details.
- Community Coordinator Program
  - The MFFN CAR Project has funding available to hire an Attawapiskat First Nation community member to help distribute Project information, collect data and provide guidance on engagement with the community. Please let me know if this is something Attawapiskat First Nation is interested in participating in.

Thank you,
James Meyer
On behalf of the MFFN Community Access Road Project Team

[redacted]

From: Meyer, James
Sent: November 24, 2022 8:50 AM
To: [redacted]
Subject: MFFN Community Access Road Project Notifications

Good morning Andrew,

I hope you are doing well, my name is James Meyer I am with the Marten Falls First Nation Community Access Road Project Team. We have been sending Project updates and notifications to you recently and just want to confirm if you are still interested in staying on our Project contact list?

Please let me know if you have any questions!

All the best,
James Meyer
On behalf of the MFFN Community Access Road Project Team

From: Meyer, James
Sent: November 24, 2022 8:49 AM
To: [redacted]
Subject: MFFN Community Access Road Project Notifications

Good morning Steve,

I hope you are doing well, my name is James Meyer I am with the Marten Falls First Nation Community Access Road Project Team. We have been sending Project updates and notifications to you recently and just want to confirm if you are still interested in staying on our Project contact list?

Please let me know if you have any questions!

All the best,
James Meyer
On behalf of the MFFN Community Access Road Project Team

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: EA.Partipciant.Fund@ontario.ca
CAR: Andrea Nokleby: anokleby@dillon.ca
WSR: Mark Knell: mark.knell@snclavalin.com
NRL: Mishal Naseer: mnaseer@dillon.ca

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

WSR WEBEQUIE SUPPLY ROAD

NRL Northern Road Link

Ontario

From: MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>
Sent: Friday, January 13, 2023 2:08 PM
To: ea.participant.fund@ontario.ca
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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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: ea.participant.fund@ontario.ca
MFFN CAR: Andrea Nokleby: anokleby@dillon.ca
WSR: Michael Fox: michael.fox@indigenousengagement.ca
NRL: Mishal Naseer: mnaseer@dillon.ca

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: Meyer, James
Sent: January 13, 2023 11:47 AM
To: sylvia.koostachinmetatawabin@attawapiskat.org
Cc: [redacted]; MFFN Community Access Road Project Team
Subject: MFFN Community Access Road Project Consultation and Engagement Reports

Good morning Chief Sylvia Koostachin-Metatawabin,

Happy new years! Hope you enjoyed the holidays.

I am following up on a phone call and voicemail I left this morning regarding the Attawapiskat First Nation Interim Record of Consultation and Engagement and the Milestone #1 Progress Report for the Marten Falls First Nation Community Access Road Project that were distributed on December 6, 2022. If you have any questions or would like to schedule a meeting to discuss the reports and timeline, please let me know and we can begin planning a date. If you could also please let me know if you have received the link to the reports that would be greatly appreciated! I have relinked them below for reference:

https://drive.google.com/drive/folders/1wWuYOY0Z2AdJ0Ky0IrIgp7zAeJi78OBE?usp=sharing

Have a great weekend,
James Meyer
On behalf of the Marten Falls First Nation Community Access Road Project Team

From: Meyer, James
Sent: January 25, 2023 10:35 AM
To: sylvia.koostachinmetatawabin@attawapiskat.org
Cc: [redacted] Nokleby, Andrea; MFFN Community Access Road Project Team
Subject: Invitation: Aboriginal and/or Treaty Rights and Interests Forum - February 2023
Attachments: Invitation - 2 Day Aboriginal and Treaty Rights and Interests Forum - Thunder Bay February 2023.pdf

Good morning Chief Sylvia Koostachin-Metatawabin and Attawapiskat 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 have not RSVP'd yet, we would love for Attawapiskat 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.

Best,
James Meyer
On behalf of the Marten Falls First Nation Community Access Road Project Team

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)

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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: ea.participant.fund@ontario.ca
MFFN CAR: Andrea Nokleby: anokleby@dillon.ca
WSR: Michael Fox: michael.fox@indigenousengagement.ca
NRL: Mishal Naseer: mnaseer@dillon.ca

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: 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

From: Meyer, James
Sent: February 2, 2023 10:55 AM
To: sylvia.koostachinmetatawabin@attawapiskat.org
Cc: [redacted], MFFN Community Access Road Project Team
Subject: RE: MFFN Community Access Road Project Consultation and Engagement Reports

Good morning Chief Sylvia Koostachin-Metatawabin,

I am just following up on the two Consultation and Engagement Reports linked below for the Marten Falls First Nation Community Access Road. Will Attawapiskat First Nation 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 13, 2023.

Let me know if you have any questions!

Thank you,
James Meyer
On behalf of the Marten Falls First Nation Community Access Road Project Team

From: Meyer, James
Sent: February 23, 2023 2:20 PM
To: [redacted]
Cc: [redacted] MFFN Community Access Road Project Team; Ross, Kathryn
Subject: RE: MFFN Community Access Road Project Consultation and Engagement Reports

Good afternoon Chief Sylvia Koostachin-Metatawabin,

Hope you are doing well. Just wanted to follow up to let you know we will be finalizing Attawapiskat First Nation's section of the public versions for the Interim Record of Consultation and Engagement and Milestone #1 Progress reports. Please let us know if you have any questions or would like to organize a meeting to discuss the reports or anything on the Community Access Road Project.

Moving forward my colleague Kathryn Ross (cc'd here) will be the primary contact for Attawapiskat First Nation to communicate with on the MFFN Community Access Road Project as I will be moving to a new role. I wish you and Council, and the community all the best for 2023 and beyond!

Take care,
James Meyer
On behalf of the Marten Falls First Nation Community Access Road Project Team

From: MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>
Sent: Friday, March 31, 2023 1:16 PM
To: [redacted]
Subject: Follow up on Community Access Road & Attawapiskat First Nation

Good afternoon Chief Sylvia Koostachin-Metatawabin,

I hope you and Attawapiskat First Nation are doing well. I left a voicemail today about the Marten Falls First Nation Community Access Road to follow up on a few items:

- Does Attawapiskat First Nation have any comments on the Archaeology reports below (and linked here: https://drive.google.com/drive/folders/1_8lWWg_4-ZNINraqlRQygSVkwvYeoCmO?usp=sharing)? If you have any questions, comments, would like to meet with our archaeology team or need additional time to review please let me know.
- In November 2022 we sent a re-introduction letter and offered to set up a meeting with Attawapiskat First Nation and the Marten Falls First Nation Community Access Road Project Team. Are you interested in a meeting?
- In May 2022, the former Chief mentioned Attawapiskat First Nation would be providing an Impacts to Rights Assessment that could be shared to inform the Community Access Road environmental assessment. Will the community still be providing this document and do you have a sense of timing? It would be great to receive it by June 30, 2023 to be considered in the existing conditions reports.
- Lastly, a reminder that we have funding available to support a Community Coordinator from Attawapiskat First Nation to help with consultation and engagement efforts on the Community Access Road. We would be happy to meet to provide more information.

Please don't hesitate to reach out and we look forward to hearing from you.

Kathryn Ross [redacted]

On behalf of the MFFN 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: Andrea Nokleby
Sent: Tuesday, May 2, 2023 9:15 AM
To: [redacted]
Cc: Bob Baxter; Lawrence Baxter; Qasim Saddique; Ross, Kathryn
Subject: Follow-up Re: MFFN CAR IK Program Key Dates
Attachments: MFFN CAR Indigenous Knowledge Program Funding Agreement.docx

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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.

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Good Morning Chief Koostachin-Metatawabin,

I hope this email finds you well. It was very nice to meet with representatives from Attawapiskat 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).

We look forward to finalizing an IK Sharing Agreement and the Funding Agreement (re-attached) with Attawapiskat First Nation to support this important work. 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]

On Tue, May 2, 2023 at 9:06 AM Nokleby, Andrea <[redacted]

Hello Dorothee,

Thank you for your email - I appreciate you following up.

I will take this back to the team. In the meantime, if you have any questions on IK Funding please let me know.

I hope everyone has a good day,

Andrea

Andrea Nokleby
Partner
Dillon Consulting Limited
[redacted]

On Tue, May 2, 2023 at 12:58 PM Nokleby, Andrea <[redacted]> wrote:

> Hello Dorothee and Chief Koostachin-Metatawabin,
>
> I just confirmed with members of the team that a communication had been sent in response to Attawapiskat First Nation's May 11, 2022, correspondence on June 13, 2022. I am re-attaching that letter to this email. I will also forward you the full correspondence in a separate email. Since that time, we sent outreach correspondence following the election and subsequent follow ups since then.
>
> You will note that in the June 13, 2022 response letter, we had asked to set up a time to meet to further discuss Attawapiskat First Nation's proposed approach to the Indigenous Knowledge Program and the assessment of Aboriginal and Treaty Rights and Interests. Would you be able to provide some dates/times that would work for representatives of Attawapiskat First Nation? I'm copying Kathryn Ross in this communication who will be able to assist in coordinating a meeting.
>
> We look forward to the opportunity to further discuss this with you. Hope you have a good afternoon,
>
> Andrea

Andrea Nokleby
Partner
Dillon Consulting Limited
[redacted]

From: Nokleby, Andrea
Sent: Tuesday, May 02, 2023 4:02 PM
To: Dorothee Schreiber
Cc: Sylvia Koostachin-Metatawabin ; Pauline Tookate ; Jack Linklater JR ; Ross, Kathryn ; Qasim Saddique ; Bob Baxter ; Cafaro,Caitlin (IAAC/AEIC)
Subject: Re: Follow-up Re: MFFN CAR IK Program Key Dates

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Hello Dorothee,

Thank you for your email. We will review in better detail and provide a response back.

Have a good evening,

Andrea

Andrea Nokleby
Partner
Dillon Consulting Limited
[redacted]

From: Nokleby, Andrea <anokleby@dillon.ca>
Sent: May 31, 2023 7:00 AM
To: Sylvia Metatawabin <sylvia.metatawabin@attawapiskat.org>; Xavier Wheesk <xavier.wheesk@attawapiskat.org>; Steve Hookimaw <steve.hookimaw@attawapiskat.org>; Dorothee Schreiber <dorothee.schreiber@gmail.com>
Cc: Qasim Saddique <qsaddique@suslop.com>; Michael Fox <michael.fox@indigenousengagement.ca>; Bob Baxter <bbaxter48@gmail.com>; Lawrence Baxter <lawrencebax@gmail.com>; Ashawasegai-Pereira, Jennifer <Jennifer.Ashawasegai-Pereira@snclavalin.com>; Mishal Naseer <mnaseer@dillon.ca>; Knell, Mark <mark.knell@snclavalin.com>; Wallace, Craig <Craig.Wallace@snclavalin.com>; Ross, Kathryn <kathryn.ross@aecom.com>; gordonw@webequie.ca
Subject: MFFN CAR, WSR, NRL ATRI Forum - Follow Up

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Good Morning Chief Koostachin-Metatawabin

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 Attawapiskat 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
- NRL ATRI Breakout Session - Community-Specific Summary
- WSR CAR ATRI Breakout Session - 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 Attawapiskat 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
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

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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: anokleby@dillon.ca
NRL: Mishal Naseer: mnaseer@dillon.ca
WSR: Michael Fox: michael.fox@indigenousengagement.ca

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.

B3.2 Incoming Community Specific Correspondence



On Tue, May 2, 2023 at 8:26 AM Dorothee Schreiber [redacted] wrote:

> Hi Andrea,
>
> Chief Sylvia forwarded your message to me. Please note that we responded on May 11, 2022, regarding the Indigenous Knowledge Program. Please see the letter attached. We did not receive a response to that letter. We would still appreciate receiving a response on our requests (1) to receive draft chapters of the EA as you prepare them and before they are submitted to the regulator, and (2) to share with us the caribou collar data that you are gathering as part of your baseline data collection.
>
> Thanks,
> Dorothee

On Tue, May 2, 2023 at 12:10 PM Dorothee Schreiber [redacted] wrote:

> Hi Andrea,
>
> Unfortunately, the June 13th letter you sent us does not respond in any meaningful way to the issues we raised in our letter of May 11th, 2022.
>
> With respect, we have already clearly outlined our approach to the impacts to rights assessment, and we do already have a clear understanding of the "Project schedule and key milestones." We do not, therefore, at this time, need a meeting to discuss those issues. Your repeated request for a meeting appears to be sidestepping our direct request for (1) draft chapters as they become available, and (2) caribou data as it becomes available.
>
> Please let us know when you will begin sending us draft chapters of your impact statement, as they become available and before you submit them to the regulator. You have not answered us on this point.
>
> We have also asked you to share with us the baseline caribou data you are collecting. You say that this data has not been "fully analyzed." We are not asking for "fully analyzed" data -- we are asking you to share the raw data with us, as it becomes available. We do not accept your assertion that the "collar data is confidential until after the provincial / federal joint assessment reporting and
> review is complete. At that time, collar data will be made available to trained and licenced users via the
> provincial Natural Heritage Information Center database." You are collecting data on Attawapiskat First Nation territory. Your refusal to share the baseline caribou data as it becomes available goes against the expectation of the Impact Assessment Agency of Canada, that the proponent share baseline data with the affected First Nations communities when they request it.
>
> Please refer to the following guidance from IAAC: https://www.canada.ca/en/impact-assessment-agency/services/policy-guidance/practitioners-guide-impact-assessment-act/guidance-indigenous-participation-ia.html
>
> The guidance really highlights the need for proponents to work in collaboration with the consulted communities over the course of the process. While you as the proponent might expect us to only be interested in traditional land use, anything that we identify as a valued component for the project should lead to us having complete information about the item so that we can prepare our own impacts to rights assessment. More simply put, we can't assess the impacts on valued components/land use/rights if we do not have complete information. The Agency insists on the proponent's early engagement specifically for those reasons. We cannot wait until you submit your impact statement to the regulator to have access to your analysis and the baseline data you are collecting.
>
> Please also refer to the Indigenous Engagement and Partnership Plan for the Marten Falls CAR: https://iaac-aeic.gc.ca/050/evaluations/document/140988. In this document, IAAC makes clear that it expects the proponent, during the development of the impact statement to "present project information, results of baseline studies, and brief Indigenous groups on technical matters." The Indigenous Engagement and Partnership Plan also makes clear that an Indigenous community's preferred approach to consultation should be respected.
>
> Please do answer our request for draft chapters of the impact statement, and please provide us with the caribou data you are collecting. For the caribou data, please send us what you have collected so far. I am copying Caitlin Cafaro of the Impact Assessment Agency here, so that we can have the Agency's assistance in this matter. The two letters are attached again, for Caitlin's reference.
>
> Thanks,
> Dorothee

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

FINAL

Progress Report 3: Identification of the Preferred Alternatives Milestone

November 2024

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Authors

Report Prepared By:

Insert electronic signature

Kate McEwen, M.A.
Senior Indigenous Engagement Specialist
AECOM Canada Ltd.

Report Approved By:

Insert electronic signature

Avril Fisken, M.Sc.
Canadian Practice Lead
Communications and Community Engagement
Associate Vice President, Environment
AECOM Canada Ltd

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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.

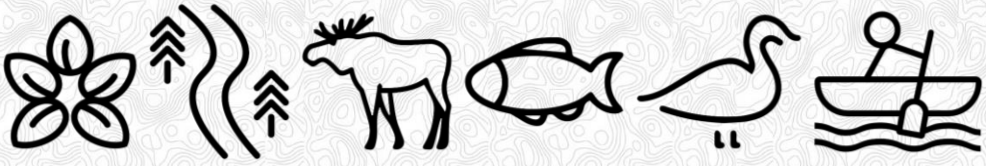
AECOM, 2020:

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



3. Attawapiskat First Nation

3.1 Community Profile

Location: PO Box 248, Attawapiskat, ON P0L 1A0

Tribal Council: Mushkegowuk Council

Treaty: 9

Project Team Lead: Niki Angelis

Figure 3-1: Attawapiskat First Nation Distribution of Communication

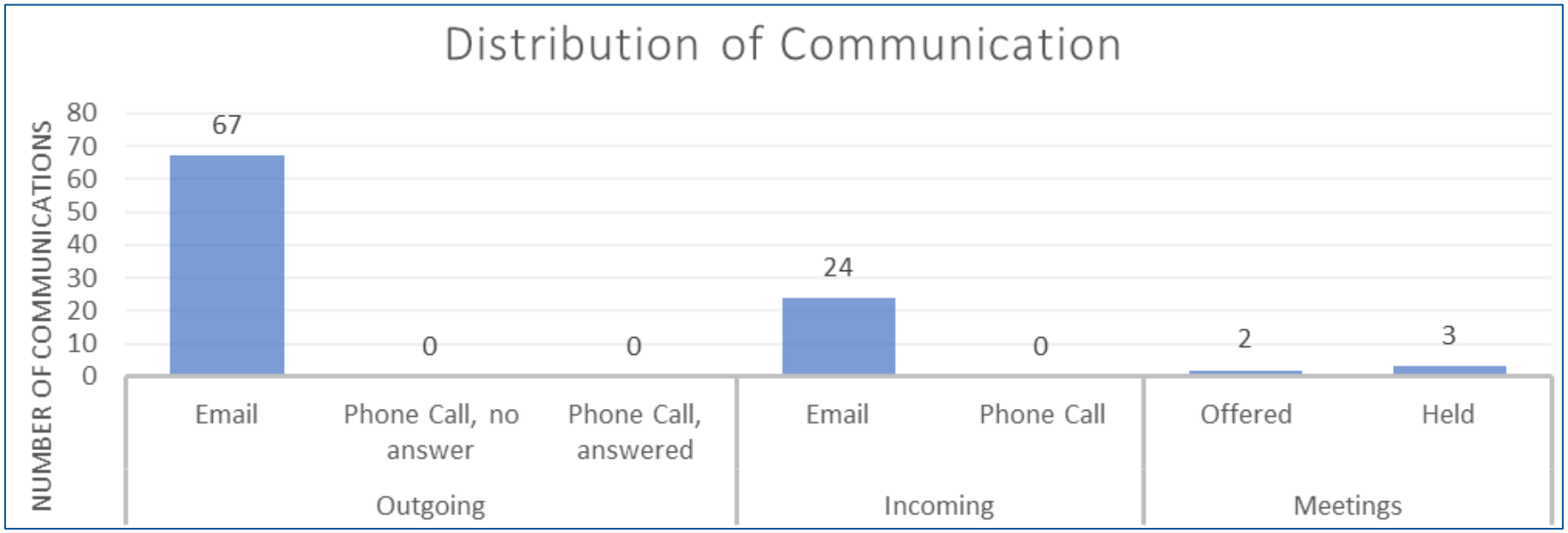


Table 3-1: Summary of Participation During Milestone 3 Reporting Period

Summary of Participation During Reporting Period	
Date of Last Outgoing Communication from MFFN CAR Project Team (Email or Phone):	July 31, 2024 (email)
Date of Last Incoming Communication from Community (Email or Phone):	July 31, 2024 (email)
Participating in IK Program:	Status of IK Sharing Agreement: Not interested in program
	Status of IK Funding Agreement: N/A
	IK information provided: No
Participating in Community Coordinator Program:	Program information sent to Community

Table 3-2: Key Consultation and Engagement Activities Undertaken During EA / IA

Date	Consultation and Engagement Activity
June 07, 2023	May 2023 MFFN CAR E-Blast distributed via email.
June 19, 2023	Email sent to follow up on the upcoming IK Milestone.
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.
August 23, 2023	Replied to request for the Stage 1 and Stage 2 Archaeology Assessment Reports, providing the reports.
August 23, 2023	Request for the Stage 1 and Stage 2 Archaeology Assessment Reports.
September 01, 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 05, 2023	Project update regarding PIC #5, the Community Coordinator Program and the IK Program.
October 10, 2023	PIC #5 invitation distributed via email.
October 17, 2023	ATRI Forum #2 invitation distributed via email.
October 17, 2023	ATRI Forum #2 invitation sent to Attawapiskat First Nation.
November 2, 2023	October 2023 MFFN CAR E-Blast distributed via email.

Date	Consultation and Engagement Activity
November 9, 2023	Reminder for Route Selection Milestone Webinar distributed via email.
November 10, 2023	IK update distributed via email.
November 14, 2023	Project update distributed via email.
November 16, 2023	Reminder for Route Selection Milestone Webinar distributed via email.
November 21 to 23, 2023	Representatives from Attawapiskat First Nation attended ATRI Forum #2.
November 28, 2023	Email to Attawapiskat First Nation attaching the Draft Preliminary ATRI Existing Conditions Report (Draft Report)
November 27 & 29, 2023	Milestone #2 Progress Report distributed via email.
December 4, 2023	Virtual meeting held with Attawapiskat First Nation representatives to discuss the MFFN CAR Project and Caribou Study Plan.
December 6, 2023	Socio-economic Assessment Interest letter sent via email.
December 12, 2023	2023 Year In Review E-Blast.
January 10, 2024	Attawapiskat First Nation was asked if they were able to download the Milestone #2 Progress Report.
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 19, 2024	Attawapiskat First Nation sent the Project Team an email indicating that they downloaded Milestone #2 report.
January 30, 2024	Email sent to Attawapiskat First Nation thanking them for their confirmation that they were able to download the Milestone #2 report.
January 31, 2024	Invitation for Climate Change Adaptation and the Community Access Road Webinar distributed via email.
January 31, 2024	January 2024 E-Blast distributed via email.
February 8, 2024	Climate Change Adaptation Webinar Reminder distributed via email.
February 13, 2024	Climate Change Adaptation Webinar Follow-Up distributed via email.
February 15, 2024	Email outreach about Project updates including the Project webinar series.
March 01, 2024	February 2024 E-Blast distributed via email.
March 20, 2024	Email outreach sharing updates for the month of March 2024 and ways to get involved in the MFFN CAR Project.
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 25, 2024	Email outreach regarding Project updates including the Community Coordinator Program.
April 30, 2024	April 2024 e-blast distributed via email.
May 23, 2024	Spring 2024 Groundwater Program Update distributed via email.
May 24, 2024	Attawapiskat First Nation sent the Project Team an email requesting information on the authorizations received to complete the Spring Groundwater program.
May 28, 2024	Follow up to explain the work and mitigation measures put in place to carry out the Spring Groundwater program.

Date	Consultation and Engagement Activity
May 28, 2024	Attawapiskat First Nation advised that they have requested MECP to review the activities outlined for the Spring Groundwater program.
May 30, 2024	Legal representatives of Attawapiskat First Nation sent the Project Team a letter “Cease and Desist respecting field work for the Marten Falls First Nation Community Access Road” in relation to the Spring Groundwater program.
May 30, 2024	Response to the letter “Cease and Desist Respecting Field Work for the Marten Falls First Nation Proposed Community Access Road” sent.
May 30, 2024	Legal representatives of Attawapiskat First Nation sent the Project Team requested a meeting to discuss cease and desist letter.
May 30, 2024	May 2024 E-Blast distributed via email.
May 31, 2024	Virtual meeting held to discuss the letter “Cease and Desist Respecting Field Work for the Marten Falls First Nation Proposed Community Access Road” and Spring Groundwater Program.
June 03, 2024	Stage 1 Archaeological Assessment Report link distributed via email.
June 05, 2024	Follow up to confirm receipt of invitation to the Three Road Projects Gathering & Expo
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 16, 2024	Summer 2024 Field Notice distributed via email.
July 22, 2024	Coordination email to schedule a virtual meeting regarding the draft ATRI Existing Conditions Report
July 23, 2024	Virtual meeting held to discuss the draft ATRI Existing Conditions Report.
July 30, 2024	Email outreach regarding the Stage 1 Archaeological Assessment Report and the Community Coordinator Program.
July 31, 2024	Follow up to the June 23, 2024 virtual meeting with information on the permitting required to carry out groundwater sampling sent via email.

Table 3-3: Summary of Feedback Received and Response / Action – Attawapiskat First Nation

Topic / Issue Raised	Specific Issue / Comment Raised	Communication Channel	Response / Action	Addressed in the EA / IS
Aboriginal and Treaty Rights, Study Area	ATRI Regional Study Area ■ On May 3, 2024, Attawapiskat raised concerns related to the Regional Study Areas of the CAR outlined in the ATRI Existing Conditions Report.	■ Email	Status: Ongoing ■ The Project Team issued a response on May 31, 2024, addressing the concerns received in the May 3, 2024, letter. Action: ■ The MFFN CAR Project Team will continue to provide ongoing Project updates. ■ The MFFN CAR Project Team will work with Attawapiskat First Nation to continue to address any specific areas of concern related to the Regional Study Areas of ATRI.	■ Concerns regarding ATRI will be tracked as part of the Record of Consultation and Engagement in the EA / IS.
Field Studies, Groundwater (Quality and Quantity)	Groundwater ■ On May 29, 2024, a letter ““Cease and Desist Respecting Field Work for the Marten Falls First Nation Proposed Community Access Road”. The Letter was issued to the Project Team. Concerns were raised regarding the timing and methods of the groundwater Program.	■ Email / Meeting	Status: Complete ■ The Project Team met with the Environmental Consultant and legal representative of Attawapiskat First Nation's Chief and Council on May 31, 2024, to discuss the Cease and Desist for the proposed groundwater sampling. ■ The Project Team advised Attawapiskat First Nation that the Groundwater Monitoring Program obtained Land Use Permits for the installation of Groundwater Monitoring Wells in 2022. The work that was being conducted in the Spring of 2024 was limited to the collection of ground water samples from those wells and not subject to new permits or approvals, however efforts to minimize sensory disturbance for caribou were put in place.	■ Concern regarding the groundwater sampling will be tracked as part of the Record of Consultation and Engagement in the EA / IS.

Topic / Issue Raised	Specific Issue / Comment Raised	Communication Channel	Response / Action	Addressed in the EA / IS
			■ The Environmental Consultant and legal representative of Attawapiskat First Nation's Chief and Council acknowledged that the proposed field work would proceed and indicated that they would engage the responsible government agencies on the topic.	

Table 3-4: Consultation and Engagement Log – Attawapiskat First Nation

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
June 07, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the May E-Blast to Attawapiskat 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 19, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Consultant ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team	■ The MFFN CAR Project Consultant emailed Attawapiskat 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	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Jack Linklater Jr. (Deputy Chief)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent a follow up email to Attawapiskat 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

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
						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 Attawapiskat First Nation may have.
June 28, 2023	Email		x	■ Xavier Wheesk (Councillor) ■ Sylvia Koostachin Metatawabin (Chief) ■ Steve Hookimaw (Councillor) ■ Jack Linklater Jr. (Deputy Chief)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the June E-Blast to Attawapiskat First Nation. The E-Blast included a brief description on the Archaeology and Cultural Heritage Program and a link to 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

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
						Camera Retrieval. Links for related field program notices, videos and Discussion Guides were included.
July 13, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Jack Linklater Jr. (Deputy Chief)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the Summer 2023 Field Notice to Attawapiskat 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 27, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Jack Linklater Jr. (Deputy Chief)	■ MFFN CAR Project Team ■	■ The MFFN CAR Project Team sent an email to Attawapiskat 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.
August 02, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Jack Linklater Jr. (Deputy Chief)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the July E-Blast to Attawapiskat 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.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
August 15, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation to offer a meeting to address their concerns regarding the Project. It was noted that a complete draft of the EA / IS and associated Existing Conditions Reports will be made available for Attawapiskat First Nation's review in June 2024. The Project has been seeking feedback throughout the regulatory process through various forums (e.g., Public Information Centres (PIC), discipline-specific webinars, and valued component videos), and the MFFN CAR Project Consultant noted that Project information and results will continue to be shared from Existing Conditions studies. In response to Attawapiskat First Nation's interest in raw caribou data, it was noted that the MFFN CAR Project Team is currently working with regulators regarding data-sharing possibilities. A meeting was offered to Attawapiskat First Nation to provide an overview of the caribou survey and initial findings and to gain a better understanding of the Community's raw data needs and objectives.
August 23, 2023	Email	x		■ Dorothee Schreiber (Attawapiskat Environmental Consultant) ■ Pauline Tookate (Community member) ■ Sylvia Koostachin Metatawabin (Attawapiskat Chief)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email reply from Attawapiskat First Nation, requesting that the Stage 1 and Stage 2 Archaeology Assessment Reports distributed on February 3, 2023 be resent.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
				■ Jack Linklater Jr. (Attawapiskat Deputy Chief) ■ Bob Baxter (Marten Falls First Nation (MFFN)) ■ Caitlin Cafaro (Impact Assessment Agency of Canada)		
August 23, 2023	Email		x	■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email reply to Attawapiskat First Nation, including the original email from February 3, 2023, with links to download the Archaeology and Cultural Heritage Reports for review. The MFFN CAR Project Consultant requested confirmation from the contact that they would like to be added to the Project mailing list for future distributions.
August 23, 2023	Email	x		■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Attawapiskat First Nation confirming the reports were downloaded and that the contact information should be added to the Project list for future distributions.
September 01, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Jack Linklater Jr. (Deputy Chief) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the August E-Blast to Attawapiskat 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. Final results from these programs will be available once all data is collected and analyzed and shared during the Draft Environmental Assessment and Impact Assessment Phase in 2024. Links to field

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
						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.
September 05, 2023	Email	x		■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Dorothee Schreiber (Environmental Consultant) ■ Pauline Tookate (Community member)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Attawapiskat First Nation in response to the MFFN CAR Project Consultant's email from August 15, 2023. Attawapiskat First Nation noted that in the August 15, 2023 email, the MFFN CAR Project Consultant said they were working with regulators on the caribou data request and would have a more fulsome answer soon. Attawapiskat First Nation requested an update on the timing and noted that every time they request the caribou data, the Project offers to meet to discuss the request. Attawapiskat First Nation noted they do not understand what is unclear about their request, and they require the data to conduct its own analysis as part of its assessment of impact to rights. Attawapiskat First Nation also requested a timeline in relation to when the EA / IS would be made available for their review.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
September 05, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation, noting the Project was advised by the MNRF that Attawapiskat First Nation was looking for shapefiles for the boreholes the MFFN CAR Project has completed. The MFFN CAR Project Consultant attached the requested files to the email and offered to meet to discuss the shapefiles or any questions or comments Attawapiskat First Nation may have regarding the Project.
September 06, 2023	Email	x		■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Attawapiskat First Nation thanking the MFFN CAR Project Consultant for providing the shapefiles for the boreholes.
September 15, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Jack Linklater Jr. (Deputy Chief) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the Fall 2023 Field Notice to Attawapiskat 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 27, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Dorothee Schreiber (Environmental Consultant) ■ Pauline Tookate (Community member)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation, in response to Attawapiskat's email on September 5, 2023. The MFFN CAR Project Consultant noted that the MFFN CAR Project Team has been actively trying to find a way to make the raw caribou data available to Attawapiskat First Nation. The MFFN CAR Project Team met with representatives from MECP, and the Agency on July 10 and August 30, 2023, to discuss Attawapiskat

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
						First Nation's request for the raw caribou data; the MFFN CAR Project Team is continuing to work with these regulators to find a solution and hope to have a more fulsome response to Attawapiskat First Nation, soon.
September 28, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Jack Linklater Jr. (Deputy Chief) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the September E-Blast to Attawapiskat First Nation. 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. For more information on field studies, links were provided to field program notices, valued component videos and webinars. 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.
September 28, 2023	Email	x		■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Jack Linklater Jr. (Deputy Chief) ■ Dorothee Schreiber (Environmental Consultant) ■ Pauline Tookate (Community member)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Attawapiskat First Nation, in response the MFFN CAR Project Consultant's email on September 27, 2023. Attawapiskat First Nation noted it would be helpful if the MFFN CAR Project Consultant could share what the issue is with the regulators, and generally what type of problems need to be resolved. Otherwise, it is very difficult for Attawapiskat First Nation to understand why there would be such a long delay in transferring data.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
October 05, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Jack Linklater Jr. (Deputy Chief) ■ Dorothee Schreiber (Environmental Consultant) ■ Pauline Tookate (Community member)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Attawapiskat First Nation, in response to their email on September 28, 2023. The MFFN CAR Project Consultant apologized for the delay and noted the request is complex, and the Project Team is working with MECP, and the Agency to determine the best possible approach, that is compliant with regulatory requirements including those of Species at Risk (SAR) Branch and is appropriate, considering the sensitivity of the data and the Project Teams' related obligations.
October 05, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Jack Linklater Jr. (Deputy Chief) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Attawapiskat First Nation, to provide a general update on the Project. The update included information on the upcoming PIC #5 including the dates, locations and a list of topics that would be covered at the PIC. It was also noted that an invitation with additional details specific to the PIC would follow in the coming days. The update noted there would be a Climate Change Forum in Q1 2024 and advised of the upcoming ATRI forum, including dates and noting that a formal notice on the event would be shared soon. The MFFN CAR Project Consultant also inquired if the community was interested in the Community Coordinator Program, and requested a status update on the IKSA and IK Funding Agreement.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
October 10, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Jack Linklater Jr. (Deputy Chief) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed an invitation for PIC #5 to Attawapiskat First Nation. The PIC will be in Thunder Bay on October 25, 2023, and Geraldton on October 26, 2023. The event will be an open house format and include new updates, how feedback is being considered, and information on the Existing Conditions Report and Route Selection Milestone. PIC #5 will provide an opportunity to share feedback, ideas, and values related to the Community Access Road. Food, refreshments, and door prizes will be provided at both meetings.
October 17, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Jack Linklater Jr. (Deputy Chief) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an invitation for the upcoming ATRI Forum #2 to Attawapiskat First Nation. 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. The MFFN CAR Project Consultant provided contact information for any questions or information from Attawapiskat First Nation.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
October 17, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Jack Linklater Jr. (Deputy Chief) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team 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.
November 02, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Dorothee Schreiber (Environmental Consultant) ■ Steve Hookimaw (Councillor) ■ Jack Linklater Jr. (Deputy Chief)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the October E-Blast to Attawapiskat First Nation. 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 09, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Dorothee Schreiber (Environmental Consultant) ■ Steve Hookimaw (Councillor) ■ Jack Linklater Jr. (Deputy Chief	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a reminder for the Route Selection Milestone Webinar to Attawapiskat First Nation. 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.
November 10, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Dorothee Schreiber (Environmental Consultant) ■ Steve Hookimaw (Councillor) ■ Jack Linklater Jr. (Deputy Chief)	■ MFFN CAR Project Consultant	■ 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.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
November 14, 2023	Email		x	■ Dorothee Schreiber (Environmental Consultant) ■ Sylvia Koostachin Metatawabin (Chief) ■ Pauline Tookate (Community member) ■ Jack Linklater Jr. (Deputy Chief)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation thanking them for their continued interest in the MFCAR Project. The MFFN CAR Project Consultant noted that because caribou are a provincially tracked species and SAR, data sharing comes with challenges. The MFFN CAR Project Consultant provided the dates of meetings with MECP and IAAC where the data request had been discussed and noted that the MFFN CAR Project Team has been advised that the province will be able to provide the caribou data. The MFFN CAR Project Consultant proposed meeting with Attawapiskat First Nation to discuss the Caribou Study Plan. The MFFN CAR Project Consultant also provided an update on the status of the draft EA / IS and the timeline for Attawapiskat First Nation to receive the document for review.
November 14, 2023	Email	x		■ Dorothee Schreiber (Environmental Consultant) ■ Sylvia Koostachin Metatawabin (Chief) ■ Pauline Tookate (Councillor) ■ Jack Linklater Jr. (Deputy Chief)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Attawapiskat First Nation, in response to the MFFN CAR Project Consultant's email on November 14, 2023. Attawapiskat First Nation confirmed that the province of Ontario is in the process of preparing a data sharing agreement for the caribou data the MFFN CAR Project had collected and transferred to Ontario. Attawapiskat First Nation confirmed interest in meeting to discuss the Caribou Study Plan, and noted Attawapiskat First Nation was glad to hear the community will be receiving a draft of the EA / IS in June 2024, prior to it being submitted to the regulator. Attawapiskat First

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
						Nation asked for clarification on what the MFFN CAR Project Team meant, in the previous email, by offering to coordinate in advance, to ensure that Attawapiskat First Nation has any support that may be required from the Project Team, to undertake a thorough review of the draft EA / IS and associated existing conditions reports.
November 14, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Dorothee Schreiber (Environmental Consultant) ■ Steve Hookimaw (Councillor) ■ Jack Linklater Jr. (Deputy Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Attawapiskat First Nation providing a list of the upcoming engagement activities regarding the MFFN CAR, including PIC #5 materials, ATRI Forum #2, the Route Selection Webinar and the upcoming Climate Change Workshop. The Community Coordinator Program and IK Program were also noted.
November 16, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Dorothee Schreiber (Environmental Consultant) ■ Steve Hookimaw (Councillor) ■ Jack Linklater Jr. (Deputy Chief)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a reminder for the Route Selection Milestone Webinar to Attawapiskat First Nation. 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 17, 2023	Email	x		■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Dorothee Schreiber (Environmental Consultant) ■ Steve Hookimaw (Councillor) ■ Jack Linklater Jr. (Deputy Chief) ■ Pauline Tookate (Community member)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Attawapiskat First Nation, in response to the MFFN CAR Project Consultant's email on November 14, 2023. Attawapiskat First Nation asked for clarification on whether there would be any new information released at the ATRI Forum #2. Attawapiskat First Nation confirmed that they would not be participating in the IK Program.

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. Attawapiskat 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 22, 2023	Email		x	■ Dorothee Schreiber (Attawapiskat Environmental Consultant) ■ Sylvia Koostachin Metatawabin (Attawapiskat Chief) ■ Pauline Tookate (Community member) ■ Jack Linklater Jr. (Attawapiskat Deputy Chief)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Attawapiskat First Nation, thanking Attawapiskat First Nation for being open to a virtual meeting to discuss the Caribou Study Plan. The MFFN CAR Project Consultant confirmed that the Project Team is requesting coordination meetings with Attawapiskat First Nation to: point to where information, of particular interest to Attawapiskat First Nation, would be located in the draft EA / IS; provide an overview of the draft EA / IS; and / or go over review expectations. The Project Team noted it is aiming to make the draft EA / IS

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
						available to Attawapiskat First Nation in June 2024, and given the regulatory timelines would need the review completed by November 2024. In advance of June 2024, the Project Team would like to work with Attawapiskat First Nation to identify the reviewers and means to making the draft EA / IS available to them. The Project Team would also like to understand preferred format (electronic, print, or both) for the identified individuals. The Project Team wants to keep Attawapiskat First Nation informed of timelines so when the draft EA / IS is available, Attawapiskat First Nation has sufficient time to align resources and complete their review in advance of the deadline. The MFFN CAR Project Consultant noted that these were suggestions, but the intent was to be available to go through the information or respond to any questions about the draft EA / IS once provided. The MFFN CAR Project consultant requested Attawapiskat First Nation provide dates and times for the virtual meeting to discuss the Caribou Study Plan.
November 23, 2023	Email	x		■ Dorothee Schreiber (Environmental Consultant) ■ Sylvia Koostachin Metatawabin (Chief) ■ Pauline Tookate (Community member) ■ Jack Linklater Jr. (Councillor)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Attawapiskat First Nation, advising on Attawapiskat First Nation's availability for a meeting. Potential meeting dates and times were provided.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
November 27, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Dorothee Schreiber (Environmental Consultant) ■ Steve Hookimaw (Councillor) ■ Jack Linklater Jr. (Deputy Chief)	■ MFFN CAR Project Team ■	■ The MFFN CAR Project Team sent the Milestone #2 Progress Report to Attawapiskat First Nation for review. The Milestone #2 Progress Report covers July 1, 2022 to May 31, 2023. Attawapiskat First Nation 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.
November 27, 2023	Email	x		■ Dorothee Schreiber (Environmental Consultant) ■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Jack Linklater Jr. (Deputy Chief)	■ MFFN CAR Project Consultant	■ The MFFN Project Team Consultant was contacted by Attawapiskat First Nation advising that Attawapiskat First Nation was unable to download the Milestone #2 Progress Report.
November 27, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Consultant	■ The MFFN Project Team Consultant emailed Attawapiskat First Nation, apologizing for the error with the Milestone 2 Progress Report and advising that the link had been updated and the report can now be downloaded. A compressed PDF of the report was also attached.
November 27, 2023	Email	x		■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Consultant	■ The MFFN Project Team Consultant received an email from Attawapiskat First Nation confirming the receipt and download of the Milestone Progress Report #2.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
November 28, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Sasha McLeod (Ministry at Environment, Conservation and Parks) ■ Dorothee Schreiber (Attawapiskat Environmental Consultant) ■ Pauline Tookate (Community member) ■ Jack Linklater Jr. (Attawapiskat Deputy Chief)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Attawapiskat First Nation, apologizing for the delayed response. The MFFN CAR Project Consultant requested that Attawapiskat First Nation confirm who would be attending the virtual meeting to discuss the Caribou Study Plan; additionally, if Attawapiskat First Nation preferred the Zoom or Microsoft Teams platform for the meeting.
November 28, 2023	Email	x		■ Dorothee Schreiber (Attawapiskat Environmental Consultant) ■ Sylvia Koostachin Metatawabin (Attawapiskat Chief) ■ Pauline Tookate (Community member) ■ Jack Linklater Jr. (Attawapiskat Deputy Chief)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Attawapiskat First Nation, confirming the meeting's participants, Dorothee Schreiber and possibly Pauline Tookate.
November 28, 2023	Email		x	■ Dorothee Schreiber (Environmental Consultant) ■ Sylvia Koostachin Metatawabin (Chief) ■ Pauline Tookate (Community member) ■ Jack Linklater Jr. (Deputy Chief)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Attawapiskat First Nation, confirming the meeting's participants and requesting if the Zoom or Microsoft Teams platform is preferred for the upcoming meeting to discuss the MFFN CAR Project and Caribou Study Plan.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
November 28, 2023	Email	x		■ Dorothee Schreiber (Environmental Consultant) ■ Sylvia Koostachin Metatawabin (Chief) ■ Pauline Tookate (Community member) ■ Jack Linklater Jr. (Deputy Chief)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Attawapiskat First Nation, confirming Zoom is the preferred platform for the upcoming meeting to discuss the MFFN CAR Project and Caribou Study Plan.
November 28, 2023	Email		x	■ Dorothee Schreiber (Environmental Consultant) ■ Pauline Tookate (Councillor)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent Attawapiskat First Nation, a meeting invite for Monday, December 4, 2023, at 3:00 pm EST, to discuss the MFFN CAR Project and Caribou Study Plan.
November 28, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Attawapiskat First Nation) ■ Xavier Wheesk (Councillor) ■ Dorothee Schreiber (Environmental Consultant) ■ Steve Hookimaw (Councillor) ■ Jack Linklater Jr. (Deputy Chief)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation attaching the Draft Preliminary ATRI Existing Conditions Report (Draft Report). The Draft Report was prepared using publicly available information sources and information provided directly to Marten Falls First Nation. The MFFN CAR Project Consultant expressed interest in working with Attawapiskat First Nation to update the Draft Report with information Attawapiskat First Nation chooses to share and asked that communities provide input on the Draft Report by January 19, 2023, so that it may be included in the Draft EA / IS. The MFFN CAR Project Consultant also noted that additional information, feedback, comments, and edits can be shared after this date, as the Draft Report will not be finalized until later in 2024 and information provided after January 19, 2023, will be woven into the next phases of the assessment processes including the Final EA / IS. The MFFN CAR Project Consultant

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
						also expressed interest in meeting with Attawapiskat First Nation to listen to feedback, discuss optimal ways to update the draft report, and to review and discuss the Project schedule and next steps. Finally, the MFFN CAR Project Consultant noted that this is an iterative process and will continue to update their understanding of Attawapiskat First Nation's ATRI.
November 29, 2023	Email		x	■ Dorothee Schreiber (Environmental Consultant) ■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Attawapiskat First Nation advising that there was a technical issue with all of the Milestone 2 Progress Reports, and as a result, the report in the link previously provided had been updated. The MFFN CAR Project Consultant requested that Attawapiskat First Nation download the newest version of the Milestone 2 Progress Reports using the link that was provided in the initial email.
December 4, 2023	Meeting			■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team hosted a virtual meeting with a representative of Attawapiskat First Nation to provide a Project overview and discuss the Caribou Study Area.
December 06, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Dorothee Schreiber (Environmental Consultant) ■ Steve Hookimaw (Councillor) ■ Jack Linklater Jr. (Deputy Chief)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team	■ The MFFN CAR Project Consultant sent an email to the Chief of Attawapiskat First Nation. The MFFN CAR Project Consultant asked if the community had an interest in participating in the socio-economic assessment.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
December 12, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Dorothee Schreiber (Environmental Consultant) ■ Steve Hookimaw (Councillor) ■ Jack Linklater Jr. (Deputy Chief)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed Attawapiskat 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.
December 14, 2023	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Jack Linklater Jr. (Deputy Chief) ■ Pauline Tookate (Community member)	■ MFFN CAR Project Consultant ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation. The email outlined the information that was shared at the ATRI Forum. The MFFN CAR Project Consultant listed the shared information as follows: a map depicting the draft list of projects to be included in the cumulative effects assessment, the MFFN CAR breakout room and the primary topic discussed, which was the Draft Preliminary Aboriginal and / or Treaty Rights and Interests Existing Conditions Report for Attawapiskat First Nation. The Draft Preliminary Aboriginal and / or Treaty Rights and Interests Existing Conditions Report for Attawapiskat First Nation was discussed alongside a slide deck, which was attached in the email. The MFFN CAR Project Consultant also listed the presentation on Cumulative Effects during the third day of the ATRI Forum. The MFFN CAR Project Consultant noted that there will also be a webinar on Cumulative Effects in the first quarter of 2024, which Attawapiskat First Nation will be invited to.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
December 18, 2023	Email	x		■ Dorothee Schreiber (Environmental Consultant) ■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Pauline Tookate (Community member)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Attawapiskat First Nation. Attawapiskat First Nation asked to know how the draft list of projects (to be included in the cumulative effects assessment) was expanded based on the discussion had at the ATRI Forum.
December 22, 2023	Email		x	■ Dorothee Schreiber (Environmental Consultant) ■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Pauline Tookate (Community Member)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant responded to the email from Attawapiskat First Nation sent on December 18, 2023 stating that the draft list of projects, to be included in the cumulative effects assessment, was shared during both PIC #5 and the ATRI Forum. Feedback was given during PIC #5, but not during the ATRI Forum.
January 10, 2024	Email		x	■ Dorothee Schreiber (Environmental Consultant) ■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Pauline Tookate (Community member)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation to confirm if they were able to download Milestone 2 Report from the link that was re-sent on November 29, 2023 and to follow up on the Draft Preliminary Aboriginal and / or Treaty Rights and Interests Existing Conditions Report which was sent on November 28, 2023. The MFFN CAR Project Consultant indicated that they are asking communities to provide input on the draft report by January 19, 2024. It was also mentioned that there would be a new primary contact person for the MFFN CAR and Attawapiskat First Nation going forward.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
January 16, 2024	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Dorothee Schreiber (Environmental Consultant) ■ Steve Hookimaw (Councillor) ■ Jack Linklater Jr. (Deputy Chief)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed Attawapiskat First Nation 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	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Dorothee Schreiber (Environmental Consultant) ■ Jack Linklater Jr. (Deputy Chief) ■ Steve Hookimaw (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed Attawapiskat First Nation 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.
January 19, 2024	Email	x		■ Dorothee Schreiber (Environmental Consultant) ■ Jack Linklater Jr. (Deputy Chief) ■ Pauline Tookate (Community member) ■ Sylvia Koostachin Metatawabin (Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Attawapiskat First Nation indicating that they downloaded Milestone 2 report and providing their comment on the Draft Preliminary ATRI Existing Conditions Report. The consultant also requested to be included in any emails to Attawapiskat First Nation about the impact assessment for MFFN CAR Project going forward.
January 30, 2024	Email		x	■ Dorothee Schreiber (Environmental Consultant) ■ Jack Linklater Jr. (Deputy Chief) ■ Pauline Tookate (Community member) ■ Sylvia Koostachin Metatawabin (Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation thanking them for confirming that they were able to download the Milestone #2 report and requesting them to send comments by February 15, 2024. It was indicated that their comment on the ATRI Existing Conditions Report was forwarded to the Project Team for review and response. It was also noted that

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
						Dorothee Schreiber would be included in all correspondence to Attawapiskat First Nation regarding the impact assessment for the MFFN CAR Project going forward.
January 31, 2024	Email		x	■ Dorothee Schreiber (Environmental Consultant) ■ Jack Linklater Jr. (Deputy Chief) ■ Pauline Tookate (Community Member) ■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation informing and inviting them to the Climate Change Webinar which would be hosted on February 8, 2024. It was noted that feedback from the community regarding their experience of climate change is welcome. An invitation poster for the webinar was attached and the joining link was shared.
January 31, 2024	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Dorothee Schreiber (Environmental Consultant) ■ Steve Hookimaw (Councillor) ■ Jack Linklater Jr. (Deputy Chief) ■ Pauline Tookate (Community Member)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed Attawapiskat First Nation 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.
February 08, 2024	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Dorothee Schreiber (Environmental Consultant) ■ Steve Hookimaw (Councillor) ■ Jack Linklater Jr. (Deputy Chief) ■ Pauline Tookate (Community Member)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed Attawapiskat Frist 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.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
February 13, 2024	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Dorothee Schreiber (Environmental Consultant) ■ Steve Hookimaw (Councillor) ■ Jack Linklater Jr. (Deputy Chief) ■ Pauline Tookate (Community Member)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed Attawapiskat First Nation a thank you for the Climate Change Adaptation and the Community Access Road Webinar. Links to view the webinar online and to the Climate Change survey were included.
February 15, 2024	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Pauline Tookate (Community Member) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation to follow up on the Milestone 2 Report and share information about the Climate Change Adaptation Webinar that was undertaken. A link for the climate change survey was also shared. It was noted that dates and notices will be shared on the upcoming webinars regarding Engineering and Construction and Cumulative Effects.
February 15, 2024	Email	x		■ Sylvia Koostachin Metatawabin (Chief) ■ Dorothee Schreiber (Environmental Consultant) ■ Jack Linklater Jr. (Deputy Chief) ■ Pauline Tookate (Community Member)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Attawapiskat First Nation indicating that they had no comments on the Milestone 2 Report.
February 15, 2024	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Pauline Tookate (Community Member) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation thanking them for confirming that they had no comment on the Milestone 2 Report.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
March 01, 2024	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Dorothee Schreiber (Environmental Consultant) ■ Steve Hookimaw (Councillor) ■ Jack Linklater Jr. (Deputy Chief) ■ Pauline Tookate (Community Member)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent 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.
March 20, 2024	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Dorothee Schreiber (Environmental Consultant) ■ Steve Hookimaw (Councillor) ■ Pauline Tookate (Community Member) ■ Jack Linklater Jr. (Deputy Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation sharing new ways to engage which included the MFFN CAR Route Update video and new social media accounts. Other ways to get involved were shared, including the Community Coordinator Program, Indigenous Knowledge Program, Climate Change Experience Survey, and the Climate Change Adaptation Webinar.
April 03, 2024	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Dorothee Schreiber (Environmental Consultant) ■ Steve Hookimaw (Councillor) ■ Jack Linklater Jr. (Deputy Chief) ■ Pauline Tookate (Community Member)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Attawapiskat 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 10, 2024	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Dorothee Schreiber (Environmental Consultant) ■ Jack Linklater Jr. (Deputy Chief) ■ Pauline Tookate (Community Member)	■ MFFN CAR Project Consultant ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation and attached a response to the feedback they received on the Draft Preliminary Aboriginal and / or Treaty Rights and Interests Existing Conditions Report for the MFFN CAR Project.
April 17, 2024	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Dorothee Schreiber (Environmental Consultant) ■ Steve Hookimaw (Councillor) ■ Jack Linklater Jr. (Deputy Chief) ■ Pauline Tookate (Community Member)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Attawapiskat 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.
April 25, 2024	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Dorothee Schreiber (Environmental Consultant) ■ Steve Hookimaw (Councillor) ■ Pauline Tookate (Community Member) ■ Jack Linklater Jr. (Deputy Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation to follow up on their interest in the Community Coordinator Program and offered a meeting to discuss. The MFFN CAR Project Consultant also provided the links to the Project's Facebook, Instagram and LinkedIn accounts.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
April 30, 2024	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Dorothee Schreiber (Environmental Consultant) ■ Steve Hookimaw (Councillor) ■ Jack Linklater Jr. (Deputy Chief) ■ Pauline Tookate (Community Member)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Attawapiskat 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 03, 2024	Email	x		■ Dorothee Schreiber (Environmental Consultant) ■ Sylvia Koostachin Metatawabin (Chief) ■ Pauline Tookate (Community Member)Jack Linklater Jr. (Deputy Chief) ■ Xavier Wheesk (Councillor) ■ Robert Sutherland (Councillor) ■ James Kataquapit (Councillor) ■ Tesla Koostachin-Nakogee (Councillor) ■ Kara Shisheesh (Councillor) ■ Caitlin Cafaro (Impact Assessment Agency of Canada)	■ MFFN CAR Project Consultant ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team	■ The MFFN Project Team received an email from Attawapiskat First Nation in response to the ATRI Existing Conditions Report follow-up letter sent by the MFFN Project Team on April 10, 2024. The response sought to clarify content of the letter related to the regional study areas for the CAR.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
May 23, 2024	Email		x	■ Dorothee Schreiber (Environmental Consultant) ■ Sylvia Koostachin Metatawabin (Chief) ■ Pauline Tookate (Community Member) ■ Jack Linklater Jr. (Deputy Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Attawapiskat 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.
May 24, 2024	Email	x		■ Dorothee Schreiber (Environmental Consultant) ■ Pauline Tookate (Community Member)Jack Linklater Jr. (Deputy Chief) ■ Sylvia Koostachin Metatawabin (Chief)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team received an email from Attawapiskat First Nation asking if the MFFN CAR Project Team obtained an authorization from Ontario to undertake work in this area during critical spring calving / nursery period.
May 28, 2024	Email		x	■ Dorothee Schreiber (Environmental Consultant) ■ Pauline Tookate (Councillor) ■ Jack Linklater Jr. (Deputy Chief) ■ Sylvia Koostachin Metatawabin (Chief)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team sent an email Attawapiskat First Nation clarifying that work conducted in the Spring Groundwater Program in 2024 is limited to the collection of ground water samples and is considered non-invasive and not subject to permits or approvals. The efforts undertaken to minimize sensory disturbance for caribou were also listed.
May 28, 2024	Email	x		■ Kate Kempton (Legal Counsel) ■ Susan Fridlyand (Legal Counsel) ■ Dorothee Schreiber (Environmental Consultant) ■ Sylvia Koostachin Metatawabin (Chief) ■ Pauline Tookate (Community Member) ■ Jack Linklater Jr. (Deputy Chief)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team received an email from Attawapiskat First Nation indicating that they have asked the MECP to review the proposed activity and providing information including a map regarding the field work proposed in the boreal caribou habitat.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
May 29, 2024	Email	x		■ Riley Euler (Legal Counsel) ■ Kate Kempton (Legal Counsel) ■ Susan Fridlyand (Legal Counsel) ■ Dorothee Schreiber (Environmental Consultant) ■ Sylvia Koostachin Metatawabin (Chief) ■ Pauline Tookate (Community Member) ■ Jack Linklater Jr. (Deputy Chief)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team received an email from the legal representative of Attawapiskat First Nation with a letter attached “Cease and Desist Respecting Field Work for the Marten Falls First Nation Proposed Community Access Road”.
May 30, 2024	Email		x	■ Riley Euler (Legal Counsel) ■ Kate Kempton (Legal Counsel) ■ Susan Fridlyand (Legal Counsel) ■ Dorothee Schreiber (Environmental Consultant) ■ Sylvia Koostachin Metatawabin (Chief) ■ Pauline Tookate (Community Member) ■ Jack Linklater Jr. (Deputy Chief) ■ (Community Member)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN Leadership ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation on behalf of the MFFN CAR Project Team with a response to the letter “Cease and Desist Respecting Field Work for the Marten Falls First Nation Proposed Community Access Road”.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
May 30, 2024	Email	x		■ Riley Euler (Legal Counsel) ■ Kate Kempton (Legal Counsel) ■ Susan Fridlyand (Legal Counsel) ■ Lina Santana (Legal Counsel) ■ Dorothee Schreiber (Environmental Consultant) ■ Sylvia Koostachin Metatawabin (Chief) ■ Pauline Tookate (Councillor) ■ Jack Linklater Jr. (Deputy Chief)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant ■ MFFN CAR Community Member Advisor ■ MFFN CAR Leadership	■ The MFFN CAR Project Team received an email from the legal representative of Attawapiskat First Nation's Chief and Council indicating that they will arrange an urgent call to give more details on the letter “Cease and Desist Respecting Field Work for the Marten Falls First Nation Proposed Community Access Road” for the proposed groundwater sampling.
May 30, 2024	Email	x		■ Sylvia Koostachin Metatawabin (Chief) ■ Susan Fridlyand (Legal Counsel) ■ Lina Santana (Legal Counsel) ■ Kate Kempton (Legal Counsel) ■ Riley Euler (Legal Counsel) ■ Pauline Tookate (Community Member) ■ Jack Linklater Jr. (Deputy Chief)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN Leadership ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team received a reply from Attawapiskat First Nation's legal counsel that a meeting would be set up the following day to discuss the letter “Cease and Desist Respecting Field Work for the Marten Falls First Nation Proposed Community Access Road”.
May 30, 2024	Email		x	■ Dorothee Schreiber (Environmental Consultant) ■ Sylvia Koostachin Metatawabin (Chief) ■ Pauline Tookate (Community Member)Jack Linklater Jr. (Deputy Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Attawapiskat 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
May 31, 2024	Meeting			■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team met with the legal representative of Attawapiskat First Nation's Chief and Council to discuss the letter “Cease and Desist Respecting Field Work for the Marten Falls First Nation Proposed Community Access Road”.
May 31, 2024	Email		x	■ Dorothee Schreiber (Environmental Consultant) ■ Sylvia Koostachin Metatawabin (Chief) ■ Pauline Tookate (Community Member) ■ Jack Linklater Jr. (Deputy Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Robert Sutherland (Councillor) ■ James Kataquapit (Councillor) ■ Tesla Koostachin-Nakogee (Councillor) ■ Kara Shisheesh (Councillor)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation with an attached response letter to the feedback received on the Draft Preliminary Aboriginal and / or Treaty Rights and Interests Existing Conditions Report for the MFFN CAR Project.
June 03, 2024	Email		x	■ Dorothee Schreiber (Environmental Consultant) ■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Jack Linklater Jr. (Deputy Chief) ■ Pauline Tookate (Community Member)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Attawapiskat 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 Attawapiskat First Nation to setup a meeting with the Project Team to review the reports and have their questions answered.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
June 05, 2024	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Xavier Wheesk (Councillor) ■ Pauline Tookate (Community Member) ■ Steve Hookimaw (Councillor) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation following up on the Three Road Projects Gathering & Expo that would take place June 11-13, 2024. The Project Consultant asked if they had received the invitation, and if representatives from Attawapiskat First Nation would be in attendance. The official invitation and agenda were attached.
June 11, 2024	In-person / face-to-face			■ Attawapiskat First Nation	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team	■ From June 11 – 13, 2024, members of Attawapiskat 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 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.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
June 28, 2024	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Xavier Wheesk (Councillor) ■ Pauline Tookate (Community Member) ■ Steve Hookimaw (Councillor) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation with June 2024 updates including, the Three Road Projects Gathering & Expo, Stage 1 Archaeological Assessment Report, Community Coordinator Program and the Indigenous Knowledge Program. The Project Consultant requested feedback on the Archaeological Assessment Report by August 2, 2024.
June 28, 2024	Email	x		■ Dorothee Schreiber (Environmental Consultant) ■ Sylvia Koostachin Metatawabin (Chief) ■ Pauline Tookate (Community Member)Jack Linklater Jr. (Deputy Chief) ■ Xavier Wheesk (Councillor) ■ Robert Sutherland (Community Member) ■ James Kataquapit (Community Member) ■ Tesla Koostachin-Nakogee (Community Member) ■ Kara Shisheesh (Community Member) ■ Caitlin Cafaro (Impact Assessment Agency of Canada)	■ MFFN CAR Project Consultant ■ MFFN CAR Community Member Advisor) ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Attawapiskat First Nation indicating that the response sent to them in the letter of May 31, 2024 did not address Attawapiskat First Nation's concerns. It was suggested that a virtual meeting is needed, and some dates and time suggestions were requested for the second half of July 2024 for the meeting.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
July 10, 2024	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Pauline Tookate (Councillor) ■ Dorothee Schreiber (Environmental Consultant) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Robert Sutherland (Councillor) ■ James Kataquapit (Councillor) ■ Tesla Koostachin-Nakogee (Councillor) ■ Kara Shisheesh (Councillor)	■ MFFN CAR Project Consultant ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation with date and time suggestions for a meeting to discuss the ATRI Existing Conditions Report and asked for alternatives to be provided if the suggested dates were not suitable.
July 16, 2024	Email	x		■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Consultant ■	■ The MFFN CAR Project Consultant received an email to Attawapiskat First Nation confirming availability for a meeting to discuss the ATRI Existing Conditions Report.
July 16, 2024	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Dorothee Schreiber (Environmental Consultant) ■ Pauline Tookate (Community Member)Jack Linklater Jr. (Deputy Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Attawapiskat 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.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
July 22, 2024	Email		x	■ Dorothee Schreiber (Environmental Consultant) ■ Pauline Tookate (Councillor) ■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Jack Linklater Jr. (Deputy Chief)	■ MFFN CAR Project Consultant ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team	■ The MFFN CAR Project Consultant sent a virtual meeting invite to Attawapiskat First Nation to discuss the MFFN CAR Aboriginal and / or Treaty Rights and Interests Existing Conditions Report.
July 23, 2024	Meeting			■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Consultant ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team	■ The MFFN CAR Project Team met with a representative of Attawapiskat First Nation's to discuss the Draft ATRI Existing Conditions report and related study areas.
July 30, 2024	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Pauline Tookate (Community Member) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation to share some opportunities for feedback and engagement including Stage 1 Archaeological Assessment Report, and the Community Coordinator Program with an attached job poster. Feedback and comments were requested on the Archaeological Assessment Report by August 2, 2024, and a link to the reports was shared.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
July 31, 2024	Email		x	■ Dorothee Schreiber (Environmental Consultant) ■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Pauline Tookate (Community Member)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation thanking them for meeting with the Project Team to discuss the Draft ATRI Existing Conditions Report, and it was noted that summary notes and supporting documents from the meeting would soon be shared. Some information was shared regarding the permitting or authorization required to carry out the ground water sampling. Dates for the summer Groundwater Sampling work were indicated including an attached Field Notice.
July 31, 2024	Email	x		■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Attawapiskat First Nation thanking them for the follow-up and the useful information on the MNR permit.

B3. Attawapiskat First Nation

B3.1 Outgoing Community Specific Correspondence
B3.2 Incoming Community Specific Correspondence
B3.3 Draft Aboriginal and / or Treaty Rights and Interests Preliminary Existing Conditions Report

B3.1 Outgoing Community Specific Correspondence

From: Nokleby, Andrea <[redacted]>
Date: Mon, Jun 19, 2023 at 6:00 AM
Subject: Re: Follow-up Re: MFFN CAR IK Program Key Dates
To: <[redacted]> Dorothee Schreiber <[redacted]>
Cc: Bob Baxter [redacted], Lawrence Baxter [redacted]>, Qasim Saddique <[redacted]>, Poulakas, Demetri <[redacted]>

Good Morning,

I hope this email finds you and your community well.

We are currently preparing a response to our previous correspondence that will be sent to you in a separate email. With respect to that, we still wanted to highlight 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.

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.

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On Tue, Aug 15, 2023 at 2:53 PM McEwen, Kate <[redacted] wrote:

Dear Chief Sylvia Koostachin-Metatawabin and Dorothee,

I am new to the Marten Falls First Nation Community Access Road Project Team, as a consultant, and will be the Indigenous Consultation (IC) Lead for Attawapiskat First Nation. My colleague Kathryn Ross forwarded me your email below, and I am in touch to provide a response on behalf of the Project.

We appreciate your interest in the Community Access Road, as well as the studies and data that is being collected as part of the joint provincial Environmental Assessment and federal Impact Assessment processes.

We are committed to working with you to provide the information you need and would welcome an opportunity to meet to discuss in further detail your information requirements and how best we can support these needs.

At this time, a complete draft of the EA / IS and associated existing conditions reports will be made available for Attawapiskat First Nation's review in June 2024, one month prior to formal submission of the Draft EA / IS to the regulator, to provide an advanced opportunity for review. We hope that knowing these timelines well in advance will assist in Attawapiskat First Nation's plans for review. There will be continued dialogue following the submission of the draft EA / IS in summer and fall 2024, leading up to the formal submission of the final EA / IS, which is expected in summer 2025.

Our goal has and continues to be, to share Community Access Road information and seek feedback throughout the regulatory process, in a variety of forums. These forums have included Public Information Centres (PIC) #3 in June 2022, and again at the

PIC #4 in November and December 2022, in addition to the consistently available information like the discipline-specific webinars and videos about valued components that are located on the Community Access Road website. We've also endeavored to solicit more discipline-specific feedback as applicable, by sharing the Stage 1 and limited Stage 2 Archaeology Assessment reports that were distributed February 3, 2023, for your review and input, as well as Attawapiskat First Nation's section of the Milestone #1 Progress Report related to consultation and engagement.

We intend to continue to share Community Access Road information, results of existing conditions studies and would welcome an opportunity to brief Attawapiskat First Nation on technical matters, all of which can occur through ongoing engagement on the Community Access Road, in the scheduled milestones. We intend to continue to share Community Access Road information and, results of existing conditions studies. We would welcome an opportunity to brief Attawapiskat First Nation on technical matters, all of which can occur through ongoing engagement on the Community Access Road, in the scheduled milestones. We are also currently planning PIC #5 which we are expecting to host in the fall, where we intend to share and ask for feedback on the results from the existing conditions reports and route selection. If Attawapiskat First Nation is unable to attend the upcoming PIC #5, all the materials will be shared with Attawapiskat First Nation for an opportunity to review and comment, similar to all previous PICs.

In terms of the caribou data request, currently, we are working with the regulators regarding data sharing responsibilities, and we will respond more fulsomely, when we have more information to share, hopefully in the coming weeks.

We would like to again offer to meet with Attawapiskat First Nation to provide an overview of the caribou survey and initial findings , better understand Attawapiskat First Nation's raw data needs and re-iterate Community Access Road milestones. We would like to again offer to meet with Attawapiskat First Nation to provide an overview of the caribou survey and initial findings. This will allow us to better understand Attawapiskat First Nation's raw data needs and objectives. If there is a specific date(s) and time(s) in the next few weeks that works best for Attawapiskat First Nation, please let us know and we can arrange a meeting. If you would prefer not to meet, we will continue to follow-up once we have more information from the regulators on a data sharing agreement.

Kind regards,

Kate McEwen

Kate McEwen, M.A.
She/her/hers

Senior Indigenous Engagement Specialist
Impact Assessment and Permitting
[redacted]
aecom.com

On Wed, Aug 23, 2023 at 5:40 PM McEwen, Kate <[redacted]> wrote:

Hi Dorothee,

Please see the email from February 2023 below, as requested. I've tested the links, and they are working for me, but they do expire (eventually); I'd recommend downloading the reports when you have a chance.

May I please request, that you confirm if you'd like to be added onto the Project mailing list, for future distributions?

Please let me know if you have any questions, comments, or technical difficulties with the links.

Kind regards,

Kate

McEwen, Kate

From: McEwen, Kate
Sent: September 5, 2023 2:54 PM
To: Dorothee Schreiber
Cc: McGill, Dale (MNRF); Sylvia Koostachin-Metatawabin; Nephin, Amelie (MNRF); Trimble, Ingrid; Fisken, Avril; Deveaux, Leah; Qasim Saddique; Bob Baxter; lawrencebax; Jennifer Bruin; McKinnon, Don; Andrea Nokleby
Subject: MFFN CAR - Attawapiskat Fist Nation request for shapefiles
Attachments: Borehole_Golder_2010.zip; MWLocations_20230814.zip

Dear Dorothee,

The Marten Falls First Nation Community Access Road (MFFN CAR) Project Team has been advised by the Ministry of Natural Resources and Forestry, that Attawapiskat Fist Nation is looking for shapefiles for the boreholes, the MFFN CAR Project has completed. In an effort to support Attawapiskat First Nation, we have gathered the requested information and have attached the following:

Attached please find the following:

- Shapefiles of completed boreholes
- Shapefiles of complete monitoring wells

If you have any questions or comments, the Project would be happy to meet to discuss the shapefiles. As noted in previous communications, we would like to once more extend an offer to meet with Attawapiskat First Nation, to better understand their needs. We believe this would be beneficial not only to forge bonds between our communities, but to ensure the information we share supports Attawapiskat First Nations' plans.

Kindly,

Kate

Kate McEwen, M.A.
She/her/hers

Senior Indigenous Engagement Specialist
Impact Assessment and Permitting
[redacted]

AECOM
[redacted]
aecom.com

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2023 WORLD'S MOST ETHICAL COMPANIES® ETHISPHERE

McEwen, Kate

From: McEwen, Kate
Sent: September 27, 2023 8:59 AM
To: Dorothee Schreiber
Cc: Sylvia Koostachin-Metatawabin; Pauline Tookate; Jack Linklater JR; Qasim Saddique; Bob Baxter; Cafaro,Caitlin (IAAC/AEIC; Trimble, Ingrid; Andrea Nokleby; McLeod, Sasha (MECP); Bob Baxter
Subject: RE: Follow-up Re: MFFN CAR IK Program Key Dates

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Dorothee,

Thank you very much for your email. The MFFN CAR Project Team has been actively trying to find a way to make the raw caribou data available to Attawapiskat First Nation. The MFFN CAR Project Team met with representatives from the Ministry of the Environment, Conservation and Parks (MECP), and the Impact Assessment Agency of Canada on July 10 and August 30, 2023, to discuss Attawapiskat First Nation's request for the raw caribou data; we are continuing to work with these regulators to find a solution and hope to have a more fulsome response to you soon.

Thank you,

Kate

Kate McEwen
She/her/hers

AECOM
[redacted]
aecom.com

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McEwen, Kate

From: McEwen, Kate
Sent: October 5, 2023 7:28 AM
To: Dorothee Schreiber
Cc: Sylvia Koostachin-Metatawabin; Pauline Tookate; Jack Linklater JR; Qasim Saddique; Bob Baxter; Cafaro,Caitlin (IAAC/AEIC; Trimble, Ingrid; Andrea Nokleby; McLeod, Sasha (MECP)
Subject: RE: Follow-up Re: MFFN CAR IK Program Key Dates

Hello Dorothee,

We apologize for the delay. The request is complex, and we are working with Ministry of the Environment, Conservation and Parks (MECP), and the Impact Assessment Agency of Canada to determine the best possible approach, that is compliant with regulatory requirements including those of Species at Risk (SAR) Branch and is appropriate, considering the sensitivity of the data and our related obligations.

Thank you,

Kate

McEwen, Kate

From: McEwen, Kate
Sent: October 5, 2023 2:49 PM
To: [redacted] Jack Linklater JR
Cc: MFFN Community Access Road Project Team
Subject: Marten Falls First Nation Community Access Road Project - Project Updates

Hello,

I hope this email finds you well. I am in touch to provide general updates on behalf of the Project.

Public Information Centre #5.

- The PIC #5 will be held in Thunder Bay and Geraldton from October 23 - 27. Dates and a more formal notice will be shared soon.
- Join us for updates and information on:
  - 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;
  - Identifying of the preferred route;
  - 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.

Climate Change Workshop

- Workshop to be held in Q1 2024 with interested Indigenous Communities. Dates and a more formal notice will be shared soon.

Aboriginal and Treaty Rights and Interests Forum

- There will be upcoming Forum on Aboriginal and Treaty Rights and Interests November 21-23 (Thunder Bay), where cumulative effects will also be presented. More precise dates and a formal notice will be shared soon.

Community Coordinators

- Are you interest in participating in the Community Coordinator Program or do you have any questions about the Program?

Indigenous Knowledge (IK) Program.

- It is my understanding that the IK Sharing Agreement and associated IK Funding Agreements are with Attawapiskat First Nation for review. Are you able to provide a status update on these, or do you have any questions or comments on the documents?

Please let me know if you have any other questions or comments.

Thank you,

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

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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

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: Sylvia Metatawabin; Xavier Wheesk; Dorothee Schreiber; Steve Hookimaw; Jack Linklater JR
Cc: Bob Baxter; Qasim Saddique; Lawrence Baxter; 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,

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

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 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

McEwen, Kate

From: McEwen, Kate
Sent: November 14, 2023 9:28 AM
To: Dorothee Schreiber
Cc: Sylvia Koostachin-Metatawabin; Pauline Tookate; Jack Linklater JR; Qasim Saddique; Bob Baxter; Cafaro,Caitlin (IAAC/AEIC; Trimble, Ingrid; Andrea Nokleby; McLeod, Sasha (MECP); lawrencebax; Jennifer Bruin; Moszynski, Dorothy (MECP)
Subject: RE: Follow-up Re: MFFN CAR IK Program Key Dates

Dear Dorothee,

Thank you very much for your email and your continued interest in the Marten Falls First Nation Community Access Road (MFFN CAR) Project. Caribou is a species at risk and like other provincially tracked species and species at risk, features related to them including collar data are not available as open data. The MFFN CAR Project Team has been actively trying to find a way to make the raw caribou data available to Attawapiskat First Nation. With this in mind, the MFFN CAR Project Team met with representatives from the Ministry of the Environment, Conservation and Parks (MECP), and the Impact Assessment Agency of Canada on July 10 and August 30, 2023, to discuss Attawapiskat First Nation request for the raw caribou data and find a solution.

The MFFN CAR Project Team has been advised that the province will be able to provide you with the caribou data. It is the Project's understanding that the first step to initiate this transfer of information will be for the province to provide Attawapiskat First Nation with a data sharing agreement; and that MECP has contacted you directly to start this process.

For your awareness, to date we have submitted caribou data according to the schedule and conditions outlined in the Project's *Endangered Species Act* Permit, which was issued on February 9, 2021. This includes submission of raw collar data and mortality locations to MECP twice per year, and all species at risk (SAR) observations to Natural Heritage Information Centre (NHIC) by December 31 of each year (including observations that occurred during the aerial recruitment and distribution surveys in 2022 and 2023, and incidental observations of SAR during other natural sciences field programs). The most recent submission of caribou collar data occurred on October 13, 2023. Analyses for the draft Environmental Assessment/Impact Statement (EA / IS) includes caribou data up to March 31, 2023; the remaining data from collars (which are active until February 2024) will be incorporated into revisions and analyses in the final EA / IS.

We would like to discuss our Caribou Study Plan with Attawapiskat First Nation, to facilitate an understanding of what we undertook, and our interpretation of the findings. Please advise if this is of interest to Attawapiskat First Nation.

A complete draft of the EA / IS and associated existing conditions reports will be made available for Attawapiskat First Nation as well as the other rights-bearing Indigenous communities' review in June 2024, one month prior to the draft EA / IS and associated existing conditions reports are submitted to the regulators. We want to coordinate in advance, to ensure that Attawapiskat First Nation has any support that may be required from the Project, to undertake a thorough review of the draft EA / IS and associated existing conditions reports. Can we meet in the coming weeks to proactively discuss, Attawapiskat First Nation's review process for those reports, and, understand how the Project can support an efficient review?

In addition, there will be continued dialogue following the submission of the draft EA / IS in summer and fall 2024, leading up to the formal submission of the final EA / IS, which is expected in summer 2025.

Kindly,

Kate McEwen

Kate McEwen, M.A.
She/her/hers

S ni r Indi n En m nt S cialist
[redacted]

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From: McEwen, Kate
Sent: Tuesday, November 14, 2023 9:50 AM
To: [redacted] Jack Linklater JR
Cc: info@martenfallsaccessroad.ca
Subject: MFFN CAR Project Update
Attachments: Invitation ATRI Second Forum - October 2023.pdf

Good morning,

I hope this email finds you well. I am in touch on behalf of Marten Falls First Nation Community Access Road Project Team to provide general updates on the Project.

Public Information Centre #5

Public Information Centre #5 took place on October 25, 2023 in Thunder Bay and October 26, 2023 in Geraldton to share information and feedback on the Existing Conditions Reports early findings and the Route Selection Milestone. All materials shared at Public Information Centre #5 can be found here: https://www.martenfallsaccessroad.ca/pic5/ If you have any questions or feedback you would like to share, please fill out the feedback form, or contact me directly.

New Webinar – Route Selection

A major milestone for the Community Access Road is the selection of the preferred route. This Thursday, November 16 from 4 p.m. to 5 p.m. EST we will be hosting a live webinar on the Route Selection Milestone and covering the studies and steps involved in reaching a final route. Please join us! Click here to register: Webinar Registration - Zoom.

ATRI Forum #2

The ATRI Forum #2 will be held at the Valhalla Inn, in Thunder Bay from November 21 - 23.
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.
Additionally, join us Tuesday Nov 21 at 7:00 at the Valhalla Inn for the movie screening of Bridges to the North - a story about Webquie and Marten Falls First Nation. Check out the Movie Trailer here: https://www.youtube.com/watch?v=TDk14SrDdgo

Climate Change Workshop

Workshop to be held in Q1 2024 with interested Indigenous Communities. Dates and a more formal notice will be shared soon.

Community Coordinators

Are you interest in participating in the Community Coordinator Program or do you have any questions about the Program?

Indigenous Knowledge (IK) Program.

It is my understanding that the IK Sharing Agreement and associated IK Funding Agreements are with Attawapiskat First Nation for review. Are you able to provide a status update on these, or do you have any questions or comments on the document?

As always, I would also be happy to schedule a time to connect with you to discuss the Community Access Road.

Sincerely,

Kate McEwen, M.A.
She/her/hers

Senior Indigenous Engagement Specialist
Impact Assessment and Permitting
[redacted]
aecom.com

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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

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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

McEwen, Kate

From: McEwen, Kate
Sent: November 22, 2023 9:49 AM
To: Dorothee Schreiber
Cc: Sylvia Koostachin-Metatawabin; Pauline Tookate; Jack Linklater JR; Qasim Saddique; Bob Baxter; Cafaro,Caitlin (IAAC/AEIC; Trimble, Ingrid; Andrea Nokleby; McLeod, Sasha (MECP); lawrencebax; Jennifer Bruin; Moszynski, Dorothy (MECP)
Subject: RE: Follow-up Re: MFFN CAR IK Program Key Dates

Dear Dorothee,

Thank you very much for your prompt response and continued interest.

We are glad to know that Ontario has reached out to Attawapiskat First Nation to set up a data sharing agreement.

Thank you for being open to having a virtual meeting to discuss the Caribou Study Plan. You asked what we mean by "we want to coordinate in advance, to ensure that Attawapiskat First Nation has any support that may be required from the Project, to undertake a thorough review of the draft Environmental Assessment / Impact Statement (EA / IS) and associated existing conditions reports" and if this meant that the MFFN CAR Project Team, and its consultants, would support Attawapiskat First Nation's review of the draft EA / IS, if requested.

This means that the Project Team is requesting coordination meetings with Attawapiskat First Nation to:

- Point to where information, of particular interest to Attawapiskat First Nation, would be located in the draft EA / IS;
- Provide an overview of the draft EA/IS; and/or
- Go over review expectations. We are aiming to make the draft EA/IS available to Attawapiskat First Nation in June of 2024, and given the regulatory timelines we would need the review completed by November 2024. In advance of June 2024, the Project Team would like to work with Attawapiskat First Nation to identify their reviewers and means to making the draft EA/IS available to them. We would also like to understand preferred format (electronic, print or both) for those individuals. We want to keep Attawapiskat First Nation informed of timelines so when the draft EA/IS is available, Attawapiskat First Nation has sufficient time to align resources and complete their review in advance of the deadline.

These are suggestions, but our intent is to be available to go through the information or respond to questions you may have about the draft EA / IS once it is provided.

Please provide some dates and times that would work well for the virtual meeting to discuss the Caribou Study plan.

Thank you,

Kate

Kate McEwen, M.A.
She/her/hers

Senior Indigenous Engagement Specialist
Impact Assessment and Permitting
[redacted]

AECOM

McEwen, Kate

From: McEwen, Kate
Sent: November 27, 2023 3:07 PM
To: Dorothee Schreiber; MFFN Community Access Road Project Team
Cc: [redacted]
Subject: RE: MFFN CAR Milestone 2 Progress Report
Attachments: Attawapiskat First Nation 2023-11-22 MFCAR Progress Report Milestone 2 (5)_Optimized.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

HI Dorothee,

My sincere apologies – I'd like to blame technology, but I think this was my error and I am so sorry.

I have corrected the issue so if you click on the link below, it should work now. Just to be on the safe side, I have also attached a zipped version.

Thank you,

Kate

McEwen, Kate

From: McEwen, Kate
Sent: November 28, 2023 12:18 PM
To: Dorothee Schreiber
Cc: Sylvia Koostachin-Metatawabin; Pauline Tookate; Jack Linklater JR; Qasim Saddique; Bob Baxter; Cafaro,Caitlin (IAAC/AEIC; Trimble, Ingrid; Andrea Nokleby; McLeod, Sasha (MECP); lawrencebax; Jennifer Bruin; Moszynski, Dorothy (MECP)
Subject: RE: Follow-up Re: MFFN CAR IK Program Key Dates

Thanks, Dorothee.

To confirm, we'll send the invite to yourself and Pauline. Would you prefer Zoom or Teams?

Kate

McEwen, Kate

Subject: MFFN CAR - Meeting with Attawapiskat First Nation Re. Caribou Study Plan
Location: [redacted]

Start: Mon 2023-12-04 1:00 PM
End: Mon 2023-12-04 2:00 PM
Show Time As: Tentative

Recurrence: (none)

Meeting Status: Not yet responded

Organizer: McEwen, Kate
Required Attendees: McEwen, Kate; Poulakas, Demetri; Dorothee Schreiber; Deveaux, Leah; Qasim Saddique; Bob Baxter; lawrencebax; Jennifer Bruin; Bacon, Michelle; Green, Christine; Pauline Tookate; Greenaway, Erin; Trimble, Ingrid
Optional Attendees: Andrea Nokleby

Agenda to be shared prior to meeting.

AECOM Engagement is inviting you to a scheduled Zoom meeting.

Join Zoom Meeting
[redacted]

Meeting ID: [redacted]
Passcode: [redacted]

One tap mobile
[redacted]

Dial by your location
• [redacted]

Meeting ID: [redacted]
Passcode: [redacted]

McEwen, Kate

From: McEwen, Kate
Sent: November 28, 2023 8:46 AM
To: Dorothee Schreiber
Cc: Sylvia Koostachin-Metatawabin; Pauline Tookate; Jack Linklater JR; Qasim Saddique; Bob Baxter; Cafaro,Caitlin (IAAC/AEIC; Trimble, Ingrid; Andrea Nokleby; McLeod, Sasha (MECP); lawrencebax; Jennifer Bruin; Moszynski, Dorothy (MECP)
Subject: RE: Follow-up Re: MFFN CAR IK Program Key Dates

HI Dorothee,

We are confirming the date for this, apologies for the delay. Can you please advise who all from Attawapiskat First Nation would be in attendance and it Teams or Zoom is your preferred virtual platform.

Thank you,

Kate

McEwen, Kate

From: Nokleby, Andrea <[redacted]>
Sent: November 28, 2023 1:58 PM
To: Sylvia Metatawabin; Xavier Wheesk; Dorothee Schreiber; Steve Hookimaw; Jack Linklater JR
Cc: Bob Baxter; Lawrence Baxter; Qasim Saddique; Jennifer Bruin; McEwen, Kate
Subject: For Review - Draft Preliminary Aboriginal and / or Treaty Rights and Interests Existing Conditions Report
Attachments: DRAFT - ATRI Preliminary Existing Conditions Report - Attawapiskat First Nation Nov 28, 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

Booshoo / Wachea,

Marten Falls First Nation is completing a Federal Impact Assessment and Provincial Environmental Assessment for the Proposed Community Access Road Project.

Marten Falls First Nation is ***required*** to complete an Assessment of Potential Impacts on the Rights of Indigenous Peoples, as part of the assessment processes. Marten Falls First Nation also ***wants*** to understand your rights and how they may be affected by the proposed Project.

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 community's Aboriginal and / or Treaty Rights and Interests as they relate to the proposed Project.

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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McEwen, Kate

From: McEwen, Kate
Sent: November 29, 2023 1:10 PM
To: Dorothee Schreiber; MFFN Community Access Road Project Team
Cc: [redacted]
Subject: RE: MFFN CAR Milestone 2 Progress Report

Follow Up Flag: Follow up
Flag Status: Flagged

HI Dorothee,

There was a technical issue with the reports, and they have been re-uploaded.

The link below is still live, the report within the link has been updated. Please download the version that is now in the folder linked below.

My sincere apologies and thanks for your patience and understanding with the hiccups on this one.

Kind regards,

Kate

From: McEwen, Kate
Sent: December 6, 2023 3:31 PM
To: [redacted]ack Linklater JR
Cc: lawrencebax; Bob Baxter; Qasim Saddique; Jennifer Bruin
Subject: Marten Falls First Nation Community Access Road – Socio-economic Assessment Interest
Attachments: MFFN CAR_Socio-econ interest check letter_Attawapiskat First Nation - Dec 6.pdf

Good afternoon Chief Sylvia Koostachin-Metatawabin,

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. Attached is a letter requesting if your community has any interests or concerns regarding possible social-community and/or economic impacts as a result of the MFFN CAR 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 your community have socio-economic interests or concerns related to the MFFN CAR Project we would like to hear from you by December 30, 2023.

Thank You,

Kate McEwen, M.A.
She/her/hers

Senior Indigenous Engagement Specialist
Impact Assessment and Permitting
[redacted]
aecom.com

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6 December, 2023

Attawapiskat First Nation

Marten Falls First Nation Community Access Road Project – Socio-economic Assessment Interest

Dear Chief Koostachin-Metatawabin:

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 Kate McEwen [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.

From: McEwen, Kate
Sent: December 14, 2023 9:32 AM
To: Dorothee Schreiber
Cc: [redacted]Jack Linklater JR; info@martenfallsaccessroad.ca; Pauline Tookate; Qasim Saddique; Bob Baxter; lawrencebax; Jennifer Bruin; Trimble, Ingrid; Andrea Nokleby; Angelis, Niki
Subject: RE: MFFN CAR Project Update
Attachments: Breakout Room Discussion Deck - Nov 18, 2023.pdf

Hello Dorothee,

My apologies for the delay in reply; your email came in while I was away, and I did not return until after the ATRI Forum however below provides some clarity on your inquiry regarding the Forum.

At the ATRI Forum, a map depicting the draft list of projects to be included in the cumulative effects assessment, which was issued in section 22 of the Tailored Impact Statement Guidelines (TISG), was shared, to gather thoughts and validate if there were additional projects that should be included. This map and list were also shared at the PIC #5.

In the MFFN CAR breakout room, the primary discussion was regarding the Draft Preliminary Aboriginal and / or Treaty Rights and Interests Existing Conditions Reports. I've attached the slide deck, for your reference. Key discussion points on the reports included:

- Purpose of the report
- Content of the report
- Review of the community -specific Preliminary Area of Interest for the proposed Project
- Next steps for reviewing and update the report

On November 28, 2023, Andrea Nokleby (copied on this email, or available at [redacted]sent the Draft Preliminary Aboriginal and / or Treaty Rights and Interests Existing Conditions Report for Attawapiskat First Nation. If you have any questions, comments or would like to discuss the report, please reach out to Andrea and Bob Baxter (also included on this email).

On the third day of the ATRI Forum, there was a presentation on Cumulative Effects. In the first quarter of 2024, the MFFN CAR Project will also be presenting a webinar on Cumulative Effects that Attawapiskat First Nation will be invited to.

Please reach out with any questions or comments regarding the above.

Thanks,

Kate

Kate McEwen, M.A.
She/her/hers

Senior Indigenous Engagement Specialist
Impact Assessment and Permitting
[redacted]

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Boozhoo!
MARTEN FALLS FIRST NATION

ALL SEASON COMMUNITY ACCESS ROAD



Aboriginal and / or Treaty Rights and Interests Forum

November 21st & 22nd , 2023

We Are Here Because…

Marten Falls First Nation is completing a Provincial Environmental Assessment and Federal Impact Assessment for the Proposed Community Access Road Project

Marten Falls First Nation is ***required*** to complete an Assessment of Potential Impacts on the Rights of Indigenous Peoples under the *Impact Assessment Act*

Marten Falls First Nation ***wants to talk to you*** about your rights that may be affected by the proposed Project



Impact Assessment Agency of Canada Process

Steps to assessing potential impacts on the rights of Indigenous Peoples



Current Understanding of Rights and Interest



What We Have Done So Far to Understand Your Rights & Interests



Consultation and Engagement Program



Indigenous Knowledge Program

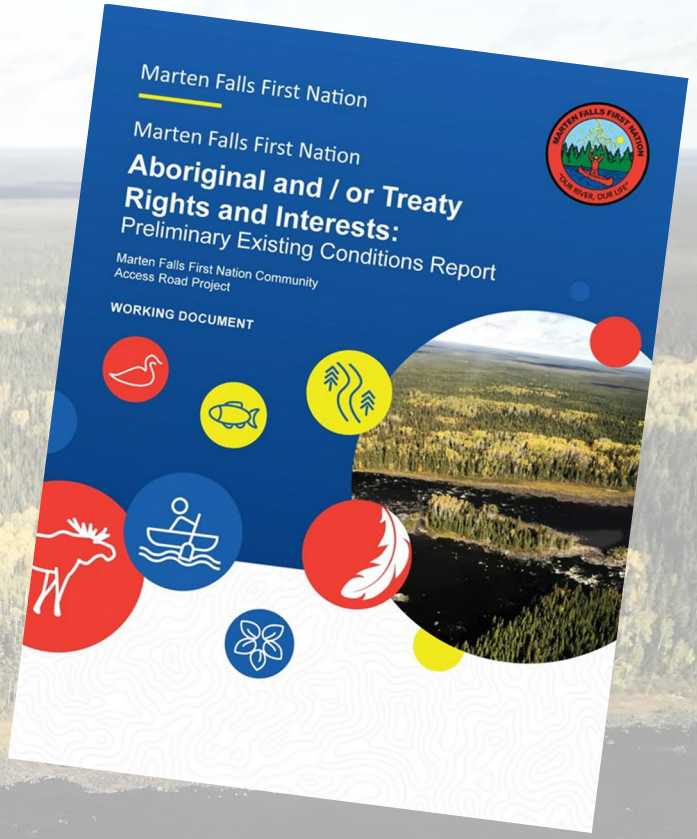


Project-Specific Indigenous Knowledge and Land and Resource Use Studies / Reports



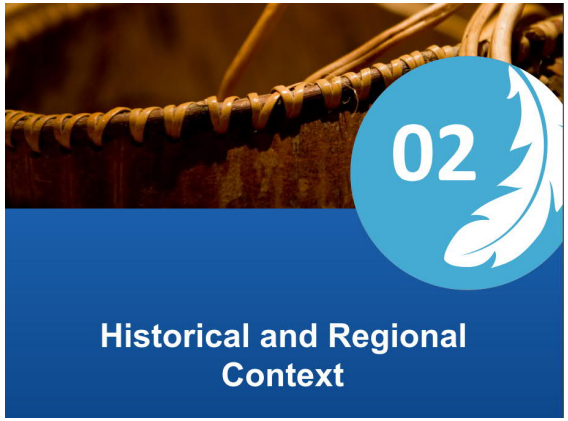
Research

Reporting on Our Current Understanding



What's in the Report?

- Historical information
- Information on how Indigenous Communities have been impacted to date (e.g. dams)
- Our current understanding of your Community's Rights and Interests related to the proposed Project
- Our current understanding of where your Community exercises your Aboriginal and / or Treaty Rights

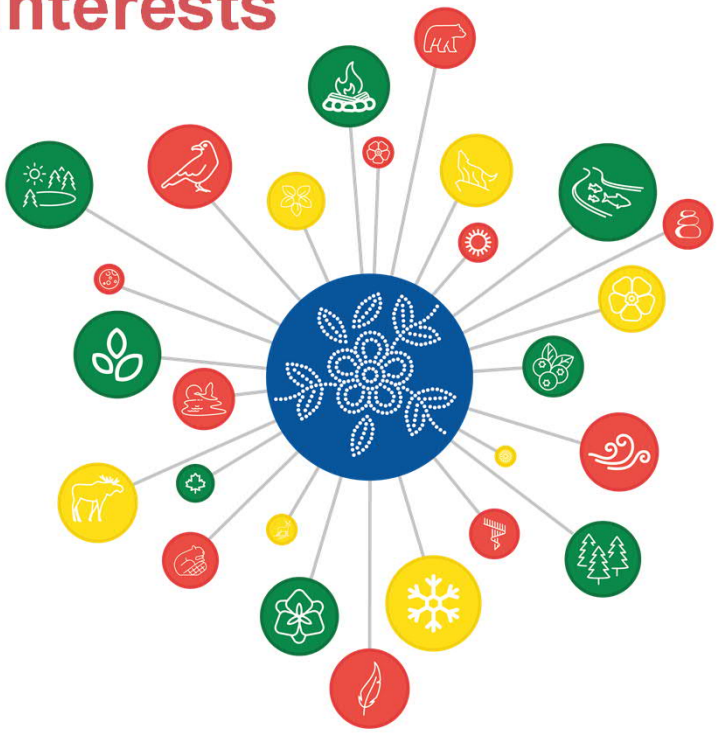




Current Understanding of Rights and Interests

Where did this information come from?

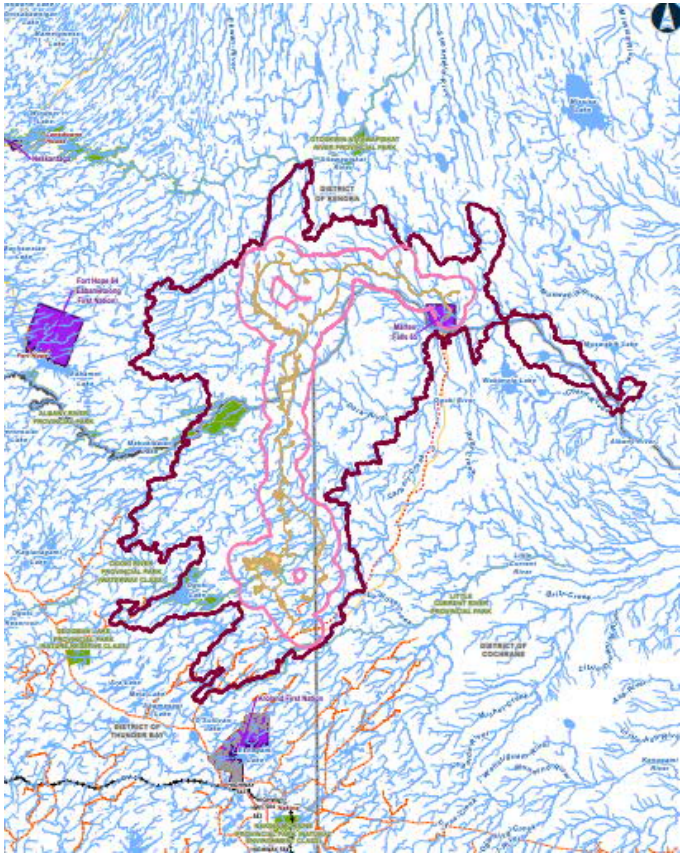
- Information provided directly to Marten Falls First Nation by the Community
- Community Based Land Use Plans
- Other Environmental Assessments
- Community and Council Websites
- Public documents published by Indigenous Communities and / or Councils
- Other Planning Initiatives (e.g., Marine Planning Project)



Preliminary Area of Interest

Where did this information come from?

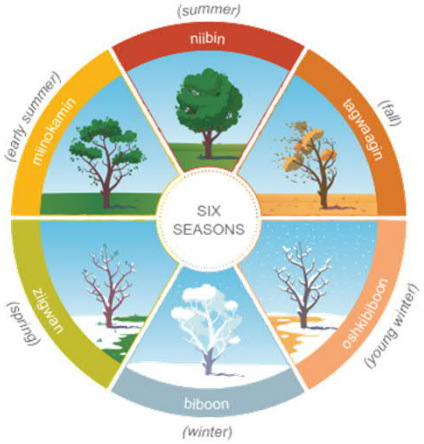
- Information provided directly to Marten Falls First Nation by the Community
- Community Based Land Use Planning Information
- Homelands Mapping
- Traditional Territory Mapping
- Community Consultation Protocols
- Other Environmental Assessments

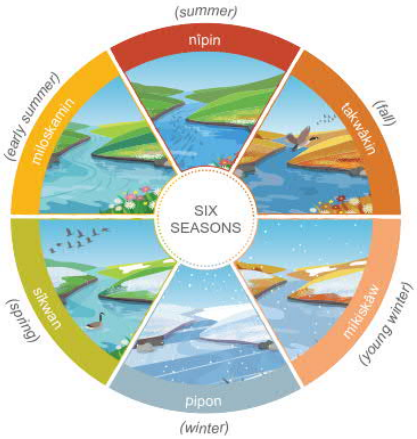


Do you want to look at some of this information now?



Do you want to share any information now?





Next Steps

Preliminary Aboriginal and / or Treaty Rights and Interests Existing Conditions Report will be sent directly to your community for review and comment.

We will work with you to update the Draft Existing Conditions Report with information your Community chooses to provide Marten Falls First Nation

Please provide any new information by **January 12th, 2024**

- Information received will be woven into the Draft Environmental Assessment / Impact Statement Report (2024)
- Information received after January 12th, 2024 will be woven into the next phases of the assessment processes including the Final Environmental Assessment / Impact Statement Report (2025)

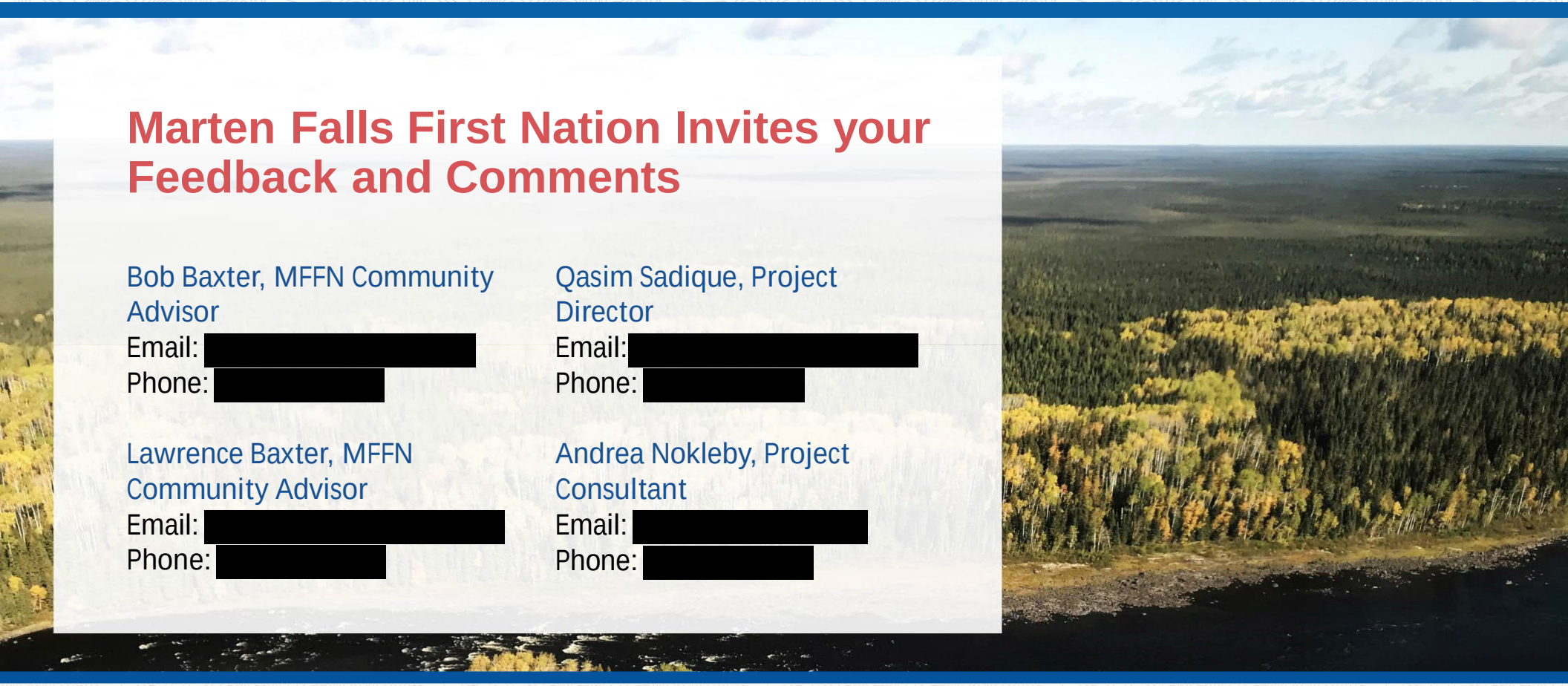
Marten Falls First Nation Invites your Feedback and Comments

Bob Baxter, MFFN Community Advisor
Email: [redacted]
Phone: [redacted]

Qasim Sadique, Project Director
Email: [redacted]
Phone: [redacted]

Lawrence Baxter, MFFN Community Advisor
Email: [redacted]
Phone: [redacted]

Andrea Nokleby, Project Consultant
Email: [redacted]
Phone: [redacted]



From: McEwen, Kate
Sent: December 22, 2023 11:48 AM
To: Dorothee Schreiber
Cc: [redacted], Jack Linklater JR; info@martenfallsaccessroad.ca; Pauline Tookate; Angelis, Niki
Subject: RE: MFFN CAR Project Update

Hi Dorothee,

The draft list of projects to be included in the cumulative effects assessment was shared both during Public Information Centre (PIC#5) and at the ATRI forum. While we received feedback on the list during the PIC, we did not receive any comments at the ATRI forum from participants.

Please let me know if you have any other questions or would like to discuss further.

Happy Holidays!

Kate

From: McEwen, Kate <[redacted]
Sent: Wednesday, 10 January 2024 18:43
To: Dorothee Schreiber
Cc: [redacted] Jack Linklater JR; info@martenfallsaccessroad.ca; Pauline Tookate; Angelis, Niki
Subject: MFFN CAR - Milestone 2 and Draft Preliminary Aboriginal and / or Treaty Rights and Interests Existing Conditions Report Follow up

Flag Status: Flagged

Hi Dorothee,

Happy New Year!

I wanted to check-in and confirm you were able to download the Milestone 2 Report from the link that was re-sent on November 29, 2023? I've included it for reference. [redacted] We welcome any edits or comments to the report by February 15, 2024.

In addition, I wanted to follow up on the *Draft Preliminary Aboriginal and / or Treaty Rights and Interests Existing Conditions Report*, you would have received from my colleague Andrea Nokleby on November 28, 2023.

- 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).

And lastly, I want to introduce Niki Angelis CC'd on this email. She will be the primary contact person for the MFFN CAR and Attawapiskat First Nation going forward. I'll still be involved and available to support as needed but Niki will be the MFFN CAR Project consultant you will primarily be hearing from.

Please let us know if you have any questions or comments on the above, or any other Project related matters.

Thank you,

Kate McEwen, M.A.
She/her/hers

Senior Indigenous Engagement Specialist
Impact Assessment and Permitting
[redacted]

[redacted]

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From: Angelis, Niki <[redacted]
Sent: Tuesday, January 30, 2024 11:21 PM
To: Dorothee Schreiber <[redacted]>
Co[redacted]
Subject: RE: MFFN CAR - Milestone 2 and Draft Preliminary Aboriginal and / or Treaty Rights and Interests Existing Conditions Report
Follow up

Good afternoon Dorothee,

My apologies for the delay in responding to this email. As Kate noted, I will be your primary contact for the Community Access Road moving forward (though I will keep Kate in the loop).

Thank you for your email and confirming that you were able to download the Milestone 2 Report. If you have any comments regarding the report, please let me know by February 15, 2024.

Regarding your comment to the ATRI Existing Conditions Report, I have forwarded them to the Team for their review and response.

Please note that moving forward you will be included on all correspondence to Attawapiskat First Nation regarding the impact assessment for the road.

Sincerely,
Niki

Niki Angelis
Communication and Community Engagement
[redacted]

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[redacted]

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From: Angelis, Niki [redacted]
Sent: Wednesday, 31 January 2024 23:15
To: s[redacted]
Cc: McEwen, Kate
Subject: MFFN CAR - Climate Change Webinar
Attachments: MFFN CAR Climate Change Webinar-Poster_Feb 8 2024.pdf

Good afternoon,

I hope this email finds you well.

As you may know, the Community Access Road Webinar Series has started back up again!

Next month we are hosting a live webinar on Climate Change Adaptation and the Community Access Road and we are hoping a representative of Attawapiskat First Nation will be able to attend.

The Climate Change Adaptation and Resiliency Study looks at the future climate to ensure the Community Access Road is prepared for and can withstand future climate changes. But we are also hoping to hear from you or members of your community about changes observed or experienced on the land over time. That is where we need your help to spread the word about the webinar to knowledge holders, Elders or contacts with knowledge or interest in climate and environmental concerns for your community.

Please feel welcome to share this email and the attached poster to people who you think may be interested. If you have any questions you would like answered at the webinar you can share them with me in advance.

The webinar is taking place on Thursday February 8 at 4 p.m. EST and you can register here: Webinar Registration - Zoom

Please let me know if you have any questions.

Sincerely,

Niki Angelis
Communication and Community Engagement
[redacted]
AECOM Delivering a better world
[redacted]
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MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

Are You Interested In Climate Change?

Do you hold special knowledge around climate and environmental concerns for your community? We want to hear from you!

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 eager to hear about changes you have observed or experienced on the land over time. We would also like to hear your insights and experiences related to climate change and how you have adapted to current changes.

Join us for a virtual webinar!

Date: February 8, 2024, at 4:00 – 5:00 p.m. EST

Register for the webinar HERE.

Dive into meaningful discussions and open dialogue with the MFFN CAR Project Team, and share your comments, ideas and community values.

We look forward to seeing you!



Contact Information

You are welcome to contact the Project Team at any time with questions or comments.

1-800-764-9114 | info@martenfallsaccessroad.ca
www.martenfallsaccessroad.ca

www.facebook.com/MFFNCommunityAccessRoadProject

From: Angelis, Niki [redacted]
Sent: Thursday, February 15, 2024 6:21 PM
To: Dorothee Schreiber [redacted]
Cc: [redacted]
Subject: MFFN CAR - Updates

Hello Dorothee,

I hope this email finds you well.

I am just following up on the Milestone 2 Report to see if Attawapiskat First Nation had any edits or comment to the report before the deadline today.
The report is still available using this link: [redacted]

I also wanted to share information on the Climate Change Adaptation webinar that took place last week. For those who would like to watch the webinar the link can be found here. Please feel welcome to share this with anyone who might be interested. As part of the webinar, we are also sharing a survey to understand how climate change has, or is affecting people and their Community: https://forms.office.com/r/35GpPM412f

More webinars are coming on Engineering & Construction and Cumulative Effects. Dates and a more formal notice will be shared once confirmed.

Sincerely,
Niki

From: Angelis, Niki <[redacted]>
Sent: Thursday, February 15, 2024 6:36 PM
To: Dorothee Schreiber [redacted]
Cc: [redacted] Jack Linklater JR [redacted] Pauline Tookate
[redacted]
Subject: RE: MFFN CAR - Updates

Hello Dorothee,

Thank you for confirming.

Take care,
Niki

From: Angelis, Niki <[redacted]>
Sent: Wednesday, 20 March 2024 19:19
To: [redacted]
Cc: McEwen, Kate
Subject: MFFN CAR - What's New

Good afternoon,

I hope this email finds you well.

I'm reaching out today to share some new ways to engage with the Community Access Road.

MFFN Councillor and Senior Community Member Advisor, Bob Baxter shared the latest updates on the route recommendation and the role of community input in determining the route. You can watch and share the short video here: Marten Falls Firs Nation: Community Access Road Update . Please note the route is not final and will be further informed through consideration of Indigenous Knowledge.

We have also recently launched new social media accounts. We are now on LinkedIn and Instagram! Follow us to stay up to date on the Community Access Road.
Other ways to get involved:

> I wanted to follow up on the Community Coordinator Program and check in to see if there is interest in taking part in the program. If you have any questions about the program or funding, please let me know.
> Climate Change Experience Survey: We are also interested in the community's experience and perspectives on the changing climate. Please use and share the link to complete the survey on climate change and your community. You can access it [redacted]
> You can also view the webinar on Climate Change Adaptation: Marten Falls First Nation Community Access Road - Climate Change Adaptation Webinar on Vimeo

Please let me know if you have any questions.

Sincerely,

Niki Angelis
Communication and Community Engagement
[redacted]

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From: Angelis, Niki <[redacted]>
Sent: Wednesday, 10 April 2024 22:54
To: Dorothee Schreiber
Cc: [redacted]

Subject: MFFN CAR - Aboriginal and / or Treaty Rights and Interests Existing Conditions Report Follow up
Attachments: Attawapiskat - MFFN CAR Response to ATRI EC Report April 2024.pdf

Good afternoon Dorothee,

I hope this email finds you well.

Please find attached the response to the feedback we received by email on January 19, 2024, on the Draft Preliminary Aboriginal and / or Treaty Rights and Interests Existing Conditions Report for the Marten Falls First Nation Community Access Road.

Sincerely,

Niki Angelis
Communication and Community Engagement
Mobile: [redacted]

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April 09, 2024

Attawapiskat First Nation
[redacted]

Attention: Dorothee Schreiber
Attawapiskat First Nation

Subject: **Draft Preliminary Aboriginal and / or Treaty Rights and Interests Existing Conditions Report - Community Feedback**

Dear Dorothee Schreiber,

Thank you for your feedback, which we received by email on January 19, 2024, on the Draft Preliminary Aboriginal and / or Treaty Rights and Interests Existing Conditions Report for the Marten Falls First Nation Community Access Road.

This letter is in response to the comments received. The table below includes your feedback accompanied by our corresponding response.

Thank you for confirming that you should be included on all correspondence to Attawapiskat First Nation regarding the Community Access Road.

Should you have any questions or concerns, please feel free to contact Bob Baxter at email [redacted] and / or Andrea Nokleby at [redacted]

Sincerely,

[redacted]
Qasim Saddique
Project Director

[redacted]
Lawrence Baxter
Senior Community Member Advisor

Cc:

- Chief Sylvia Metatawabin, Attawapiskat First Nation

- Jack Linklater JR, Attawapiskat First Nation
- Pauline Tookate, Attawapiskat First Nation
- Lawrence Baxter, Senior Community Advisor, MFFN Community Access Road Project Team
- Bob Baxter, Senior Community Member Advisor, MFFN Community Access Road Project Team
- Qasim Sadique, Project Director, MFFN Community Access Road Project Team
- Jennifer Bruin, Technical Advisor, MFFN Community Access Road Project Team
- Andrea Nokleby, MFFN Community Access Road Project Consultant
- Niki Angelis, MFFN Community Access Road Project Consultant

Table 1: Comments and Responses on Draft Preliminary Aboriginal and / or Treaty Rights and Interests Existing Conditions Report

Report Section	Comment Received	Response
	The Regional Study Area for looking at impacts to Attawapiskat's rights is FAR too small. The regional study area must include all of the territory that would experience long-term cumulative impacts from this road, which is after all a frontier development, opening the region to development. The Regional Study Area must therefore extend to include the James Bay Lowlands as well as any caribou ranges that intersect with the proposed road to the Ring of Fire.	Study areas identify the geographic extents within which potential effects of the road are likely to occur. The existing conditions and potential effects are documented for three study areas selected for the Community Access Road. The three boundaries are as follows: 1) A **Project Development Area**, outlines the area of direct disturbance due to Project activities; 2) A **Local Study Area**, an area where direct effects of the Project are considered likely to occur (for most ecological disciplines the Local Study Area is larger than the Project Study Area); and 3) A **Regional Study Area**, an area where indirect effects of the Project are likely to occur. Marten Falls First Nation completed three rounds of engagement on the Study Areas. In August 2020, we circulated the preliminary Study Areas to all Indigenous Communities including Attawapiskat First Nation. We received feedback from some Indigenous communities which resulted in the expansion of the Regional Study Area to include four additional quaternary watersheds. We also received comments from other communities indicating that the rationale for delineating the Regional Study Area was an appropriate approach. We re-issued the revised ATRI study areas in January 2021, and again in August 2022 when the Project Development Area was further defined. The size of the study areas for ATRI have been determined based on the characteristics of all valued components and potential range of effects from the road. These areas have been drafted based on existing guidance from Indigenous communities, government, and best practices. Marten Falls First Nation recognizes that the proposed Project has the potential to influence the exercise of Aboriginal and / or Treaty Rights outside of the Regional

Report Section	Comment Received	Response
		Study Area. This is particularly relevant in the case of caribou and water given the range and movement of these important resources. This lens will be applied in the future stages of the Impact Assessment / Environmental Assessment. As a component of our initial study planning, our technical teams established Regional Study Area boundaries which would capture the area of potential effect, including **cumulative effects**, based on the understanding of the road components and operations at the time. The Ungulates Study Plan outlined the Regional Study Area for caribou, which is described as: the geographic extent of four caribou ranges that intersect the proposed community access road route alternatives (Missisa, Ozhiski, Nipigon and Pagwachuan ranges). The ungulates study area was heavily informed by both Indigenous participation and involvement and the requirements / methods outlined by scientists within the Government of Canada and Government of Ontario to maximize the extent of study. As we have moved through collecting existing condition information we have continued to review and refine the study area boundaries as necessary. With regards to caribou, the Regional Study Area will be reviewed following analysis of the collaring data to assess whether any adjustments to the boundary for impact assessment purposes will be required. As we move forward into the Impact Assessment phase, we continue to refine our study areas for consideration in the Cumulative Effects Assessment. The process of assessing cumulative effects first requires that we understand the direct effects of the project and determine residual effects after mitigations can be applied. This is the step we are currently engaged in. The cumulative effects assessment will assess residual effects of Valued Components within Regional Study Areas, and will evaluate how cumulative effects from other projects, such as the Eagles Nest Mine, within the Regional Study Area may add to the project level effects.

From: Angelis, Niki
Sent: April 25, 2024 11:42 AM
To: [redacted]
Subject: MFFN Community Access Road - Community Coordinator Role

Good afternoon Chief Sylvia Koostachin-Metatawabin,

I hope this email finds you well.
I wanted to follow up on the Community Coordinator Program and check in to see if there is interest in taking part in the program. This is a funding opportunity for a Community Coordinator from Attawapiskat First Nation to help the Marten Falls First Nation Community Access Road with engagement in a way that works best for your community. If you have any questions about the program and / or funding, and would like to meet with the Project Team to discuss, please let me know.
Stay Connected
We have also recently launched new social media accounts. Further to Facebook, we are now on LinkedIn and Instagram! Follow us to stay up to date on the Community Access Road.

Sincerely,

Niki Angelis
Communication and Community Engagement
[redacted]
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From: MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>
Sent: Tuesday, May 28, 2024 9:41 PM
To: Dorothee Schreiber <[redacted]
Cc: Pauline Tookate <[redacted]
Subject: Re: Marten Falls Community Access Road Update – Spring Groundwater Program

Good afternoon Dorothee,

Thank you for your email.

The Groundwater Monitoring Program obtained Land Use Permits for the installation of Groundwater Monitoring Wells in 2022. The work being conducted in the Spring of 2024 is limited to the collection of ground water samples from those wells and is generally considered non-invasive and not subject to permits or approvals.

Please note however that efforts to minimize sensory disturbance for caribou will be in place as follows:

- Crews will maintain suitable altitude when flying to, from and between sampling sites (> 400 m above ground level). Efforts will be made not to circle sites more than is necessary for a safe landing.
- Should any species at risk be observed from the air near a groundwater monitoring site, field crew should not land on the site and instead proceed to a different site(s) for the day. All observations shall be recorded and provided to the Program Leads so we can add it to our annual NHIC report of sensitive species.
- Should any species at risk be encountered while on the ground at or near the groundwater monitoring site, activities will cease immediately, and enough time be provided for the individual to move out of the area on their own. All observations should be recorded with a waypoint and provided to the program lead. If an animal is encountered and work has to be paused, a report needs to be filed to the Project Team to forward to MECP's SARB at [redacted] within 48 hours detailing the encounter and, if applicable, seek direction from MECP.

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

Attachments: 2024-05-30_Response to May 29 2024 Letter_Attawapiskat.pdf

From: Angelis, Niki [redacted]
Sent: Thursday, May 30, 2024 10:15 PM
To: [redacted]
Cc: [redacted]
Subject: RE: Cease and Desist - Access Road Project

Good afternoon,

Please find attached the letter sent on behalf of the Marten Falls First Nation Community Access Road Project Team

Sincerely,

Niki Angelis
Communication and Community Engagement
[redacted]

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May 30, 2024

Attawapiskat First Nation
[redacted]

Subject: **Response to Cease and Desist Letter Respecting Field Work for the Marten Falls First Nation Proposed Community Access Road**

Dear Chief Sylvia Koostachin-Metatawabin:

We are responding to the letter received on May 29, 2024.

We are surprised at the timing of your letter and your request.

As Attawapiskat First Nation know, Marten Falls First Nation is interested in and takes very seriously the protection of caribou. We are currently engaged as the proponent for the Community Access Road to gather information on the location of caribou in the area we are now studying for the environmental assessments. This information is important. It is also sensitive because there is potential for harm to the caribou if this information was publicly available. You and your community are aware of this because you have previously requested data on caribou and we have made efforts to work with the Province to share this sensitive data with you.

Marten Falls also has other interests and responsibilities to carry out its environmental assessments, including responsibility to monitor groundwater at seasonal intervals. This requires that Marten Falls consultants go out into the field in the very near future to carry out the required monitoring tasks within the current season. We do not wish to impair the integrity of that monitoring by missing a season of data.

Marten Falls believes it has been addressing these two interests and responsibilities well. We believe we are carrying out our environmental assessments in a way that is respectful of the caribou and gathers the required water information. Throughout our regular and on-going discussions with the Ministry of the Environment, Conservation and Parks about our environmental assessment responsibilities, including species at risk such as the caribou, we are not aware of any information that suggests we must depart from what our assessment requires us to do.

We will therefore be proceeding to do what we need to do in a timely way that takes additional care to avoid or minimize disturbance to caribou.

If you wish to share with us information on the caribou that we do not have, we would be pleased to receive it anytime.

Sincerely,

[redacted]

Qasim Saddique
Project Director

Lawrence Baxter
Senior Community Member Advisor

Cc:

- Sylvia Metatawabin, Attawapiskat First Nation
- Jack Linklater JR, Attawapiskat First Nation
- Pauline Tookate, Attawapiskat First Nation
- Xavier Wheesk, Attawapiskat First Nation
- Steve Hookimaw, Attawapiskat First Nation
- Dorothee Schreiber, Attawapiskat First Nation
- Kate Kempton, Woodward & Co Lawyers LLP
- Susan Fridlyand, Woodward & Co Lawyers LLP
- Hilary Gignac, MECP, Species at Risk Branch
- Susan Ecclestone, MECP, Land and Water Division
- Chief Bruce Achneepineskum, Marten Falls First Nation
- 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

Attachments: 2024-05-31-MFFN CAR Attawapiskat ATRI EC Report_Letter.pdf

From: Angelis, Niki <[redacted]
Sent: Friday, May 31, 2024 10:40 PM
To: D[redacted]
Subject: RE: MFFN CAR - Aboriginal and / or Treaty Rights and Interests Existing Conditions Report Follow up

Good afternoon Dorothee,
Please find attached the response to the feedback we received by email on May 3, 2024, on the Draft Preliminary Aboriginal and / or Treaty Rights and Interests Existing Conditions Report for the Marten Falls First Nation Community Access Road.
Sincerely,

Niki Angelis
Communication and Community Engagement
[redacted]

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May 31, 2024

Attawapiskat First Nation
[redacted]

Attention: Dorothee Schreiber
Consultant for Attawapiskat First Nation

Subject: Draft Preliminary Aboriginal and / or Treaty Rights and Interests Existing Conditions Report - Community Feedback

Dear Dorothee Schreiber,

Thank you for your feedback, which we received by email on May 3, 2024, with additional comments regarding the Draft Preliminary Aboriginal and / or Treaty Rights and Interests Existing Conditions Report for the Marten Falls First Nation Community Access Road Project (the Project). This letter is in response to the comments received. The table below includes your feedback accompanied by our corresponding responses.

Should you have any questions or concerns, please feel free to contact Bob Baxter at email [redacted]nd / or Andrea Nokleby at [redacted]

Sincerely,

[redacted]

Qasim Saddique
Project Director

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
- Andrea Nokleby, MFFN Community Access Road Project Consultant

- Niki Angelis, MFFN Community Access Road Project Consultant
- Jack Linklater JR, Attawapiskat First Nation
- Pauline Tookate, Attawapiskat First Nation
- Sylvia Metatawabin, Attawapiskat First Nation
- Robert Sutherland, Attawapiskat First Nation
- James Kataquapit, Attawapiskat First Nation
- Xavier Wheesk, Attawapiskat First Nation
- Tesla Koostachin-Nakogee, Attawapiskat First Nation
- Kara Shisheesh, Attawapiskat First Nation
- Caitlin Cafaro, IAAC

Table 1: Comments and Responses on Draft Preliminary Aboriginal and / or Treaty Rights and Interests Existing Conditions Report

Comment Received	Response
We understand from your response that you will not expand the Regional Study Area for impacts to our rights beyond the limited range indicated in the attached map, despite the fact that the road is a frontier development expected to have regional development impacts, and despite the fact that the road overlaps with the habitat of wildlife such as caribou that ranges over a very large area.	The study areas that will be used for the assessment on Aboriginal and / or Treaty Rights and Interests have been modified from the ones presented in the Existing Conditions Report. These modifications are based on specific changes to the study areas that will be used for the effects assessment on other Valued Components (e.g., surface water, fish and fish habitat, wildlife). Specifically, the Local Study Area has increased from a 5 km buffer to a 10 km one, and the Regional Study Area has increased in geographic size. Please note that the selection of a preferred route alternative will result in refined study areas for the effects / impact assessments, to represent only one route corridor instead of two. The study areas for the preferred alternative include ancillary features such as pits and quarries, temporary access roads, and worker camps. In recognition that the Project has the potential to affect caribou, which may, in turn, impact Aboriginal and / or Treaty Rights, a Caribou Study Area that coincides with the four potentially affected caribou ranges (Missisa, Nipigon, Ozhiski, and Pagwachuan) has been added to the assessment study areas. This will be used to specifically assess how potential Project effects on caribou may impact Aboriginal and Treaty Rights and / or Interests. The revised Aboriginal and / or Treaty Rights and Interest Study Areas will be shared as part of the Draft Environmental Assess Report / Impact Statement.
As you are aware, the three proposed road segments leading to the Ring of Fire are in fact one continuous road. An impacts to rights Regional Study Area that does not include the other road segments, nor the larger region in which development is expected to occur, will result in an Impact Statement that is not acceptable and that will need to be redone. In your map, the Regional Study Area for impacts to rights ends just at the northern extent of the proposed MFFN CAR, even though the road and its impacts to rights in fact extend much further north. As Minister Pirie recently said in an interview with	The Marten Falls First Nation Community Access Road is a stand-alone project that serves to connect the Marten Falls First Nation Community to the provincial highway system. Environmental Assessments / Impact Assessments are being conducted for the proposed Northern Road Link and Webequie Supply Roads, which include an assessment on Aboriginal and / or Treaty Rights and Interests. The Impact Assessment Act requires that each environmental assessment of a project take into account any cumulative environmental effects that are likely to result from the project in combination with the environmental effects of other physical activities that have been or will be carried out.

Comment Received	Response
NetNewsLedger in Thunder Bay, once the all-season road (which he referred to as ONE road) is built "you're going to see an incredible boom in mining." Clearly, this boom in mining will occur over an area far beyond what is indicated in your proposed Regional Study Area for impacts to rights. The Regional Study Area therefore needs to reflect the frontier nature of this development, and the long-term, irreversible impacts to large portions of our territory and our way of life that will occur as the result of industrial development, directly facilitated by this road.	Both the Webequie Supply Road and Northern Road Link projects will be included as part of the Cumulative Effects Assessment as well as Ring of Fire mining activities which have publicly available information on their development. The Marten Falls Community Access Road: Aboriginal and / or Treaty Rights and Interests Draft Report will outline the Analysis, Mitigation, Follow Up and Significance of each potential cumulative effect for each valued component identified in the Cumulative Effects Assessment.
In your response, you say that "Marten Falls First Nation 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 caribou and water given the range and movement of these important resources. This lens will be applied in the future stages of the Impact Assessment / Environmental Assessment." **This statement is confusing because it appears to accept that the Regional Study Area is too small, but does not explain why a larger Regional Study Area is not being applied to the impacts to rights analysis.**	As noted above, the Project has the potential to affect caribou, which may, in turn, impact Aboriginal and / or Treaty Rights. As such, a Caribou Study Area that coincides with the four potentially affected caribou ranges has been added to the assessment study areas. This will be used to specifically assess how potential Project effects on caribou may impact Aboriginal and Treaty Rights and / or Interests. Further, the Aboriginal and / or Treaty Rights and Interests Regional Study Area has increased in geographical size to further capture potential impacts on Aboriginal and / or Treaty Rights.

From: Angelis, Niki <[redacted]
Sent: Wednesday, 05 June 2024 22:24
To: Sylvia Koostachin-Metatawabin; [redacted]
Subject: Three-Road Gathering & Expo: June 11-13, 2024
Attachments: 2024-05-29 Three Road Projects Gathering & Expo_Invitation & Agenda_2024-05-29.pdf

Good afternoon,

Further to the voicemail message, I wanted to follow up on the Three-Road Gathering & Expo that is taking place June 11-13 at the Superior (previously the Victoria Inn) Suites and Conference Centre in Thunder Bay.

I wanted to make sure you received the invitation and ask if representatives of Attawapiskat First Nation are planning to attend.

Please find the official invitation and agenda attached.

If you have any questions, please do not hesitate to reach out to me for more information.

Sincerely,

Niki Angelis
Communication and Community Engagement
[redacted]

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[redacted]

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THREE ROAD PROJECTS GATHERING & EXPO

WEBEQUIE SUPPLY ROAD (WSR) • **MARTEN FALLS COMMUNITY ACCESS ROAD** (MFCAR) • **NORTHERN ROAD LINK** (NRL)

YOU ARE INVITED!

THREE ROAD PROJECTS GATHERING & EXPO
Led by Webequie First Nation and Marten Falls First Nation
Funded by the Province of Ontario, our Treaty Partner

Superior Inn Hotel and Conference Centre
555 Arthur St W

June 11,12, & 13, 2024

Continuing to build on the momentum of the last two gatherings which focused on Aboriginal and/or Treaty Rights and Interests, Marten Falls First Nation and Webequie First Nation are excited to host the ***Three Road Projects Gathering & Expo***. The Gathering & Expo will provide participants with an engaging and interactive space for consultation to learn more about the projects, ask questions, and share feedback focusing on water, peatlands and building roads on peatlands. We will also engage with you on a common approach to reviewing the draft of the Environmental Assessment Report/Impact Statement (EAR/IS) for the WSR and the MFCAR Projects. In response to feedback received at previous events, a day has been set aside specifically for Elders to engage with the Project Teams and share perspectives on the projects.

Day 1: Elder's Gathering

Day 2: Three Road Project Presentations & Expo

Day 3: Common Approach to Review Draft of EAR/IS Workshop

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 [redacted]

Additional community representatives are welcome to attend.

PURPOSE

The purpose of this Gathering is to create a respectful, and collaborative space for consultation to continue to build an understanding of the three road projects and their potential impacts by:

- Providing a comfortable space for Elders to gather and discuss the Projects,
- Creating opportunities to engage directly with the Project proponents and consulting teams sharing information about the Projects, and
- Discussing the upcoming draft EAR/IS Review Process for WSR and MFCAR.

WHO SHOULD ATTEND FROM YOUR COMMUNITY

Representatives who are knowledgeable and comfortable speaking and sharing information about the road projects and the potential impacts on your community are encouraged to attend. Elders are especially encouraged to attend the Elder's Gathering.

RSVP to [redacted] by May 29, 2024 to reserve your room at the Superior Inn Hotel and and Conference Centre. *(Later RSVP for Gathering attendance is OK!)*

WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL Northern Road Link

Ontario

From: Cugnet, Jaimie <[redacted]
Sent: Friday, 28 June 2024 19:12
To: s[redacted]
Cc: Angelis, Niki
Subject: Marten Falls First Nation Community Access Road (MFFN CAR) - June Update

Dear Chief Sylvia Koostachin-Metatawabin,

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 on the CAR, please contact the MFFN CAR Project Team at info@martenfallsaccessroad.ca.

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.

Community Coordinator Program:
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 Attawapiskat First Nation on a consistent basis and in a way that works best for your community. If Attawapiskat First Nation is interested in participating in the Community Coordinator Program, we are looking for your input on who should be the Community Coordinator in your community.

We appreciate your time and thoughts on this Program, and are here to answer any questions about funding, participation and candidate selection process. Please let me know if you are open to have a detailed discussion at a time that works best for you.

IK Program
I understand that the latest versions of the IK Sharing and Funding Agreements are being reviewed by yourself and Council and was hoping you could share an update on the status. While the request for submission date has passed, we are still welcoming IK from Attawapiskat First Nation to be included in the draft Environmental Assessment / Impact Statement. Please let me know if you have any questions about this program, or feel welcome to reach out directly to Bob Baxter at [redacted] or Andrea Nokleby at [redacted]

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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From: Angelis, Niki <[redacted]>
Sent: Tuesday, 30 July 2024 17:49
To: [redacted]
Cc: [redacted]
Subject: MFFN Community Access Road - Feedback & Engagement Opportunities
Attachments: 2024-07-17_Community Coordinator.pdf

Good morning Chief Sylvia Koostachin-Metatawabin

I hope this email finds you well.

I wanted to touch base on some opportunities for feedback and engagement regarding the Marten Falls First Nation Community Access Road.

Stage 1 Archaeological Assessment Report

The Stage 1 Archaeology Assessment Report was sent out to communities on June 3, 2024. This report shares information on 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. Feedback and comments on the report is requested by this Friday August 2, 2024.

The reports are available for download here: Draft Stage 1 Archaeological Assessment_May 2024 – Google Drive

If you have any questions or would like a meeting with our team to discuss / provide feedback on the reports, please let me know.

Community Coordinator Program

Funding for the Community Coordinator program is still available! We are looking for a Coordinator to represent your community as the primary point of contact between Attawapiskat First Nation and the MFFN CAR Project Team as we work through the Environmental Assessment processes.

The Community Coordinator will provide advice, guidance and support for community engagement activities related to the Community Access Road and, at this stage in the EA / IA process, will focus much of their time preparing the community for the release of the Draft Environmental Assessment / Impact Statement in November.

I have attached a job poster to this email to share with Community members.

This position will receive $25 per hour and is expected to be approximately 16 hours per week for up to 1 year (up to Summer 2025). We are flexible with respect to payment terms (e.g., to an individual or to the band council) and are open to discussing what works best for your community.

Thank you for your time and please feel welcome to reach out to me if you have any question about this email or any aspect of the Community Access Road.

Sincerely,

Niki Angelis
Communication and Community Engagement
[redacted]
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[redacted]
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Upcoming Vacation: June 19 to July 8

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 $25 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.

From: Angelis, Niki <[redacted]>
Sent: Wednesday, 31 July 2024 22:12
To: Dorothee Schreiber
Cc: [redacted]
Subject: MFFN CAR- Question regarding Ground Water Program
Attachments: SummerFieldNotice_July2024.pdf

Good afternoon Dorothee,

Thank you for meeting with Project Team to discuss the Draft ATRI Existing Conditions Report for Attawapiskat First Nation.

With respect to your request for details around the permitting or authorization required to carry out the ground water sampling, a Land Use Permit for the Groundwater Drilling Program as a whole was issued by NDMNRF on May 7, 2022.

Please note that as a part of the Land Use Permitting process for the drilling program, the application was screened by MNR through their Class EA and they are likely best to respond directly to Attawapiskat First Nation with regards to the full permit. We also recommend that you contact Ontario directly if you have questions related to their process.

We also wanted to make note that the summer Groundwater Sampling work (as noted in the attached Field Notice) has now been scheduled to take place from August 8 to August 16, 2024.

Please note that I am preparing a summary note from our meeting on the draft ATRI Existing Conditions Report that I will share shortly, along with the supporting documents used during the meeting.

Sincerely,
Niki

Niki Angelis
Communication and Community Engagement
[redacted]

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[redacted]

aecom.com LinkedIn | Twitter | Facebook | Instagram

Upcoming Vacation: June 19 to July 8

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD



Field Notice

Summer 2024 Field Notice

Issued: July 2024

What's Happening?

The following field programs will be taking place over the summer to support the provincial Environmental Assessment (EA) and federal Impact Assessment (IA) for the Marten Falls First Nation (MFFN) proposed Community Access Road (CAR).

Geotechnical Investigation

Field crews will be conducting geotechnical investigations of aggregate sites and water crossings along the proposed route for the Community Access Road. This work will be undertaken in three phases:

- Phase 1 - The initial helicopter reconnaissance will be undertaken to assess each site and accurately locate all test hole locations and gather information related to permit applications. Field crews will be accessing sites across the study area by helicopter—you may see helicopters in the area. Crews may land in natural clearings if it is safe to do so. This work will take place between **July 19–21, 2024**;
- Phase 2 - The fall geotechnical work is expected to **begin in mid-September 2024 and be completed by the end October 2024**. These dates will be confirmed following the permitting process and the investigations may be extended further into November if weather permits. The geotechnical investigations this fall will focus on the aggregate sites. Sites will be drilled to confirm the quantity and quality of the rock as well as well as determine the groundwater table and flow direction; and
- Phase 3 - Remaining investigations related to aggregate sites and water crossings will continue in the **Spring of 2025.**

Groundwater and Geochemistry Program

The Groundwater and Geochemistry program will be continuing into the summer season. This program is important for evaluating the health of groundwater along the proposed route for the Community Access Road, and tests for things like minerals, dissolved metals (including mercury), volatile organic compounds, and radiological content. Groundwater samples are taken in the spring, summer, and fall seasons to give researchers a thorough understanding of how conditions can change seasonally.

After a successful spring groundwater monitoring program in early June, groundwater crews will once again be in the field collecting samples for the summer program. The program began in 2022 and will wrap-up in Fall 2024.

- Summer groundwater sampling is expected to occur **in late July or early August 2024**; and
- Fall groundwater sampling is expected to occur in **September 2024**.

What to expect

Field crews will be accessing sites across the study area by helicopter—you may see helicopters in the area. Crews may need to remove naturally fallen trees or branches from existing helipad sites to allow safe helicopter access.

If you are interested in groundwater and geochemistry, or physiography, terrain, and soils, you can view **webinars recordings** and **videos** about it on our website.

An update will be provided if scheduling changes due to weather or other conditions. An additional notice will be provided for the fall Geotechnical Investigation, as well as the Groundwater and Geochemistry Program.

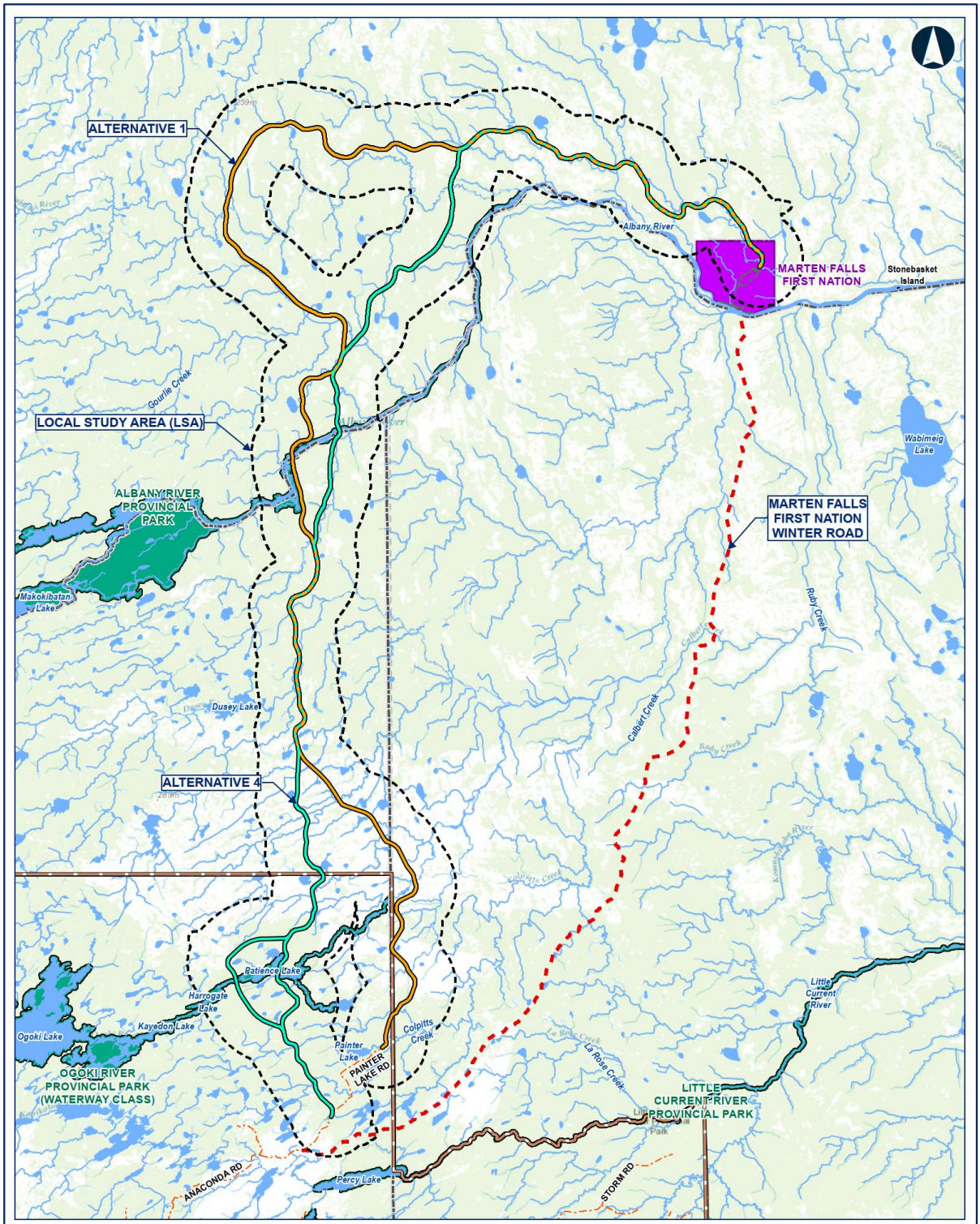
Where?

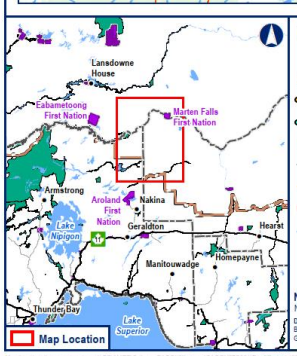
See the next pages for maps.

Contact Information

You are welcome to contact the MFFN CAR Project Team at any time with questions or comments.

Lawrence Baxter
Senior Community Member Advisor
Marten Falls First Nation
1-800-764-9114 | info@martenfallsaccessroad.ca
www.martenfallsaccessroad.ca





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.

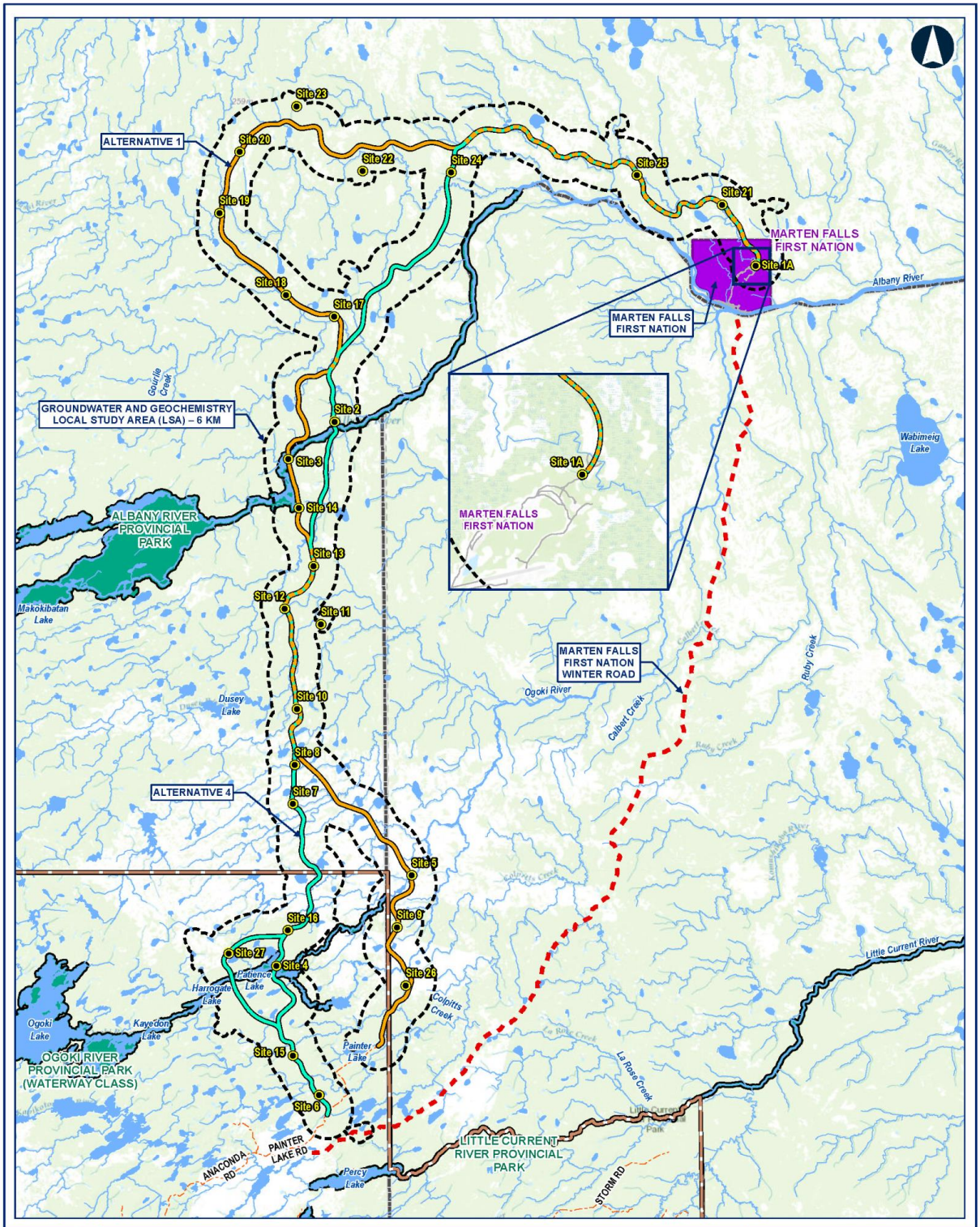
MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

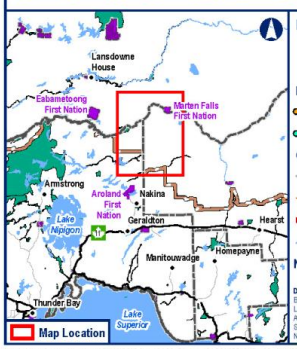
Geotechnical Investigation

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

June 2024 | 1:450,000 * when printed 17"x17" | Rev:00

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Legend

- Groundwater Well Locations
- Groundwater Local Study Area (LSA) - 6 km

Route Alternatives

- Alternative 1
- Alternative 4

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:

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MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Groundwater and Geochemistry Local Study Area

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

Jul, 2022	1:450,000 *when printed 11"x17"
Rev 00	

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B3.2 Incoming Community Specific Correspondence

From: Dorothee Schreiber <[redacted]
Sent: August 23, 2023 11:22 AM
To: McEwen, Kate <[redacted]
Cc: Sylvia Koostachin-Metatawabin [redacted] Pauline Tookate
<[redacted] Jack Linklater JR [redacted] Qasim Saddique
<[redacted] Bob Baxter [redacted] Cafaro,Caitlin (IAAC/AEIC <[redacted]
Trimble, Ingrid <[redacted] Andrea Nokleby <[redacted]
Subject: Re: Follow-up Re: MFFN CAR IK Program Key Dates

Hi Kate,

Thanks for your email. At this time, could you resend the "Stage 1 and limited Stage 2 Archaeology Assessment reports that were distributed February 3, 2023", and please copy me as well? I don't think I received them when you sent them in February.

Thanks,
Dorothee

From: Dorothee Schreiber <[redacted]
Sent: August 23, 2023 4:13 PM
To: McEwen, Kate <[redacted]
Subject: Re: Follow-up Re: MFFN CAR IK Program Key Dates

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You have not previously corresponded with this sender.

Report Suspicious

Thank you Kate, I have downloaded them. Yes, please add me to the mailing list for future distributions.

Dorothee

McEwen, Kate

From: Dorothee Schreiber <[redacted]
Sent: September 5, 2023 5:13 PM
To: McEwen, Kate
Cc: Sylvia Koostachin-Metatawabin; Pauline Tookate; Jack Linklater JR; Qasim Saddique; Bob Baxter; Cafaro,Caitlin (IAAC/AEIC; Trimble, Ingrid; Andrea Nokleby
Subject: Re: Follow-up Re: MFFN CAR IK Program Key Dates
Attachments: image002.jpg

Follow Up Flag: Follow up
Flag Status: Flagged

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Hi Kate,

I wanted to follow up on a couple of items from your email below.

On August 15th, you wrote that "In terms of the caribou data request, currently, we are working with the regulators regarding data sharing responsibilities, and we will respond more fulsomely, when we have more information to share, hopefully in the coming weeks." It has now been three weeks. Would you have an update for us on this?

The pattern that has emerged is that every time we repeat our request for the caribou data, your team offers to meet with us. Below, you say that you want to meet to "better understand Attawapiskat First Nation's raw data needs and requirements." Could you explain what is still unclear, or needs to be better understood by your team? Our need is for the raw baseline caribou data. We need this data in order to conduct our own analyses on it, as part of our assessment of impacts to rights. It has now been over a year since we first asked for your team to share the baseline caribou data with us.

As Caitlin Cafaro at IAAC wrote on August 30th, the Agency expects proponents to work collaboratively with Indigenous communities and to accommodate, to the extent possible, each Indigenous community's preferred means of engagement within the legislated timeframe under the Impact Assessment Act. This can include offering an opportunity for Indigenous communities to provide input on particularly relevant draft chapters of the Impact Statement and sharing relevant information, including baseline data. She also expressed that as such, the Agency is very disappointed with the time it is taking to address the requests.

Finally, could you clarify when the EA/IS will be made available for Attawapiskat First Nation's review. Is this in summer 2024 or 2025? In your email you wrote that the formal submission would be in 2024, but then later wrote that it would be in 2025.

Thanks,
Dorothee

McEwen, Kate

From: Dorothee Schreiber <[redacted]
Sent: September 6, 2023 12:24 PM
To: McEwen, Kate
Subject: Re: MFFN CAR - Attawapiskat Fist Nation request for shapefiles
Attachments: image001.png

Follow Up Flag: Follow up
Flag Status: Flagged

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Thank you Kate!

Dorothee

McEwen, Kate

From: Dorothee Schreiber <[redacted]
Sent: September 28, 2023 1:04 PM
To: McEwen, Kate
Cc: Sylvia Koostachin-Metatawabin; Pauline Tookate; Jack Linklater JR; Qasim Saddique; Bob Baxter; Cafaro,Caitlin (IAAC/AEIC; Trimble, Ingrid; Andrea Nokleby; McLeod, Sasha (MECP)
Subject: Re: Follow-up Re: MFFN CAR IK Program Key Dates
Attachments: image001.png

Follow Up Flag: Follow up
Flag Status: Flagged

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Hi Kate,

Thanks for your email. I think it would be helpful if you could share what the issue is with the regulators, and generally what sorts of problems you are in the process of resolving. Otherwise, it is very difficult for us to understand why there would be such a long delay in transferring data to us.

Thanks,
Dorothee

McEwen, Kate

From: Dorothee Schreiber [redacted]
Sent: November 14, 2023 5:59 PM
To: McEwen, Kate
Cc: Sylvia Koostachin-Metatawabin; Pauline Tookate; Jack Linklater JR; Qasim Saddique; Bob Baxter; Cafaro,Caitlin (IAAC/AEIC; Trimble, Ingrid; Andrea Nokleby; McLeod, Sasha (MECP); lawrencebax; Jennifer Bruin; Moszynski, Dorothy (MECP)
Subject: Re: Follow-up Re: MFFN CAR IK Program Key Dates

Follow Up Flag: Follow up
Flag Status: Flagged

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Dear Kate McEwan,

Thanks very much for the information. As you indicate, Ontario is in the process of preparing a data sharing agreement for the caribou data that you collected and transferred to Ontario.

Yes, I think it would be good to have a virtual meeting to discuss your Caribou Study Plan, especially if you have findings to share. I am glad to hear that Attawapiskat will receive a complete draft of the EA/IA in June 2024, prior to it being submitted to the regulator for a conformity review. I am not sure what you mean by: " We want to coordinate in advance, to ensure that Attawapiskat First Nation has any support that may be required from the Project, to undertake a thorough review of the draft EA / IS and associated existing conditions reports." Could you kindly explain?

Thanks,
Dorothee

From: Dorothee Schreiber <[redacted]
Sent: November 17, 2023 11:33 AM
To: McEwen, Kate
Cc: [redacted]Jack Linklater JR; info@martenfallsaccessroad.ca; Pauline Tookate
Subject: Re: MFFN CAR Project Update

Follow Up Flag: Follow up
Flag Status: Flagged

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Report Suspicious

Hi Kate McEwan,

Thanks for your email. I think the concern about the ATRI forum you are hosting in Thunder Bay next week is that at last year's forum, there was no new information being shared from the proponents' side, but the proponents were very interested in taking notes about everything I said about possible impacts to Attawapiskat. Could you confirm whether any new information will be shared, that is not already available on the website or the various newsletters we have received?

Regarding the Indigenous Knowledge sharing program, I believe that Attawapiskat already sent multiple letters and emails about why we would not participate in this program. I will find the most recent email on the subject and forward it to you. I think it was before you started working on this file.

Thanks,
Dorothee

McEwen, Kate

From: Dorothee Schreiber <[redacted]
Sent: November 23, 2023 2:19 PM
To: McEwen, Kate
Cc: Sylvia Koostachin-Metatawabin; Pauline Tookate; Jack Linklater JR; Qasim Saddique; Bob Baxter; Cafaro,Caitlin (IAAC/AEIC; Trimble, Ingrid; Andrea Nokleby; McLeod, Sasha (MECP); lawrencebax; Jennifer Bruin; Moszynski, Dorothy (MECP)
Subject: Re: Follow-up Re: MFFN CAR IK Program Key Dates

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

Thanks Kate, I would be available Monday December 1st after 10:30am, or anytime on Monday the 4th.
Would any of those times work for you?

Thanks,
Dorothee

McEwen, Kate

From: Dorothee Schreiber <[redacted]
Sent: November 27, 2023 3:16 PM
To: McEwen, Kate
Subject: Re: MFFN CAR Milestone 2 Progress Report

Follow Up Flag: Follow up
Flag Status: Flagged

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Report Suspicious

Thank you, I was able to download this version.

Dorothee

;

McEwen, Kate

From: Dorothee Schreiber <[redacted]
Sent: November 27, 2023 12:05 PM
To: MFFN Community Access Road Project Team
Cc: [redacted] McEwen, Kate
Subject: Re: MFFN CAR Milestone 2 Progress Report

Follow Up Flag: Follow up
Flag Status: Flagged

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Report Suspicious

Dear MFFN Access Road Project Team,

I was unable to download the Progress Report you sent. Despite multiple attempts, only one of the two files downloaded properly from Google Drive (the Appendix file). Please re-send the other file another way -- perhaps as a Zip file to reduce file size.

Thanks
Dorothee

McEwen, Kate

From: Dorothee Schreiber <[redacted]>
Sent: November 28, 2023 9:54 AM
To: McEwen, Kate
Cc: Sylvia Koostachin-Metatawabin; Pauline Tookate; Jack Linklater JR; Qasim Saddique; Bob Baxter; Cafaro,Caitlin (IAAC/AEIC; Trimble, Ingrid; Andrea Nokleby; McLeod, Sasha (MECP); lawrencebax; Jennifer Bruin; Moszynski, Dorothy (MECP)
Subject: Re: Follow-up Re: MFFN CAR IK Program Key Dates

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Report Suspicious

Thanks, I think that Pauline may be able to attend, but she is extremely busy running the administration in Attawapiskat, and may actually still be in Toronto for training. You can just send the invite and include Pauline.

Thanks
Dorothee

McEwen, Kate

From: Dorothee Schreiber <[redacted]>
Sent: November 28, 2023 12:33 PM
To: McEwen, Kate
Subject: Re: Follow-up Re: MFFN CAR IK Program Key Dates

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Report Suspicious

I think either one works. Zoom tends to work a bit better, I find.

Thanks
Dorothee

From: Dorothee Schreiber <[redacted]
Sent: December 18, 2023 3:38 PM
To: McEwen, Kate
Cc: [redacted]Jack Linklater JR; info@martenfallsaccessroad.ca; Pauline Tookate
Subject: Re: MFFN CAR Project Update

This Message Is From an External Sender

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Report Suspicious

Thank you, Kate.

I have downloaded the slide deck you attached. Could you also indicate how the draft list of projects to be included in the cumulative effects assessment was expanded based on the discussion you had at the ATRI forum?

Thanks,
Dorothee

From: Dorothee Schreiber <[redacted]>
Sent: Friday, January 19, 2024 10:21 AM
To: McEwen, Kate <[redacted]
Cc: [redacted] Jack Linklater JR <[redacted]; info@martenfallsaccessroad.ca;
Pauline Tookate <[redacted]; Angelis, Niki <[redacted]
Subject: Re: MFFN CAR - Milestone 2 and Draft Preliminary Aboriginal and / or Treaty Rights and Interests Existing Conditions Report
Follow up

Hi Kate,

Thanks for the email about the MFFN CAR documents. Yes, I was able to download the Milestone 2 report. I have reviewed the Draft Preliminary Aboriginal and / or Treaty Rights and Interests Existing Conditions Report. My main comment is that the Regional Study Area for looking at impacts to Attawapiskat's rights is FAR too small. The regional study area must include all of the territory that would experience long-term cumulative impacts from this road, which is after all a frontier development, opening the region to development. The Regional Study Area must therefore extend to include the James Bay Lowlands as well as any caribou ranges that intersect with the proposed road to the Ring of Fire.

Please note also that this is the first time I have received information about the study areas you are proposing. Looking at your record of consultation, I see that the August 16, 2022 email was sent only to the Chief and a few Councillors. Many of the emails your team has sent over the past few years have not reached me for this reason. Please ensure that I am included in any emails to Attawapiskat First Nation about the impact assessment for this road.

Thanks,
Dorothee

From: Dorothee Schreiber <[redacted]
Sent: Thursday, February 15, 2024 11:30 AM
To: Angelis, Niki <[redacted]
Cc: [redacted]; Jack Linklater JR <[redacted] Pauline Tookate <[redacted]
Subject: Re: MFFN CAR - Updates

Hi Niki,

Thanks for your email. We have no comments on the Milestone report, as it is simply a record of consultation and a record of the various activities you have undertaken so far.

Thanks,
Dorothee

From: Dorothee Schreiber <[redacted]>
Sent: May 3, 2024 4:48 PM
To: Angelis, Niki
Cc: [redacted]
Subject: Re: MFFN CAR - Aboriginal and / or Treaty Rights and Interests Existing Conditions Report Follow up
Attachments: Pages from DRAFT - ATRI Preliminary Existing Conditions Report - Attawapiskat First Nation Nov 28, 2023.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

This Message Is From an Untrusted Sender
You have not previously corresponded with this sender.
Report Suspicious

Good afternoon,

Thank you for sending a response to Attawapiskat's concerns about the Regional Study Area that you plan to use to assess impacts to Aboriginal and Treaty rights.

We understand from your response that you will not expand the Regional Study Area for impacts to our rights beyond the limited range indicated in the attached map, despite the fact that the road is a frontier development expected to have regional development impacts, and despite the fact that the road overlaps with the habitat of wildlife such as caribou that ranges over a very large area.

As you are aware, the three proposed road segments leading to the Ring of Fire are in fact one continuous road. An impacts to rights Regional Study Area that does not include the other road segments, nor the larger region in which development is expected to occur, will result in an Impact Statement that is not acceptable and that will need to be redone. In your map, the Regional Study Area for impacts to rights ends just at the northern extent of the proposed MFFN CAR, even though the road and its impacts to rights in fact extend much further north. As Minister Pirie recently said in an interview with NetNewsLedger in Thunder Bay, once the all-season road (which he referred to as ONE road) is built "you're going to see an incredible boom in mining." Clearly, this boom in mining will occur over an area far beyond what is indicated in your proposed Regional Study Area for impacts to rights. The Regional Study Area therefore needs to reflect the frontier nature of this development, and the long-term, irreversible impacts to large portions of our territory and our way of life that will occur as the result of industrial development, directly facilitated by this road.

In your response, you say that "Marten Falls First Nation 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 caribou and water given the range and movement of these important resources. This lens will be applied in the future stages of the Impact Assessment / Environmental Assessment."

This statement is confusing because it appears to accept that the Regional Study Area is too small, but does not explain why a larger Regional Study Area is not being applied to the impacts to rights analysis.

I am copying the Impact Assessment Agency of Canada here as well, so that they are aware of these discussions and can refer to them when they evaluate the Impact Statement you submit.

Thanks,

Dorothee

From: Dorothee Schreiber <[redacted]>
Sent: May 24, 2024 11:28 AM
To: MFFN Community Access Road Project Team; Pauline Tookate; Jack Linklater JR; Sylvia Metatawabin
Subject: Re: Marten Falls Community Access Road Update – Spring Groundwater Program

Hello,

Thank you for sending this field notice. Could you please let us know whether you have obtained any authorizations from Ontario to undertake this work in caribou habitat during the critical spring calving/nursery period?

Thanks,
Dorothee

Attachments: Map-A-2024-05-23.pdf

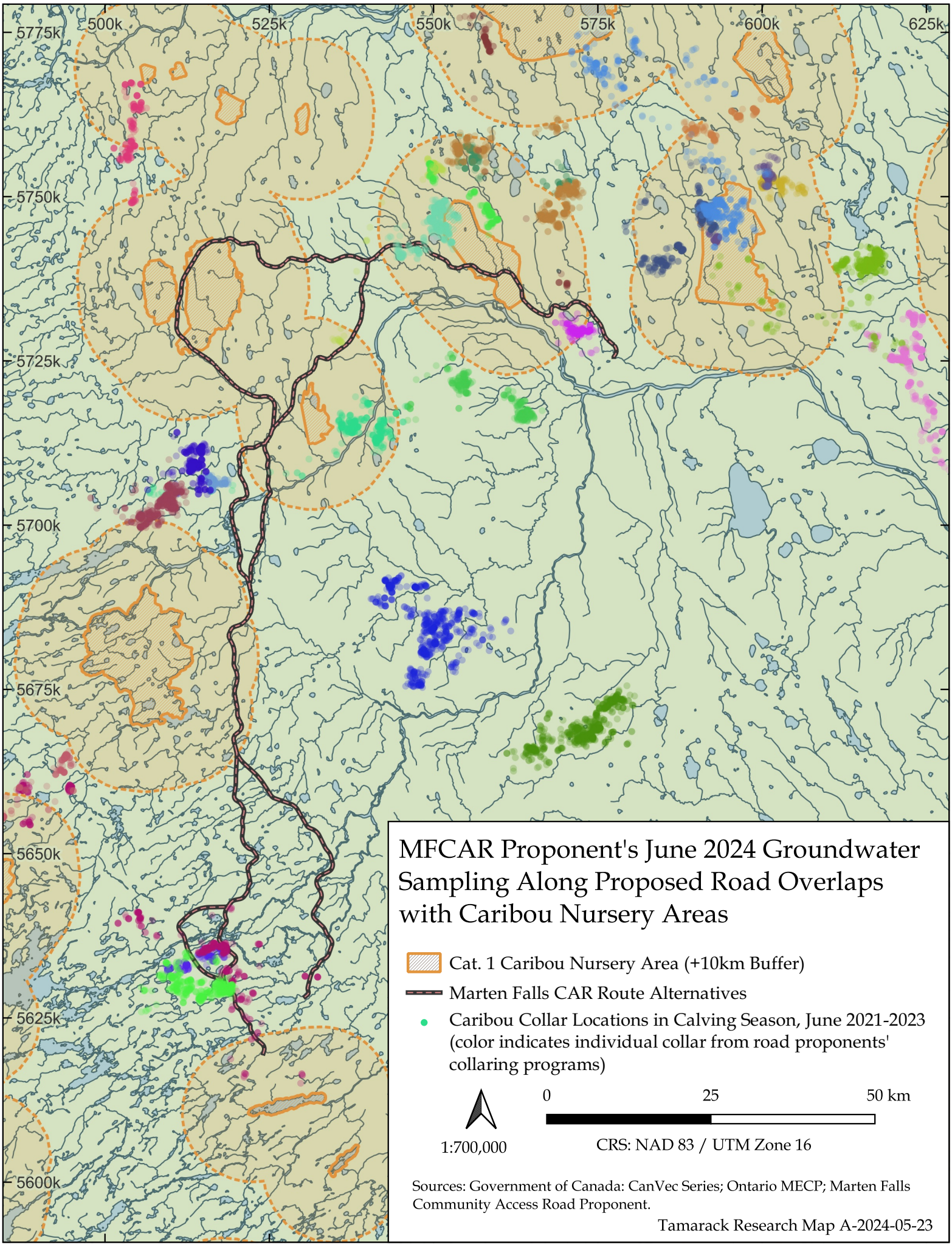
From: Dorothee Schreiber <[redacted]>
Sent: Tuesday, May 28, 2024 4:34 PM
To: MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>
Cc: Pauline Tookate <[redacted] Jack Linklater JR <[redacted]>; Angelis, Niki <[redacted] Sylvia Koostachin-Metatawabin [redacted]>; Kate Kempton <[redacted] Susan Fridlyand <[redacted]>; Gignac, Hilary (MECP) <[redacted]
Subject: Re: Marten Falls Community Access Road Update – Spring Groundwater Program

Hello,

Thanks for your response. Attawapiskat First Nation has asked the MECP to review the proposed activity, since the type of fieldwork you are proposing in boreal caribou habitat does not have an exemption under Ontario's Endangered Species Act. Please note that even for activities that have a conditional exemption, such as mining exploration, "The person must not carry out any part of the activity in an area that is being used, or has been used at any time in the previous three years, by a member of a species identified in the notice of activity form to carry out a life process related to hibernation or reproduction, including rearing." **As indicated in the attached map**, there are multiple sites along your proposed sampling route that have been used in such a way in the past three years (and these are only the caribou we know about, meaning that there are likely many others that we do not know about because we don't have collar data on them). In addition, your route passes through several Category 1, high use caribou calving areas, mapped by Ontario as part of the General Habitat Description. Ontario's best practices guidelines for work in caribou habitat recognize that May 1- July 14 is a very low tolerance period for disturbance of caribou on the calving/nursery grounds.

It is unclear how flying at >400m above ground level before landing would allow you to detect individually dispersed female caribou, camouflaged against the background vegetation.

Dorothee



MFCAR Proponent's June 2024 Groundwater Sampling Along Proposed Road Overlaps with Caribou Nursery Areas

- Cat. 1 Caribou Nursery Area (+10km Buffer)
- Marten Falls CAR Route Alternatives
- Caribou Collar Locations in Calving Season, June 2021-2023 (color indicates individual collar from road proponents' collaring programs)

0 25 50 km

1:700,000

CRS: NAD 83 / UTM Zone 16

Sources: Government of Canada: CanVec Series; Ontario MECP; Marten Falls Community Access Road Proponent.

Tamarack Research Map A-2024-05-23

Attachments: 2024-05-29 Cease and Desist Letter - Access Road Project.pdf

From: Riley Euler <[redacted]>
Sent: Wednesday, May 29, 2024 1:12 PM
To: info@martenfallsaccessroad.ca; qsaddique <[redacted]>
Cc: Susan Fridlyand <[redacted]>; Kate Kempton <[redacted]>; Dorothee Schreiber <[redacted]>; Gignac, Hilary (MECP) <[redacted]>; s[redacted]
Subject: Cease and Desist - Access Road Project

Good afternoon,

Please see the attached correspondence from Kate Kempton.

Thank you,

Riley Euler
Legal Assistant | Woodward & Company LLP
[redacted]
WoodwardandCompany.com

Sent from lək' ʷɛ̓ɛ̓n and W̱SÁNEĆ Unceded Territories (Victoria, British Columbia)

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REPLY TO: Kate Kempton
Victoria Office
[redacted]
ASSISTANT: Lina Santana
[redacted]

File # 6311

May 29, 2024

Via Email

Lawrence Baxter
Senior Community Advisor
MFFN Community Access Road Project Team
Email : info@martenfallsaccessroad.ca

Qasim Sadique
Project Director
Suslop Inc.
Email: [redacted]

Dear: Mr. Baxter

Re: Cease and Desist Respecting Field Work for the Marten Falls First Nation Proposed Community Access Road

We are advised that the Marten Falls Community Access Road Project Team (the "**Project Team**") is planning to take groundwater samples for the Groundwater and Geochemistry Program during June 2 to 9, 2024. According to the notice issued April 2024, enclosed hereto, helicopters will be used to access sites across the study area and areas will be cleared using chainsaws.

If this is correct, the Project Team must cease and desist in their sampling plans immediately and until at least July 15.

The proposed sampling work passes through several Category 1[1] Woodland Caribou nursery habitats as well as sites that are documented to have been used during the past three years by female caribou during calving season – see enclosed map for reference. The Woodland Caribou, boreal population, is listed as threatened under the federal *Species at Risk Act*, S.C. 2002, c. 29 and the Ontario *Endangered Species Act*, *2007*, S.O. 2007, c.6 (the "**ESA**"). Ontario's guidance requires that sensory disturbance within 10km of known or potential high use areas be minimized during sensitive periods including nursery areas from **May 1 to July 14** (the "**Low Tolerance Period**").

The Project Team's plan to "minimize sensory disturbances" by, amongst other things, flying at higher altitudes, making efforts not to circle sites "more than is necessary", observing species at risk "from the air" (i.e., >400m above ground level) are not sufficient. The Project Team's activities will undoubtedly cause significant anthropogenic disturbance, which at such a sensitive period, is very

[1] Sub-range habitat features and high use areas that exhibit repeated intensive use by individual Caribou or groups.

likely to harm or harass the caribou or damage their habitat contrary to sections 9(1) and 10(1) of the *ESA*. To our knowledge, no authorization under the *ESA* has been provided.

Please confirm by **Friday, May 31, 2024, 5:00pm EST,** receipt of this letter and that the sampling will not take place during the Low Tolerance Period. Failure to so confirm by this date and time will lead to further legal steps being taken against you.

Yours truly,
WOODWARD & CO. LAWYERS LLP

[redacted]

Kate Kempton

Enclosure (2)
cc

Chief and Council, Attawapiskat First Nation
Dorothee Schreiber, Environmental Consultant for Attawapiskat First Nation, [redacted]
Susan Fridlyand, Woodward & Co Lawyers LLP, [redacted]
Hilary Gignac, MECP, Species at Risk Branch, [redacted]
Susan Ecclestone, MECP, Land and Water Division, [redacted]



MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD



Field Notice

Spring 2024 Groundwater and Geochemistry Field Notice

Issued: April 2024

What's Happening?

The Groundwater and Geochemistry program will be continuing into the spring season to support the provincial Environmental Assessment (EA) and federal Impact Assessment (IA) for the Marten Falls First Nation proposed Community Access Road.

Groundwater and Geochemistry Program

The Groundwater and Geochemistry Program has been ongoing since 2022 and is important for evaluating groundwater health in the area. Groundwater samples are taken from monitoring wells that are positioned along the proposed route alternatives and are tested for things like minerals, dissolved metals (including mercury), volatile organic compounds and radiological content.

Samples are taken from monitoring wells three times a year, during the spring, summer and fall seasons, and will be starting up again this spring. The program will wrap up in Fall 2024, and the monitoring wells will be decommissioned in 2025.

Schedule

- Spring groundwater sampling is expected to begin in **late May 2024**, and be completed in June 2024.
- The summer groundwater sampling is expected to occur in **August 2024**.
- The fall groundwater sampling is expected to occur in **September 2024**.

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

Field Notice

What to expect

Field crews will be accessing sites across the study area by helicopter—you may see helicopters in the area. Crews may need to clear brush and trees from helipad sites to allow helicopter access, which could require the use of chainsaws.

If you are interested in groundwater and geochemistry, you can view **webinar recordings** and **videos** about it on our website.



An update will be provided if scheduling changes due to weather or other conditions. Additional notices will be provided for the summer and fall Groundwater and Geochemistry Programs.

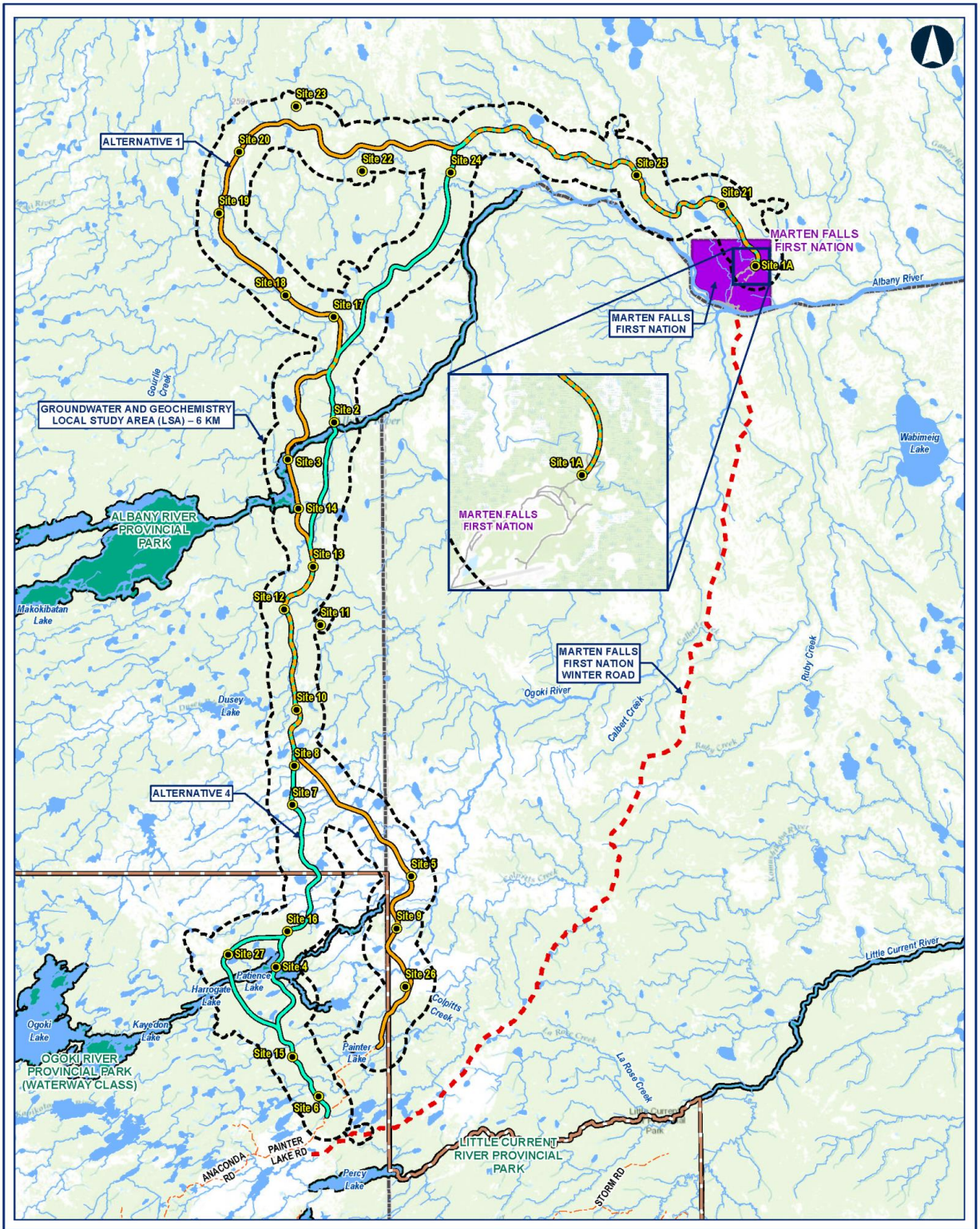
Where?

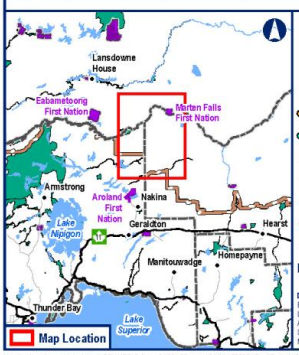
See the next page for a map.

Contact Information

You are welcome to contact the Project Team at any time with questions or comments.

Lawrence Baxter
Senior Community Member Advisor
Marten Falls First Nation
1-800-764-9114 | info@martenfallsaccessroad.ca
www.martenfallsaccessroad.ca





Legend

- Groundwater Well Locations
- Groundwater Local Study Area (LSA) - 6 km

Route Alternatives

- Alternative 1
- Alternative 4

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:

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, 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

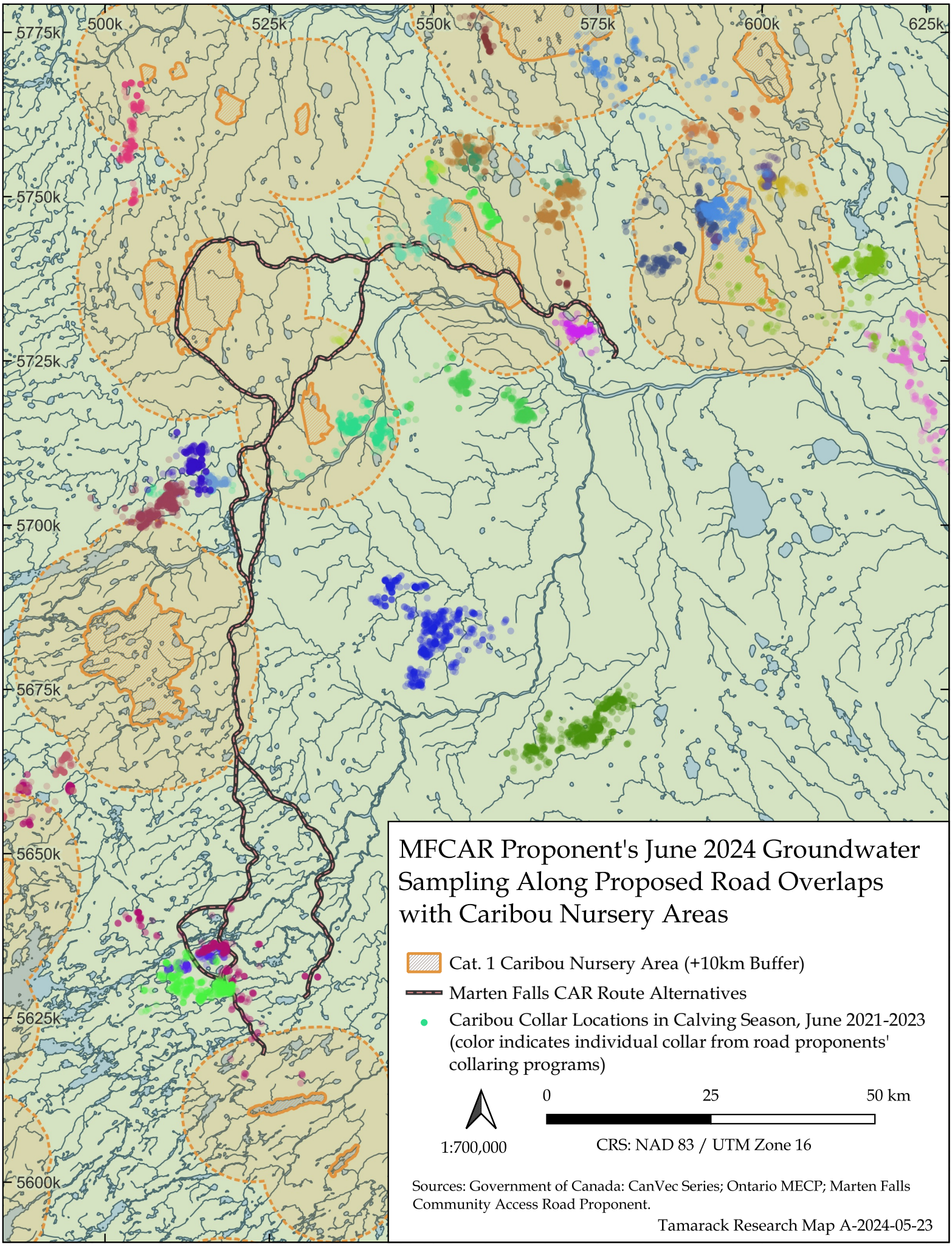
Groundwater and Geochemistry Local Study Area

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

Jul, 2022	1:450,000 *when printed 11"x17"
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Figure 1

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MFCAR Proponent's June 2024 Groundwater Sampling Along Proposed Road Overlaps with Caribou Nursery Areas

- Cat. 1 Caribou Nursery Area (+10km Buffer)
- Marten Falls CAR Route Alternatives
- Caribou Collar Locations in Calving Season, June 2021-2023 (color indicates individual collar from road proponents' collaring programs)

0 25 50 km

1:700,000

CRS: NAD 83 / UTM Zone 16

Sources: Government of Canada: CanVec Series; Ontario MECP; Marten Falls Community Access Road Proponent.

Tamarack Research Map A-2024-05-23

From: Kate Kempton <[redacted]>
Sent: Thursday, May 30, 2024 5:58 PM
To: Angelis, Niki <[redacted]Susan Fridlyand
[redacted]Lina Santana
Cc: Susan Fridlyand <[redacted]
Subject: Re: Cease and Desist - Access Road Project

Qasim, please stop. It's exhausting.

We will arrange for an urgent call tomorrow to give you more details. While you have this information already, perhaps we're not on the same wavelength and we can discuss. Don't proceed without thus.

Susan and Lina please get this set up for tomorrow no matter what. Invite everyone here. Thx. K

Kate Kempton (She/Her)
Senior Counsel | Woodward & Company LLP
[redacted]
This e-mail message is privileged, confidential and subject to copyright. Any unauthorized disclosure is prohibited.

Attachments: 2024-05-29 Cease and Desist Letter - Access Road Project.pdf

Importance: High

From: Riley Euler [redacted]
Sent: Friday, May 31, 2024 4:05 PM
To: [redacted]
Subject: URGENT! Cease and Desist Respecting Field Work for the Marten Falls First Nation Proposed Community Access Road
Importance: High

Hi everyone,

Further to our email from earlier this week, Attawapiskat First Nation has significant concerns that Canada and Ontario have okayed a sampling plan by the proponent that completely disregards its own endangered species legislation. **We require a call with Canada and Ontario on MONDAY, JUNE 3**. Please immediately advise if you are available at **4:30 p.m**. **EST**. If we do not hear from you by **5:00 p.m.** we will schedule the call for **4:30 p.m. Monday, June 3.**

We understand the proponent is required to complete its water sampling requirements. We have been advised it is being constrained by Canada and/or Ontario in so doing. However, this sampling puts into harms was Woodland Caribou, and endangered species federally and provincially, during a very low tolerance time (caving season) which per Ontario's own guidance takes place **May 1 - till July 14**.

We appreciate your prompt attention to this most pressing matter.

Thank you,

Riley Euler
Legal Assistant | Woodward & Company LLP
[redacted]
WoodwardandCompany.com

Sent from lək' ʷɛ̓ən and W̱SÁNEĆ Unceded Territories (Victoria, British Columbia)

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REPLY TO: Kate Kempton
Victoria Office
[redacted]
ASSISTANT: Lina Santana
[redacted]

File # 6311

May 29, 2024

Via Email

Lawrence Baxter
Senior Community Advisor
MFFN Community Access Road Project Team
Email : info@martenfallsaccessroad.ca

Qasim Sadique
Project Director
Suslop Inc.
Email: [redacted]

Dear: Mr. Baxter

Re: Cease and Desist Respecting Field Work for the Marten Falls First Nation Proposed Community Access Road

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If this is correct, the Project Team must cease and desist in their sampling plans immediately and until at least July 15.

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The Project Team's plan to "minimize sensory disturbances" by, amongst other things, flying at higher altitudes, making efforts not to circle sites "more than is necessary", observing species at risk "from the air" (i.e., >400m above ground level) are not sufficient. The Project Team's activities will undoubtedly cause significant anthropogenic disturbance, which at such a sensitive period, is very

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Yours truly,
WOODWARD & CO. LAWYERS LLP

[redacted]

Kate Kempton

Enclosure (2)
cc

Chief and Council, Attawapiskat First Nation
Dorothee Schreiber, Environmental Consultant for Attawapiskat First Nation, [redacted]
Susan Fridlyand, Woodward & Co Lawyers LLP [redacted]
Hilary Gignac, MECP, Species at Risk Branch, [redacted]
Susan Ecclestone, MECP, Land and Water Division, [redacted]



MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD



Field Notice

Spring 2024 Groundwater and Geochemistry Field Notice

Issued: April 2024

What's Happening?

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Groundwater and Geochemistry Program

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MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

Field Notice

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If you are interested in groundwater and geochemistry, you can view **webinar recordings** and **videos** about it on our website.



An update will be provided if scheduling changes due to weather or other conditions. Additional notices will be provided for the summer and fall Groundwater and Geochemistry Programs.

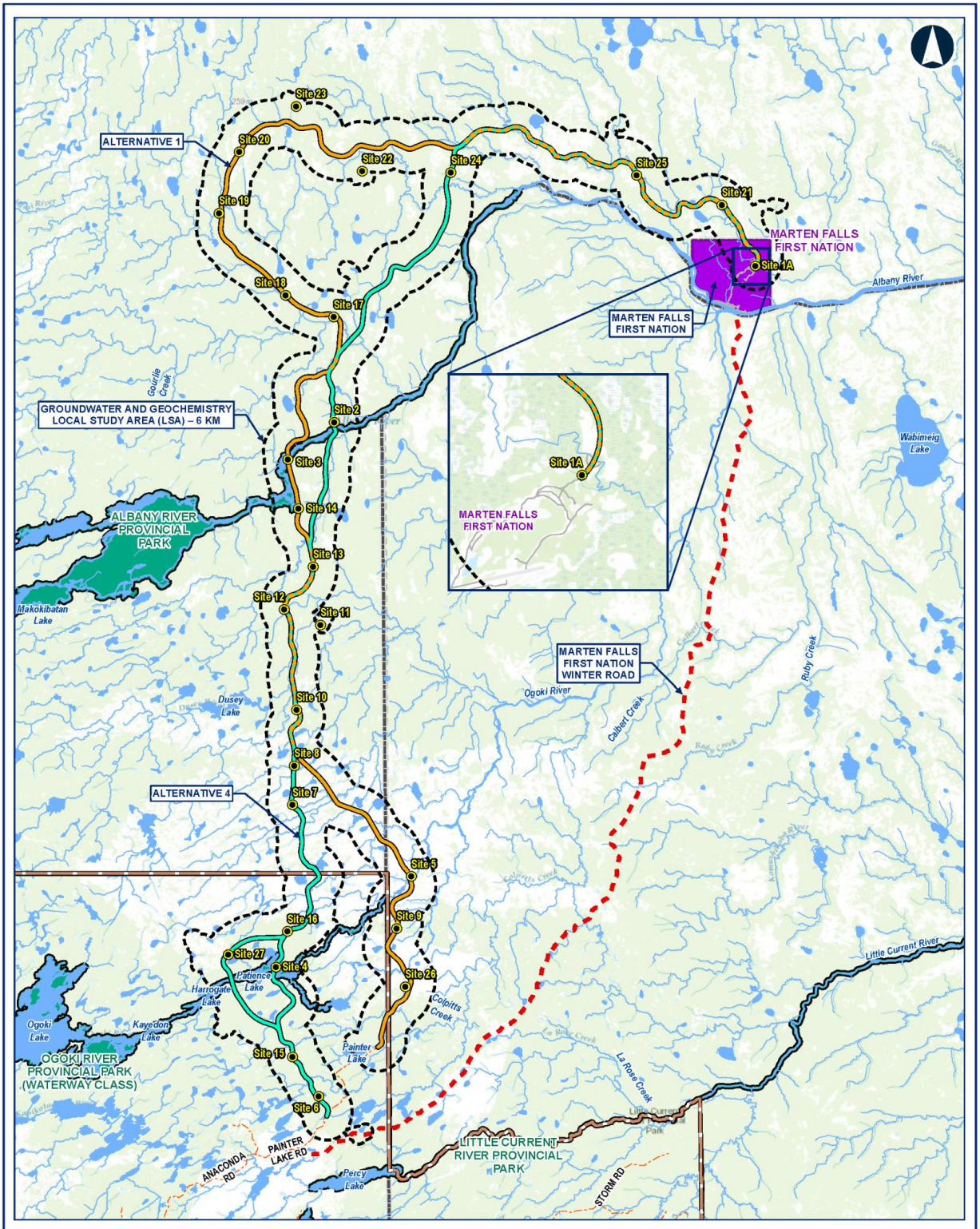
Where?

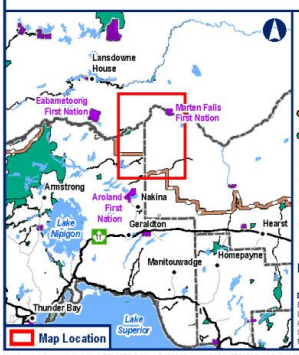
See the next page for a map.

Contact Information

You are welcome to contact the Project Team at any time with questions or comments.

Lawrence Baxter
Senior Community Member Advisor
Marten Falls First Nation
1-800-764-9114 | info@martenfallsaccessroad.ca
www.martenfallsaccessroad.ca





Legend

- Groundwater Well Locations
- Groundwater Local Study Area (LSA) - 6 km

Route Alternatives

- Alternative 1
- Alternative 4

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:

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MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

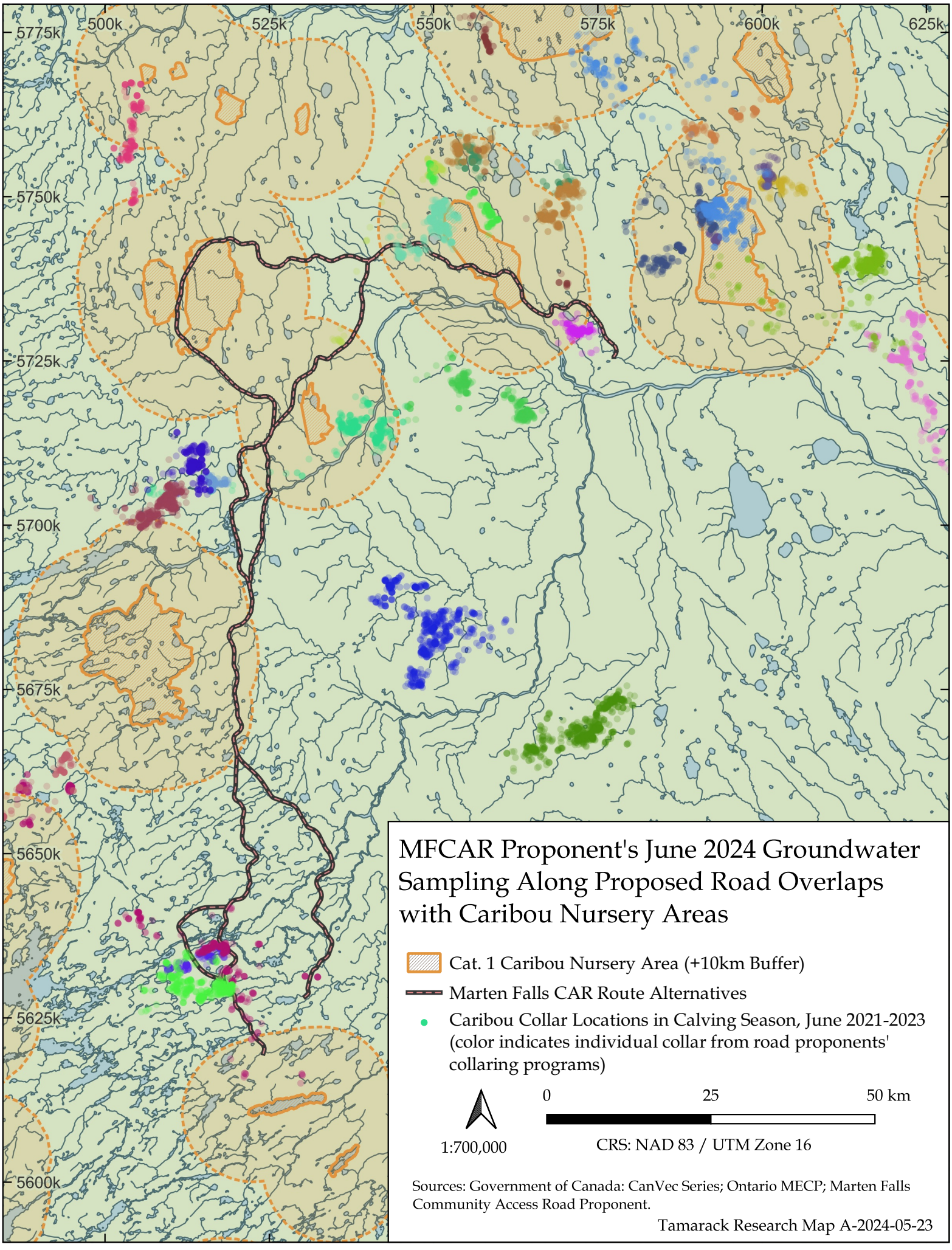
Groundwater and Geochemistry Local Study Area

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Kilometres
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Figure 1

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MFCAR Proponent's June 2024 Groundwater Sampling Along Proposed Road Overlaps with Caribou Nursery Areas

- Cat. 1 Caribou Nursery Area (+10km Buffer)
- Marten Falls CAR Route Alternatives
- Caribou Collar Locations in Calving Season, June 2021-2023 (color indicates individual collar from road proponents' collaring programs)

0 25 50 km

1:700,000

CRS: NAD 83 / UTM Zone 16

Sources: Government of Canada: CanVec Series; Ontario MECP; Marten Falls Community Access Road Proponent.

Tamarack Research Map A-2024-05-23

From: Dorothee Schreiber <[redacted]
Sent: Friday, June 28, 2024 2:44 PM
To: Angelis, Niki [redacted]
Cc: [redacted]
Subject: Re: MFFN CAR - Aboriginal and / or Treaty Rights and Interests Existing Conditions Report Follow up

Good afternoon Niki,

Thank you for sending the response table included in your letter of May 31, 2024. Unfortunately, the responses do not address Attawapiskat's concerns. I don't think that response tables are the best format for addressing concerns at this point, and that an online meeting is needed. Would you be able to propose some dates/times for a meeting in the second half of July?

Thanks,
Dorothee

From: Dorothee Schreiber <[redacted]>
Sent: Wednesday, July 31, 2024 4:24 PM
To: Angelis, Niki <[redacted]>
Subject: Re: MFFN CAR- Question regarding Ground Water Program

Thank you, Niki for the follow-up and the useful information on the MNR permit.

Dorothee

B3.3 Draft Aboriginal and / or Treaty Rights and Interests Preliminary Existing Conditions Report

Attawapiskat 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 28, 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;

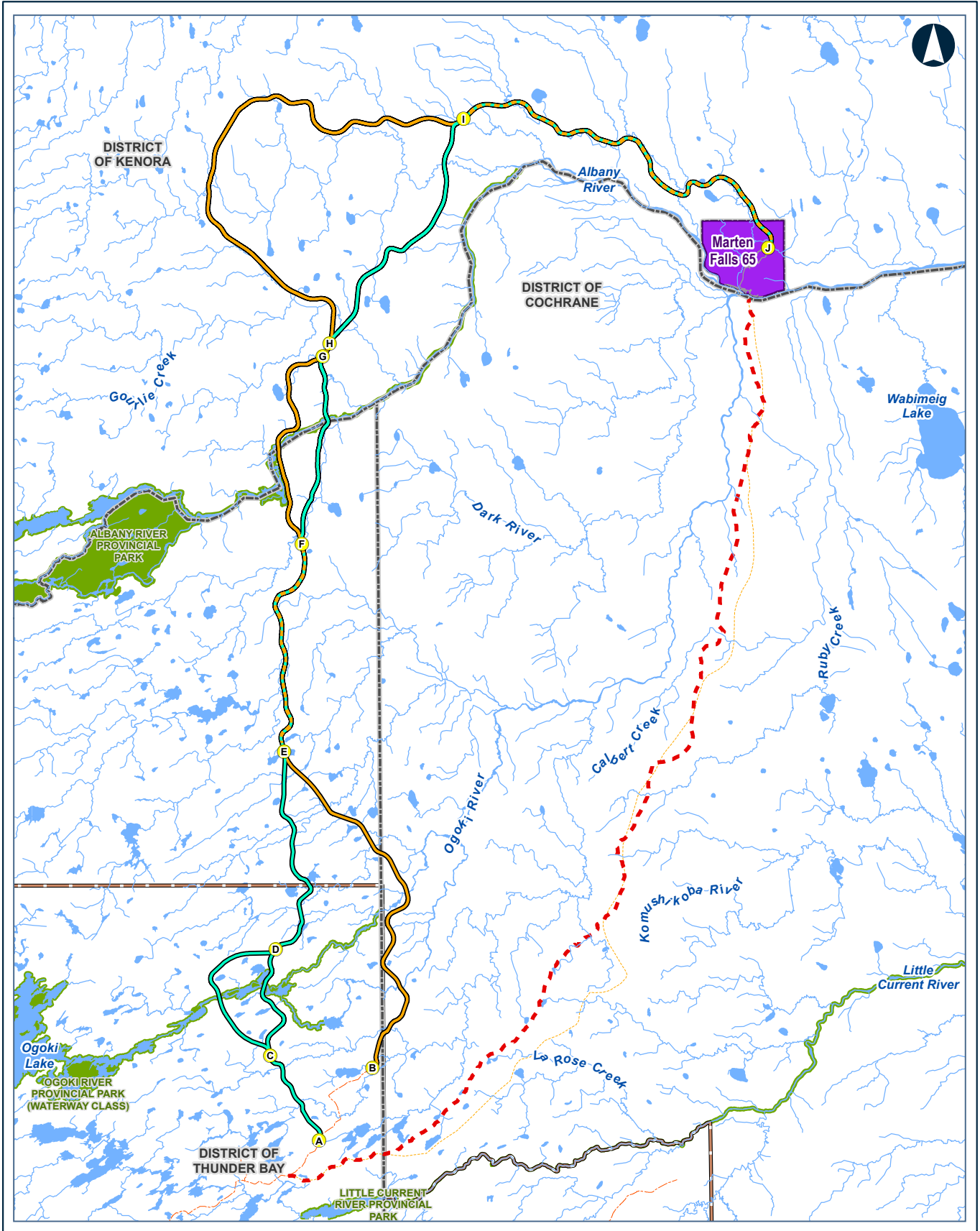


Provide our understanding of how rights are currently being exercised within the Project area; and



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

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Kilometres
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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:

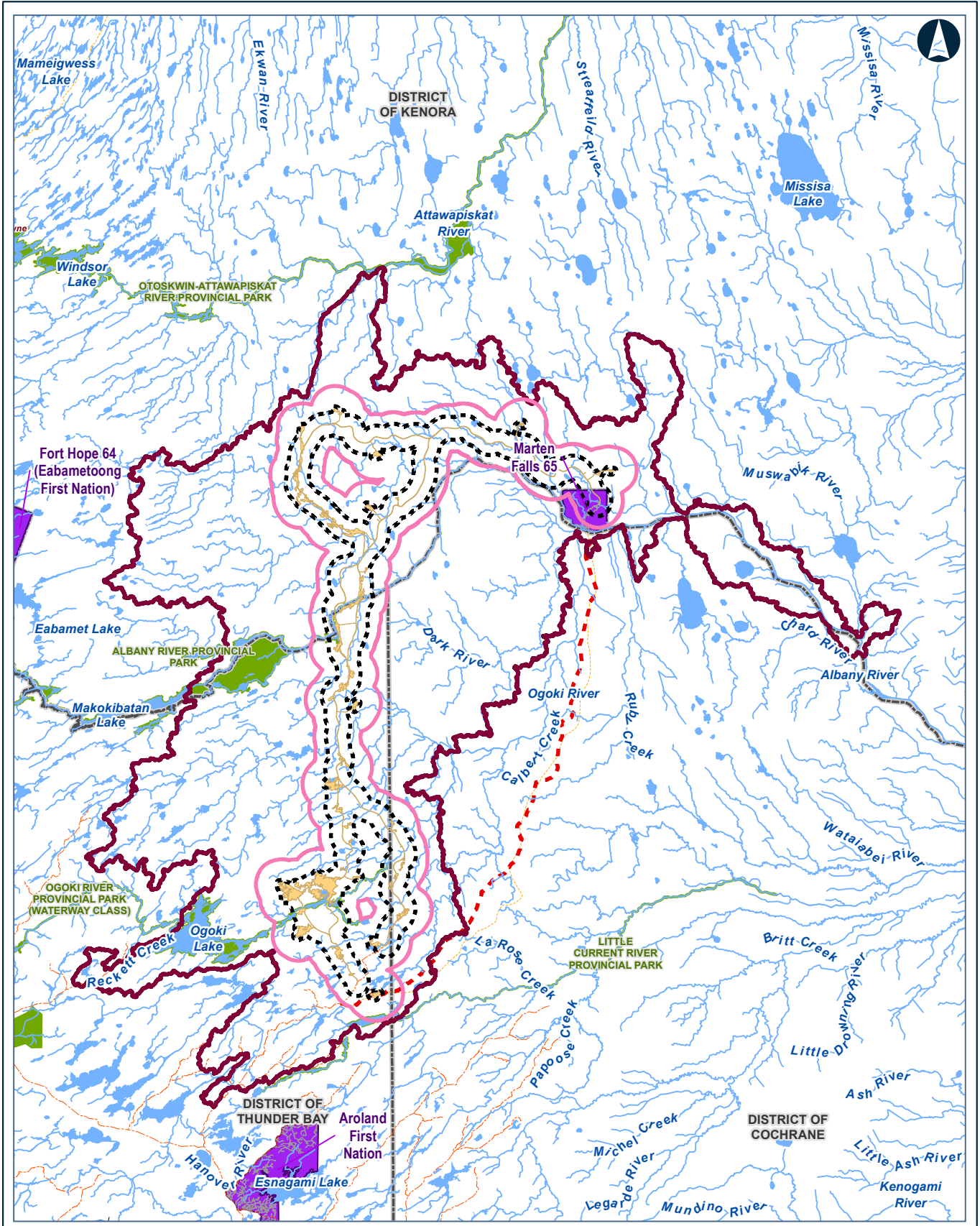
- Project Study Area- includes the area within 2.5 km of each side of the centreline of each alternative route (resulting in a 5 km wide Study Area). The preliminary Study Area generally allows for the documentation of existing conditions and prediction of potential effects for the Project. A 5 km wide 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

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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**.



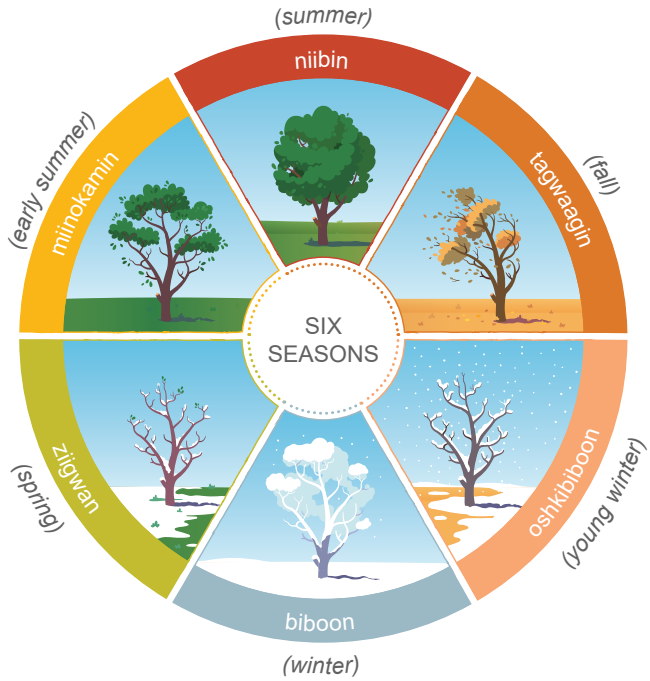


2.1.1 Seasonal Lifeways

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:

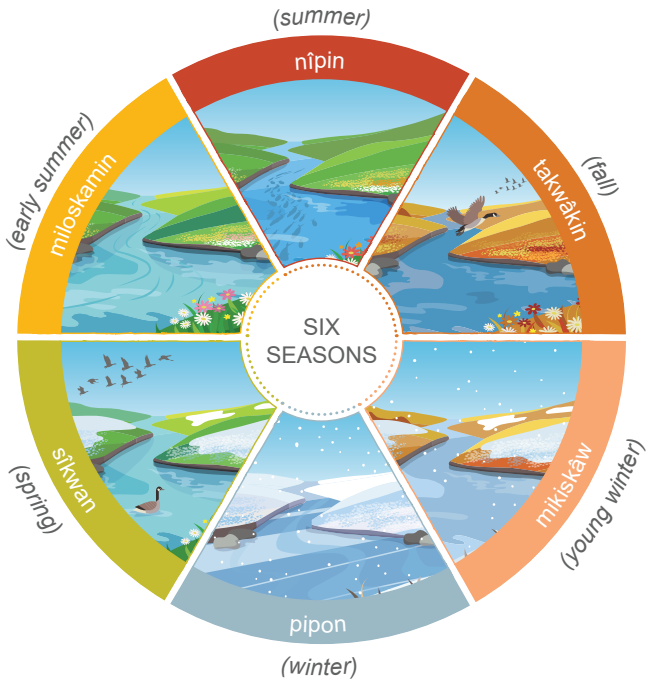
- *Ziigwan* (spring);
- *Miinokamin* (early summer);
- *Niibin* (summer);
- *Tagwaagin* (fall);
- *Oshkibiboon* (young winter); and
- *Biboon* (winter).

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).

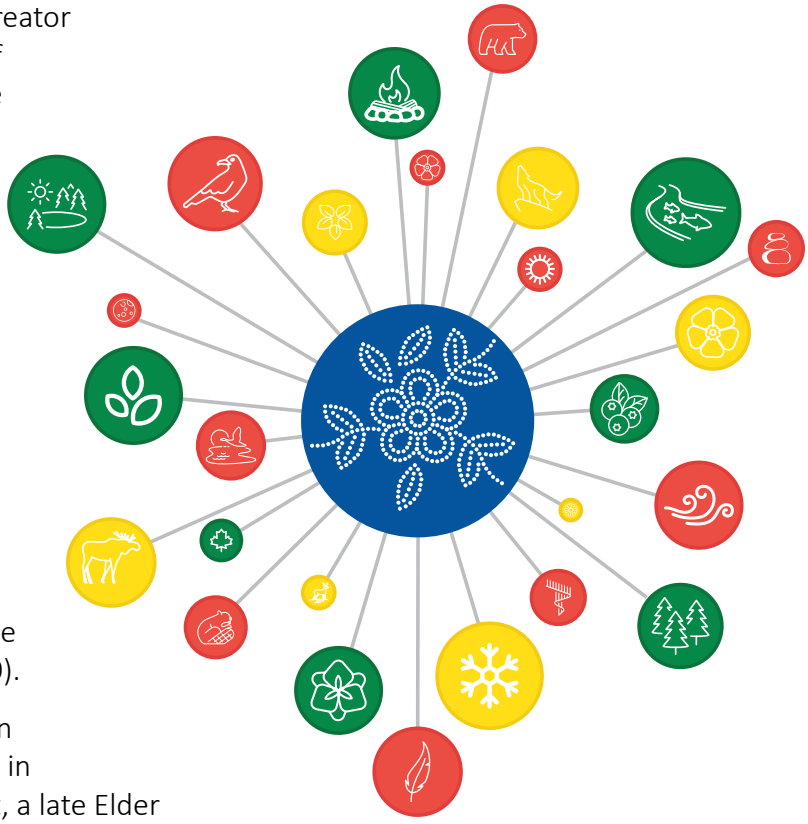


2.1.2 Culture and Worldview

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).

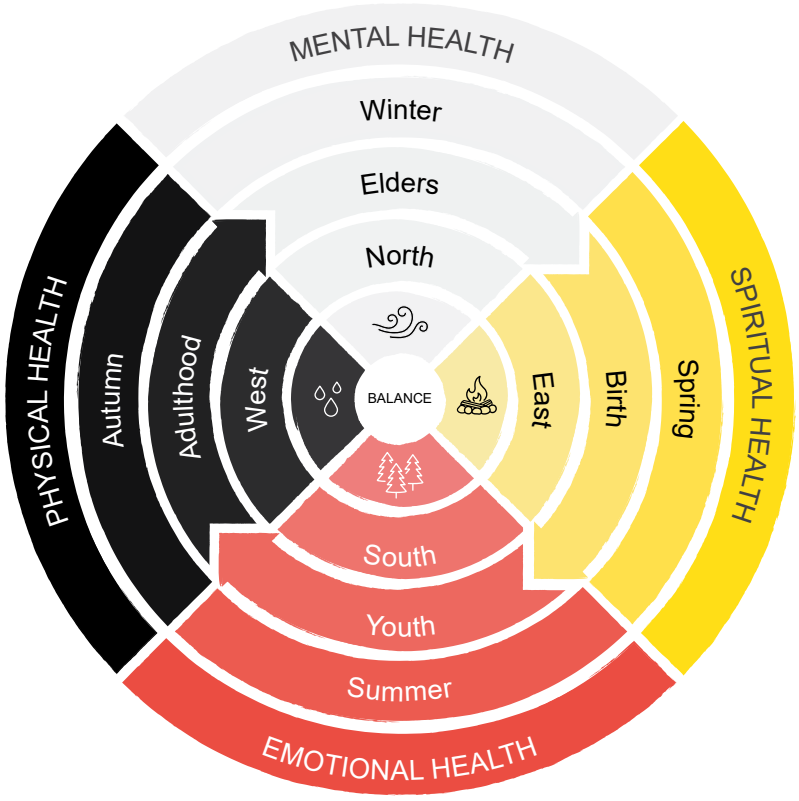




2.1.4 Learning and Knowledge Building

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:



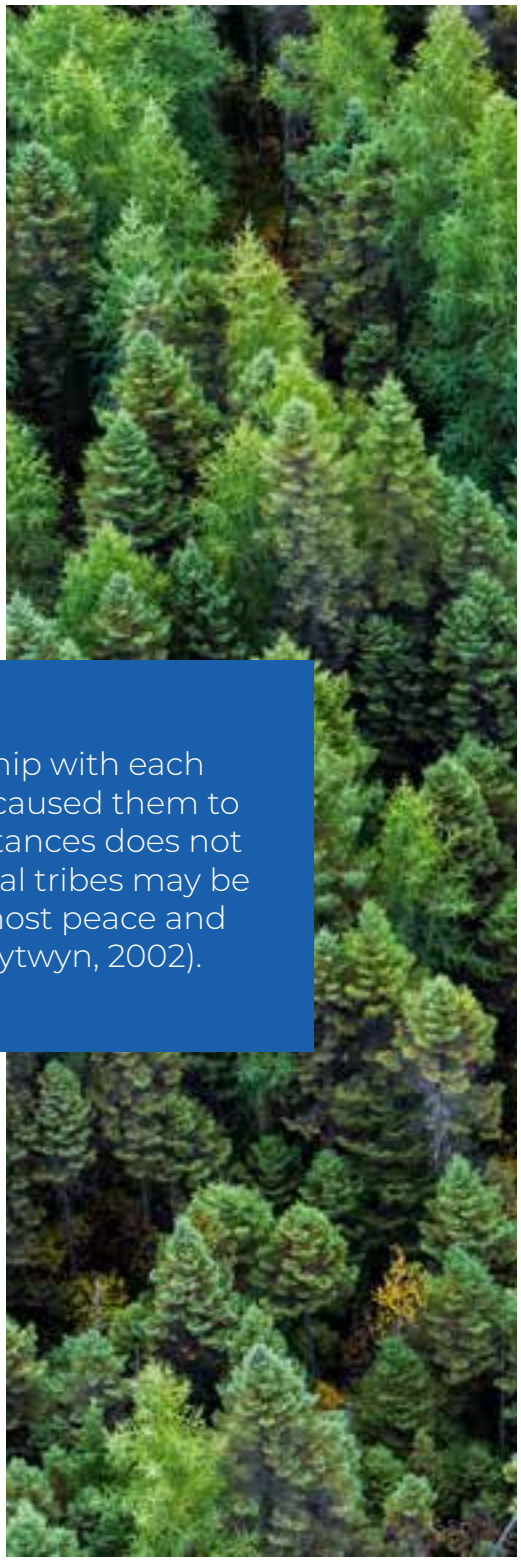
- Increasing scarcity in resources due to overharvesting, forcing bands to split into family units;
- Increasing access to store foods, enabling family units to be more self-sufficient;
- Weakened cooperative bonds among band members as economic ties were transferred from within the group to the trader;
- 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).

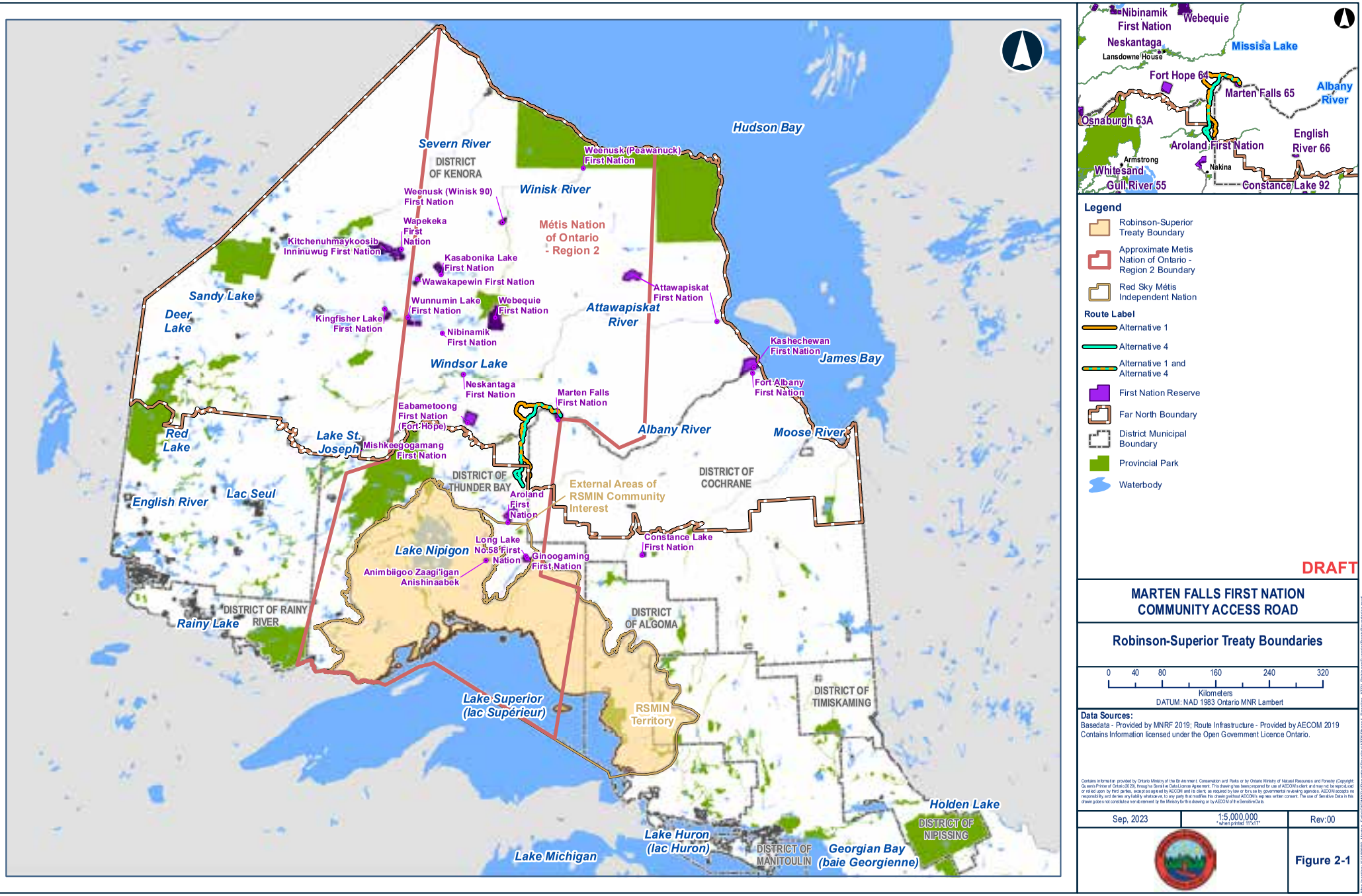
As of May 2023, there is an ongoing Ontario Superior Court trial related to the Robinson-Superior Treaty and the escalator clause for annuities. Communities associated with the treaty are seeking compensation for nearly 150 years of annuities without any increase in payments (Hopkins, 2023).

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.

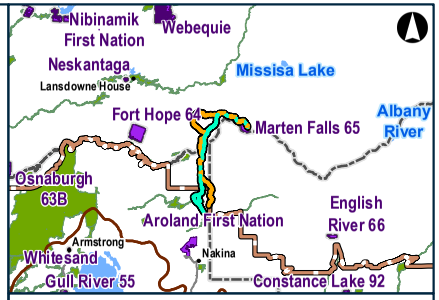
Long (2006) contends that there were two treaties: the official written version, and the one that was orally described to Indigenous peoples. This has been substantiated by Indigenous oral history and the Treaty 9 commissioners' own writings, which indicate that the commissioners told the Elders two 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

Map location: K:\18888_Marten Falls\GIS\MXD\Reporting\Baseline_ATR\Phase1_Baseline_ATR_Treaty9.mxd
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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

Attawapiskat First Nation

The information presented in this section of the report is based on the Proponent's current understanding of Attawapiskat 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 is primarily from secondary sources given that at the time of writing, limited information on Attawapiskat First Nation's rights and interests had been provided to the Proponent. Attawapiskat First Nation was invited to participate in the Project's Indigenous Knowledge Program, and meetings with Attawapiskat First Nation were requested to discuss Attawapiskat knowledge, rights, and interest. However, at the time of preparing this report, Attawapiskat First Nation had not participated in the Indigenous Knowledge Program or responded to meeting requests. In turn, in a letter dated May 11, 2022, Attawapiskat First Nation informed the Proponent that they will also complete their own Impacts to Rights assessment.

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.

It is the objective of the Proponent to share this information with Attawapiskat First Nation early in the Impact Assessment / Environmental Assessment to enable collaboration and discussion. The Proponent welcomes any information Attawapiskat First Nation may choose to share. The overarching goal is to enhance the Project Team's understanding of Attawapiskat First Nation Aboriginal and / or Treaty Rights and Interests in relation to the proposed Project.



3.1 Community Profile

Attawapiskat First Nation is an Omushkegowuk community located within the Hudson Bay Lowlands along the Attawapiskat River, about 5 km inland from the mouth of the river on James Bay and 275 km northwest of Marten Falls First Nation community, in the Far North region of Ontario (**Figure 3-1**). The community became a permanent settlement between the 1930s and the 1960s, when people left their bush camps and started to live on reserve (Witt, 1998).

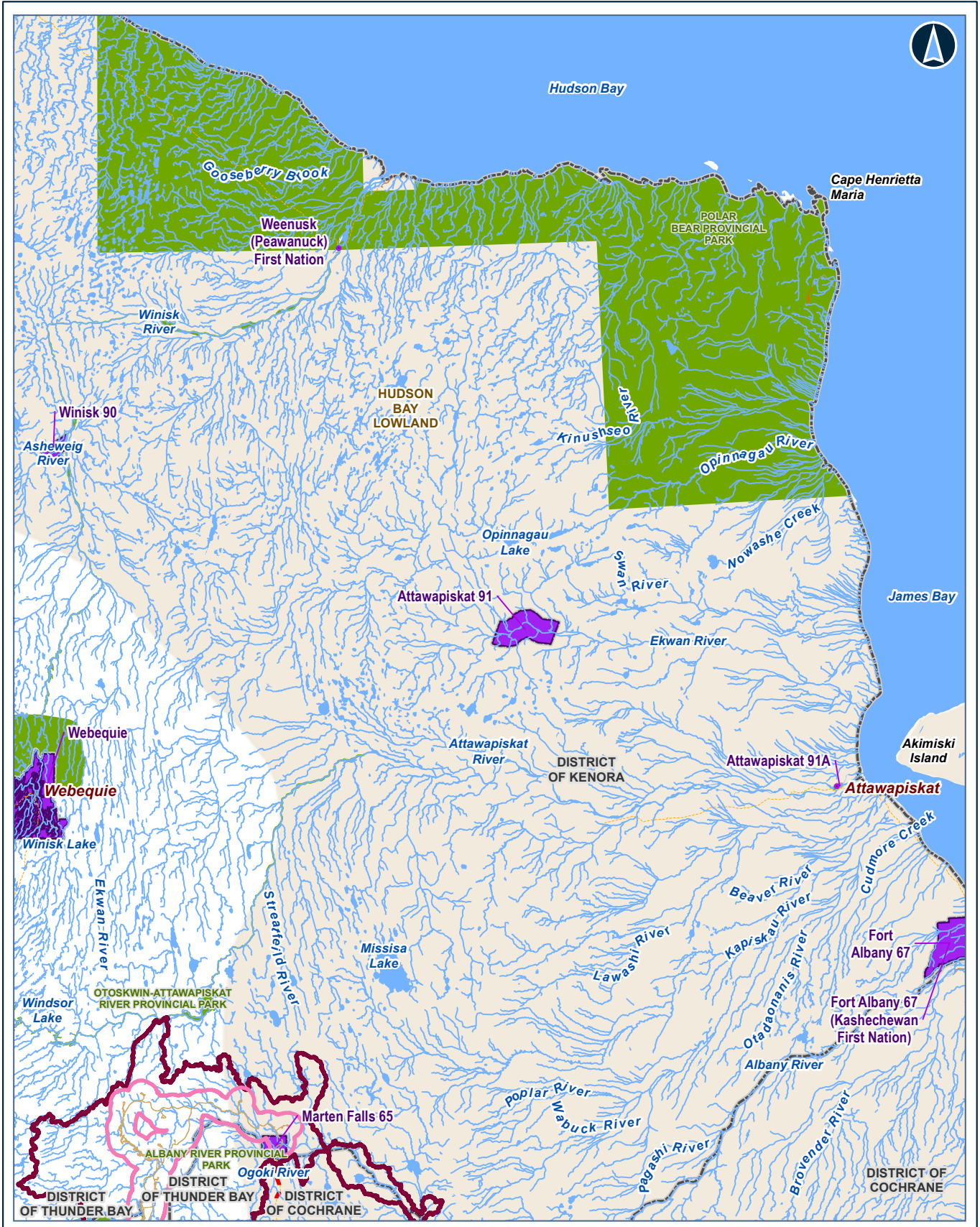
As of July 2023, Attawapiskat First Nation has 3,716 registered members. Of these, 1,992 members (54%) live on reserve in the community, and the remaining 1,724 members live off-reserve elsewhere (Government of Canada, 2023a).

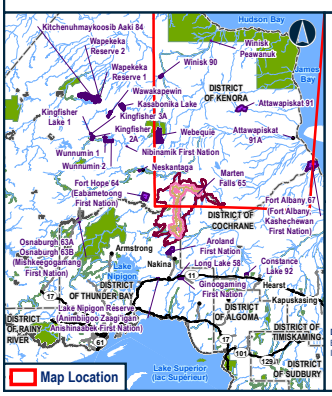
The community depends on air transportation and limited shipping in James Bay for goods and travel in the summer months. In the winter, the community is connected to other First Nation communities and towns on the James Bay coast by winter roads that are constructed each December, including Fort Albany and Kashechewan First Nations, and Moosonee and Moose Factory (Bowie, 2008).

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. At the same time, because of the isolated nature of the community, traditional activities and lifeways have remained a very important part of life (Hookimaw-Witt, 1997; Wakenagun, 1999, as cited in Bowie, 2008).

Sections 3.1.1 to **3.1.5** provide information about Attawapiskat 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
- Hudson Bay Lowland
- Waterbody
- Provincial Park

Data Source:
Base Data: Provided by MNRF 2019 and Natural Resource Canada 2022; Route Infrastructure - Provided by AECOM 2019. Contains Information licensed under the Open Government Licence Ontario.

DRAFT

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

General Location of Attawapiskat First Nation

0 5 10 20 30 40
Kilometres

Datum: NAD 1983 CSRS UTM Zone 16N

Nov, 2023	1:1,500,000 * when printed 11"x17"
Rev:00	

Figure 3-1

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.

3.1.1 Pre-Contact History

Historically, the Attawapiskat people occupied an area that "extended from the Kapiskau River in the south to Hudson Bay (Cape Henrietta Maria) in the north, and from Akimiski Island to Lake Mississa in the west" (Cummins, 1992, p. 58); these areas are shown in **Figure 3-3**. Prior to contact with Europeans, Attawapiskat people largely lived in inland forested regions; however, they started to live closer to the coast once the Hudson's Bay Company established trading posts there (Honigmann, 1961).

The annual cycle was based on six seasons (see **Section 2.1.1**) and centered on the migratory patterns of waterfowl and caribou. In the spring, people moved from inland areas to the coast to hunt ducks and wait for geese flying north. Caribou used the tundra and adjacent barren ground areas in the summer, bringing families to the area. When the cold arrived, people moved back inland to hunt caribou and moose. People travelled considerable distances inland along the Attawapiskat River in search of moose and other game. Rabbits were also an important food source in the winter months (Honigmann, 1956, as cited in Cummins, 1992).

Attawapiskat people generally travelled together in groups or microbands of two to five families. The microbands were held together by kin bonds and were informally led by a male based on his age and wisdom. The families were linked through marriage ties, as larger groups comprised of 15 or so families. Each larger family group occupied a specific river drainage (Honigmann, 1961).

A more comprehensive overview of the pre-contact context, 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

The Hudson's Bay Company established a trading post in 1893 near the mouth of the Ekwan River (Honigmann, 1961). Before the post was established, community members generally travelled to Fort Albany to trade furs (Flannery & Chambers, 1986). Later, in 1904, Revillon Frères, a competing fur trading company, founded a store at Attawapiskat (Honigmann, 1961).

During the same period, missionaries became a more permanent fixture in the region. A small chapel housing a Roman Catholic mission was built in the location of the present-day Attawapiskat community in 1893. This was followed by a permanent church and residence in 1912 (Cummins, 1992). An Anglican church was constructed in Attawapiskat by 1928 (Honigmann, 1961). The combined influences of the religious missions and the fur companies had profound effects on Attawapiskat people and the resources in the area, including: changes in traditional patterns of land and resource use as a result of declining populations in fur-bearing animals and large game (Cummins, 1992); and profound changes in family life and marriage (Honigmann, 1961).

The settlement of Attawapiskat did not develop much beyond the trading post and the churches until the mid-20th Century (Molohon, 1983). Prior to this, Attawapiskat people still spent most of their time in the bush, coming to the settlement only to trade and resupply, attend church, and meet other community members (Molohon, 1983). Those who settled stayed in tents or wigwams, and later in log cabins insulated with moss (Molohon, 1983).

By the 1940s and 1950s, Attawapiskat people were spending time near the trading post on a more full-time basis because of:

- Flu and tuberculosis outbreaks between 1929 and 1931 (Cummins, 1990);
- The famine conditions on the land and periods of starvation in the 1930s (Cummins, 1992);
- Severe flooding events in 1934 and 1950 (Cummins, 1990);
- A measles epidemic in 1942 (NNS, 2015);
- The promise of government social assistance (family allowances) through settlement in the 1950s (Bowie, 2008); and
- The services and infrastructure that started to emerge, beginning with the opening of the hospital in 1951 and then weekly air service beginning in 1957 (Bowie, 2008).



The hardships faced greatly impacted the health of Attawapiskat people and their ability to live off the land as they had previously (NNS, 2015). In 1955, the first wooden-framed houses were constructed at the settlement with materials from Indian Affairs (Molohon, 1983), and the first streets were built the following year (Cummins, 1992). The trend of increasing settlement among Attawapiskat people continued in the 1970s with the construction of the John R. Nakogee School (Cummins, 1990).

In more recent times, the Attawapiskat First Nation community has faced additional and significant hardships that have affected the health and wellbeing of community members:

Contamination issues: In 1979, a diesel pipeline ruptured beneath the school (that was opened in 1976), spilling nearly 100,000 L of fuel over three decades and contaminating the soil. Community members reported illnesses among students and teachers. After 20 years of environmental investigations, the school was finally closed in 2000 after parents pulled their children out of the school, and torn down in 2009 (Kielburger & Kielburger, 2015). A state of emergency was declared in 2009 due to community concerns of toxicity related to the exposed contamination – community members were reporting illnesses associated with the diesel fumes from the exposed site (German, 2009). A new school was not built and opened until 2014. In addition, the hospital was closed 2014 due to a heating oil spill and associated contamination. Some Elders were moved out of the community until the hospital was re-opened near the end of 2015, following cleanup (CBC News, 2015).

Water crisis: Up until the mid-1990s, the water and sewer system (built in 1976) provided service to the Catholic mission, teachers, and nurses only. Prior to this, community members had no plumbing in their homes. Water and sewer services were upgraded in the 1994 to service the rest of the community, but failures occurred as both the water and sewage plants were inadequate to meet the needs of the community, and because of the poor quality of the source water – a small lake or slough that community members referred to as a "swamp" (Kahn & Thornton, 2001). In 2006, the community declared a state of emergency over the deteriorating quality of drinking water and impacts to health of children and elders on the reserve (The Canadian Press, 2016). Two watering stations were set up in the community to provide drinking water, requiring community members collect drinking water in jugs to bring into their homes. In 2019, another state of emergency was issued after tests showed tap water in homes had potentially harmful levels of byproducts from the chlorination process. The drinking water has also started to register rising levels of the harmful byproducts (Barrera, 2019).



Housing crisis: Chronic underfunding of housing combined with the loss of homes due to sewage backups have led to a severe housing shortage and overcrowding. Sewage backs in homes were first experienced in 2005. A state of emergency was declared in 2009 when 90 community members had to be evacuated from the reserve due to a raw sewage backup that affected eight homes (The Canadian Press, 2009). The use of the community's sewage pumping station by De Beers was indicated as a reason for the backups, as the pump station was inadequate and overloaded (Michelin, 2011). A state of emergency was declared in 2011 due to a severe housing shortage, and another was issued in 2013 due to flooding and sewage backups that impacted more homes and forced the evacuation of the hospital and the closure of the school (The Canadian Press, 2016). The community lacks land to build needed housing due to the size of the reserve and the "landlocked" nature of it, and the water issues are also a constraint to further housing development (CBC News, 2023). Much of the existing housing stock is very old and plagued with mold issues (Arangio & Bertrand, 2023).

Suicide crisis: The community declared a state of emergency in 2016 after a rash of suicide attempts – 11 suicide attempts in 25 hours. Between September 2015 and April 2016, 101 community members (about 5% of the population) attempted suicide (Austen, 2016). It was reported that a year later, the community was still lacking sufficient mental health resources (Russel, 2017).

The De Beers Victor Diamond Mine was in operation between 2008 and 2019, about 90 km west of the community. Attawapiskat First Nation community members staged a blockade of the winter road to the mine site in 2009 over a lack of community benefits from the mine and a desire to revisit the Impact Benefit Agreement that was signed with the company (Schertow, 2009). The project is now in the decommissioning and remediation phase of closure, and the company's environmental monitoring obligations are in place until 2039 (White, 2023). In 2023, Attawapiskat First Nation and the De Beers Group entered into a monitoring agreement and a collaborative program to monitor new fish habitat created at the former mine site (De Beers Group, 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

Attawapiskat First Nation has two reserves (Government of Canada, 2023b):

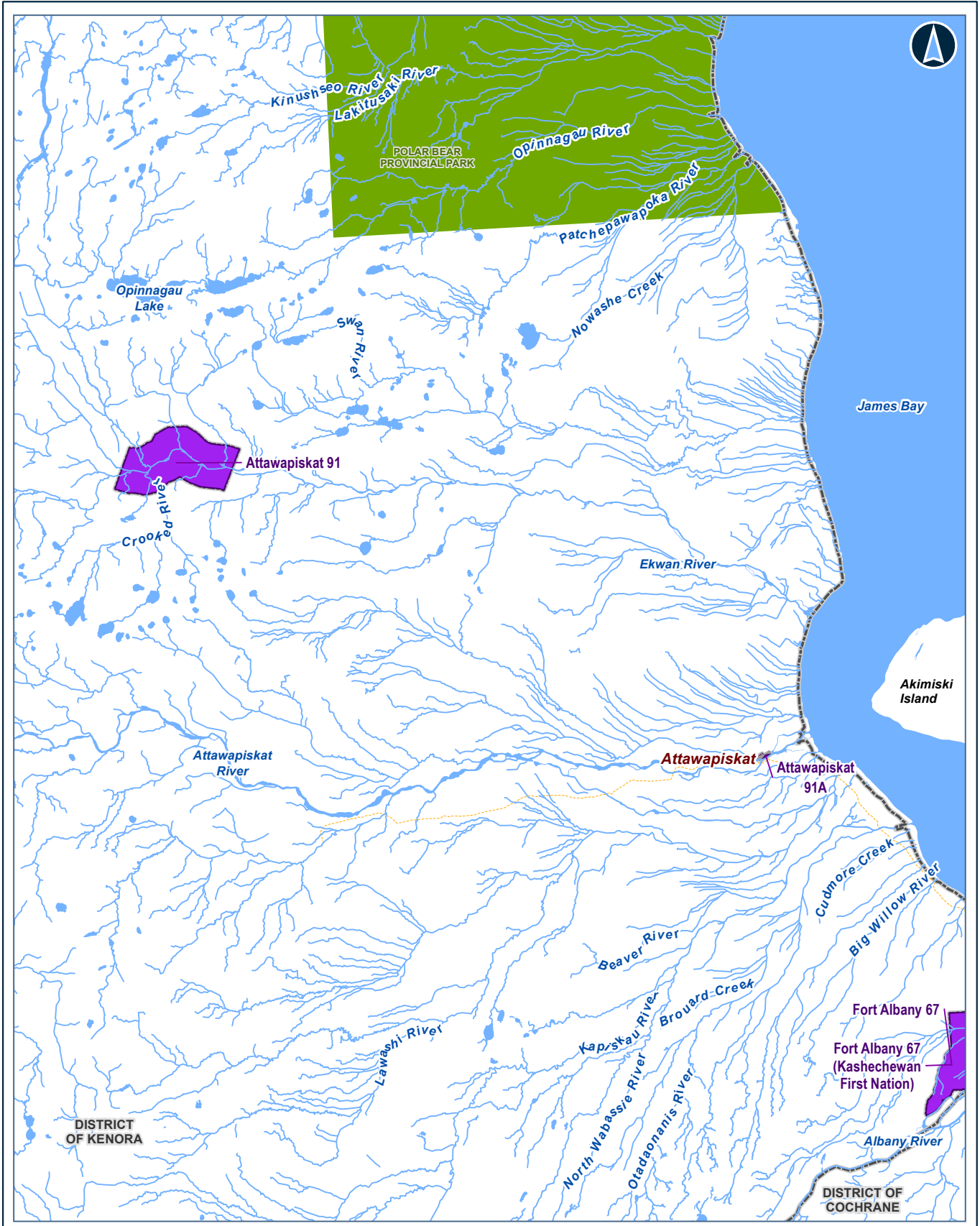
- Attawapiskat Reserve 91 – 27,040.1 ha in size; and
- Attawapiskat Reserve 91A – 235.8 ha in size.

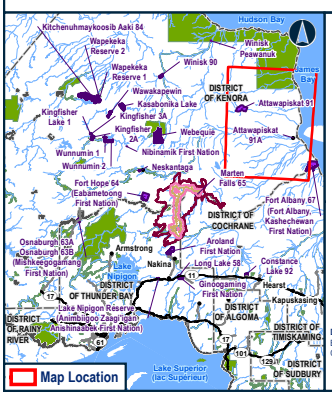
Attawapiskat Reserve 91A is located on the left bank of the Attawapiskat River near the west shore of James Bay. Attawapiskat Reserve 91 is located about 145 km northwest of Attawapiskat Reserve 91A, and 230 km northeast of Marten Falls First Nation, on the Ekwan River (**Figure 3-2**). Both reserves are accessible by air, water, and winter road only.

According to Cummins (1992), Attawapiskat Reserve 91 was established in 1930 and has been "hardly, if ever, used for any prolonged period of time" (p. 55). This is because Attawapiskat people were increasingly spending time on the coast, near the trading post. It was decided by local leaders to establish the Attawapiskat community at the trading post settlement, leading to establishment of Attawapiskat Reserve 91A in 1963 (Cummins, 1992), which today serves as the main community.









Legend

- First Nation Reserve
- ATRI Local Study Area
- ATRI Regional Study Area
- Project Development Area

General Features

- Local Road
- Winter 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.

DRAFT

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Attawapiskat First Nation Reserve Lands

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 3-2

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3.1.4 Language

Attawapiskat First Nation is a Swampy Cree (n-Dialect) speaking community. *Attawapiskat* translates to "people of the parting of the rocks" in Cree (AFNEA, n.d.). While English is commonly used, Cree is the language of everyday conversation (Cummins, 1999).

In 1999, it was reported that 98% of the on-reserve population speaks Cree (Wakenagun, 1999, as cited in Bowie, 2008). According to the 2016 Census (Statistics Canada, 2018):

- Approximately 87% of the population has knowledge of the Cree language;
- Approximately 83% of the population reported Cree as their mother tongue (the first language they learned and still know); and
- Approximately 71% of the population speak Cree at home.

3.1.5 Governance

Attawapiskat First Nation is a signatory to Treaty 9. Attawapiskat First Nation was historically included in Treaty 9 as part of the Albany Indians (Honigmann, 1961). However, the Attawapiskat Band requested to be admitted to Treaty 9 as a separate band (separate from Fort Albany) and the reserves were selected under an adhesion to Treaty 9 in 1929/1930 (Hookimaw-Witt, 1997). See **Section 2.2.5.2** for more information on Treaty 9.

Attawapiskat First Nation has a Custom Electoral System with a three-year election cycle. Leadership includes a Chief, a Deputy Chief, and 11 Councillors (Government of Canada, 2023c).

Attawapiskat First Nation is affiliated with the Mushkegowuk Council, and the Nishnawbe Aski Nation also represents them as a signatory of Treaty 9 (Bowie, 2008).



3.2 Understanding of Rights and Interests in Relation to the Project

Section 3.2.1 and **3.2.2** describe the current understanding of Attawapiskat 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 a comprehensive literature review of publicly available sources of information given that at the time of writing, no information on Attawapiskat First Nation's rights and interests had been provided to the Proponent.

3.2.1 Aboriginal and Treaty Rights Relevant to the Project

It is anticipated that Attawapiskat First Nation asserts its Treaty 9 and Section 35 rights. According to the Mushkegowuk Council's Declaration of Rights and Responsibilities (Mushkegowuk Council, n.d.), the following rights and responsibilities apply to Omushkego communities:

- Responsibility to maintain spiritual values, language, traditions, and culture;
- Right to be self-governing;
- Responsibility to ensure all Omushkego citizens have the opportunity for an appropriate standard of living;
- Responsibility to be guardians of the lands and resources;
- Right to live on the land of Omushkego ancestors;
- The rights to harvest and develop on the land;
- Responsibility to ensure that Omushkego citizens share in the wealth of the land;
- Responsibility to be clear with the federal and provincial governments about Omushkego understanding of the treaties;
- Right to have the spirit and intent of the treaties and agreements that affect Omushkego people to be honoured; and
- Right to full recognition of Omushkego laws.

As a member of the Mushkegowuk Council, it is assumed that these rights and responsibilities may also be declared by Attawapiskat First Nation.

At a minimum, it is assumed that Attawapiskat First Nation Aboriginal and / or Treaty rights related to the proposed Project include the right to hunt, trap, fish, and gather materials that are of importance to Attawapiskat First Nation 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 Attawapiskat 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 Attawapiskat First Nation's use the 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 Attawapiskat First Nation are presented in **Section 3.6**. Information on the Project Team's understanding of what is important for Attawapiskat First Nation cultural continuity and wellbeing is presented in **Section 3.7**.

3.2.2 Interests Related to the Project

Information on interests presented below, is largely based on four secondary sources of information including:

- DeBeers Canada's *Victor Diamond Project Comprehensive Study Report Plain Language Summary* (AMEC, 2004);
- The 2020 Marten Falls First Nation: *Record of Consultation Report* (AECOM, 2020)
- The *Webequie Supply Road Environmental Assessment Terms of Reference* (SNC, 2020); and
- Attawapiskat First Nation's *Community Based Land Use Plan: Terms of Reference* (NNS, 2015).





It is anticipated that Attawapiskat First Nation's interests in the proposed Project may include:

- The quality of creeks and rivers for fish habitat (AMEC, 2004), including concerns about culverts as fish barriers, changes in stream morphology, removal of beaver dams, increased erosion, increased egg mortality, water temperatures, increased angling pressure, and the introduction of invasive species (SNC, 2020);
- Preserving habitat for caribou, moose, furbearers, and waterfowl (AMEC, 2004);
- Resource access for hunting caribou (AECOM, 2020);
- Access to traplines and availability of fur-bearing animals (NNS, 2015);
- Protection of groundwater and surface water from pollution, erosion, increased runoff rates, sedimentation, and man-made fluctuations in groundwater levels from dewatering, wells, and / or the addition of hard surfaces (SNC, 2020);
- Employment and community-based business opportunities (SNC, 2020);
- Protection of vegetation and wetlands from changes to community diversity and species composition, vegetation loss, and changes to quality and function (SNC, 2020);
- Peatlands for hunting areas and effects on water supply (NNS, 2015); and
- Concerns about more people from outside the community on the lands potentially competing for resources and pressuring wildlife habitats and migration (SNC, 2020).

These interests will inform the overall impacts assessment, including the assessment on Attawapiskat First Nation Aboriginal and / or Treaty Rights and Interests.

3.3 Area of Interest

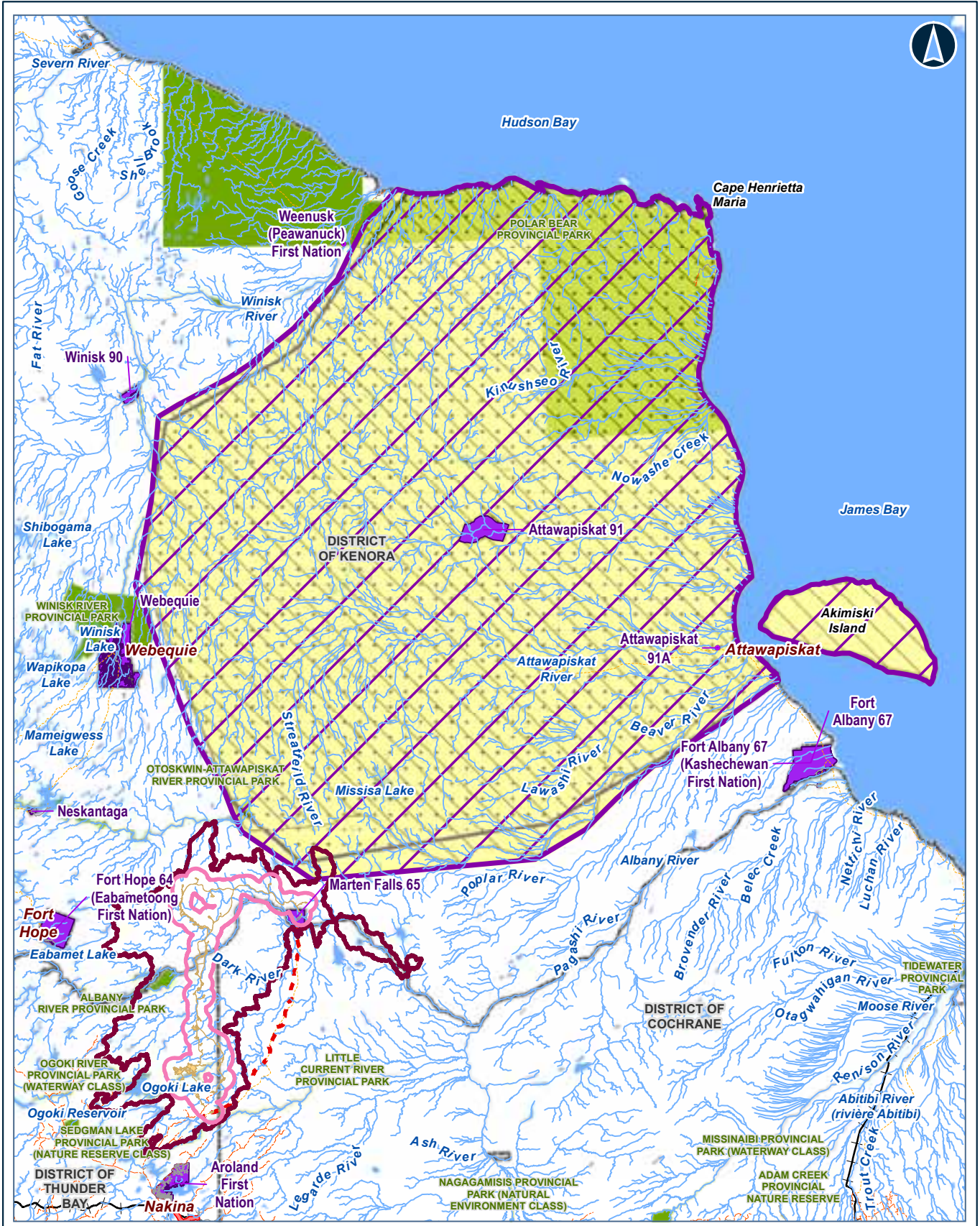
A preliminary Area of Interest has been identified for Attawapiskat First Nation, as shown in **Figure 3-2**. The Area of Interest was delineated by Attawapiskat First Nation in the Community Based Land Use Plan developed in 2016 under the *Far North Act*, as an Area of Interest for Planning. The Area of Interest coincides with the Attawapiskat First Nation Traditional Territory (Nakogee, 2016), which extends from the Kapiskau River in the south to Hudson Bay in the north, westward along Hudson Bay towards the Winisk River, and from Akimiski Island in the east to Lake Missisa in the west (NNS, 2015). More recently, a map of Mushkegowuk First Nations' homelands was prepared as part of the ongoing Mushkegowuk-led National Marine Conservation Area Project (Mushkegowuk Council, 2023). The homelands of Attawapiskat First Nation shown appear to coincide with the Area of Interest for Planning.

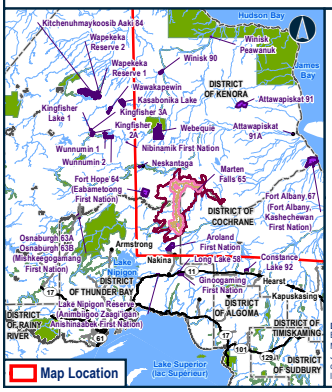
In 2021, Chief David Nakogee of Attawapiskat First Nation submitted an affidavit to the Province of Ontario which included a map of Attawapiskat First Nation's traditional territory (AFN 2021). The map included in the affidavit also appears to coincide with the preliminary Area of Interest for Planning.

The preliminary Area of Interest is intended to identify where Attawapiskat First Nation may hold Aboriginal and / or Treaty Rights and Interests that are relevant to the proposed Project.

The Attawapiskat First Nation preliminary Area of Interest does not overlap with the Project Development Area or the Local Study Area. However, the Attawapiskat First Nation preliminary Area of Interest coincides with a small area in the northeastern portion of the Regional Study Area for the assessment, 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 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 or 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
- Attawapiskat First Nation Community Lands (Mushkegowuk Council Homelands and Resources, January 2023)
- Attawapiskat First Nation Traditional Territory (Nakogee Affidavit)
- Attawapiskat First Nation Traditional Lands (Community Based Land Use Plan, May 2015)

General Features

- Highway
- Local Road
- Winter Road
- Resource / Recreation Road
- Existing Winter Access Road
- Railway
- Watercourse
- District Municipal Boundary
- Waterbody
- Provincial Park

DRAFT PRELIMINARY DOCUMENT

Data Source:
Base Data: Provided by MNRF 2019; Route Infrastructure - Provided by AECOM 2019; Community Homelands Provided by Mushkegowuk Council Lands and Resources (January 2023);Traditional Territroty Provided by Attawapiskat First Nation (AFN). (2021, January 27). Affidavit of David Nakogee. Ontario Superior Court of Justice (Divisional Court). Court File No.: 382/20; Planning Area of Interest Provided by Community Based Land Use Plan Neegan Naynowan Stantec LP (May 7, 2015). Contains Information licensed under the Open Government Licence Ontario.

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Attawapiskat First Nation
Area of Interest

0 10 20 40 60 80
Kilometres

Datum: NAD 1983 CSRS UTM Zone 16N

Nov, 2023	1:2,000,000 * 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 Attawapiskat First Nation land, water, and resource use is presented in **Sections 3.4.1** to **3.4.5**. The information presented in this upfront section is general to Attawapiskat First Nation. Information on Attawapiskat First Nation land, water, and resource use for traditional purposes in relation to the proposed Project is provided in **Section 3.5**.

The information presented is largely based on three secondary sources of information (although several other supporting sources have been used and referenced throughout):

- John Honigmann's *Anthropological Report on the Attawapiskat Indians* (1961), which describes the lifeways of the Attawapiskat people based on observations and interviews from 1947-1948;
- Bryan Cummins' Doctoral dissertation *Attawapiskat Cree Land Tenure and Use 1901-1989* (1992), which describes past and contemporary land use by Attawapiskat First Nation based on archival research, interviews and mapping, questionnaires, and observations from 1988-1990; and
- The master's thesis of Jacqueline Hookimaw-Witt (1997) from Attawapiskat First Nation, which explored perspectives of Treaty 9 and community lifeways at the time of signing and more recently based on interviews with Attawapiskat elders in 1996.

It is important to note the following about the information available on Attawapiskat First Nation land, water, and resource use for traditional purposes:

- The most recent information available was collected almost 30 years ago, therefore all information could be considered past use;
- There was no information on present-day land, water, and resource use by Attawapiskat First Nation available at the time of writing;

- Information on the role of members within the community (e.g., women, men, elders, youth, people with disabilities) is provided, where possible;
- For the purposes of the future Impact Assessment / Environmental Assessment, it is assumed that the general practices and preferences of Attawapiskat First Nation community members described in this report are still relevant to the community today;
- While the information presented here includes historical information on volumes harvested, information on the present-day preferred quantity and quality of resources is not available; and
- Information on resource thresholds that the community requires to exercise their rights is limited or absent.



Honigmann (1961) reported that among the Attawapiskat people, the seasonal round of hunting, trapping, and fishing was based on six seasons. More recently, Tsuji and Nieboer (1999) explored changes in land use practices among the Mushkegowuk Cree and found that in more recent times, most animal harvesting activity occurs in the spring and fall when waterfowl are abundant; they also reported a shift in resource use to a greater focus on waterfowl. Cummins (1992) also observed a shift to a greater reliance on waterfowl among Attawapiskat community members. Reasons for this shift include (Cummins, 1992; Tsuji & Nieboer, 1999):

- Settlement and greater a concentration of communities along the coast (from more inland areas) in the 1950s and 1960;
- Repeated periods of game and furbearer depletion;
- Community population increases;
- Ease of accessing waterfowl; and
- Participation in the wage economy, requiring shorter harvesting trips more suited to hunting waterfowl compared to moose and caribou, which require much longer hunting trips.

Cummins (1992) noted that the most significant changes to the cultural and natural environment of the Attawapiskat people took place in the first half of the 19th century because of deliberate efforts to "control" Indigenous people in the region. Prior to these changes:

- Attawapiskat people would visit the trading post for only a brief period, usually several weeks, and then return to their winter hunting grounds (Cummins, 1992);
- Families had their own territories over a large region (Hookimaw-Witt, 1997); and
- Most community members at this time were almost totally reliant on bush food all year round (Cummins, 1992).

However, by the beginning of the 1960s, more people viewed the Attawapiskat post area as home for three to four months of the year, with associated changes in land use patterns (Nonas, 1963, as cited in Cummins, 1992). Another change in historical land use patterns is shorter hunting trips because of new technologies, such as snowmobiles which first appeared for sale in Attawapiskat in 1962 (Cummins, 1990). Community members take more shorter-duration trips of a few days compared to the longer-duration trips of the past (Berkes et al., 1995).

Additional information on the cumulative effects that may have already interfered with the ability of Attawapiskat people to use their lands and resources for traditional purposes is provided in **Sections 2.2** and **2.3**.

Despite the many challenges and changes to their traditional ways of life, the Cree culture remains strong among the Attawapiskat people and traditional activities (hunting, trapping, fishing, and gathering) continue to be widely practiced (Cummins, 1992; Hookimaw-Witt, 1997). Many Attawapiskat First Nation members still hunt and fish along the Attawapiskat River and maintain trap lines (NNS, 2015). Hookimaw-Witt (1997) noted that there were several community members that continued to live out on the land, with lifeways similar to their ancestors. Like many other northern Cree communities, these traditional activities are more than subsistence, they are a central part of local culture and identity (NNS, 2015).



3.4.1 Hunting and Trapping

Historically, spring saw the movement of Attawapiskat people from inland areas to the coast for the spring goose and duck hunt and to hunt muskrat. The area around Cape Henrietta Maria (on the northwest coast of James Bay) had caribou in the summer, so families often ventured there. Following the fall goose hunt, people started to move inland for the winter trapping and hunting season (Honigmann, 1961). Winter was peak trapping season, although in first half of the 19th century it was common for trappers to travel to the trading post at Christmas and Easter (Honigmann, 1961). This seasonal cycle was maintained by the majority of the Attawapiskat population until the mid-1900s (Cummins, 1992), with the changes described in **Section 3.1.2**.

Honigmann (1961) described two groups among the Attawapiskat people in the first half of the 19th century:

- The inland group who would take their entire family with them into the bush where game was more available; and
- The coastal group who tended to leave their families at the post during the winter season.

Based on archival records from the early 1900s, hunting areas were noted to include Opinga (Opinnagau) River, Swan River, Kapiskau River, Lawachie (Lawashi) River, Ekwan River, Akimiski Island, and Cape Henrietta Maria (Cummins, 1992); these waterways and areas are identified in Figure 3-3. The inlanders had greater access to moose, caribou, beaver, ptarmigan, and rabbit in the winter months, while the coastal group subsisted on more on dried waterfowl, rabbits, and occasional beaver (Honigmann, 1961). In both groups, women played an important role in harvesting ptarmigan and rabbit. Among the inland group, women would set snare lines around the winter camp and among the coastal group, women would go out in small groups to snare rabbits some distance from the trading post (Honigmann, 1961).



More families became coastal by the mid-19th century and traveled less inland, and most of the population was located north of the trading post (Honigmann, 1961). It was reported that 43% of listed Attawapiskat trappers operated within 60 miles (about 95 km) of the trading post in 1948/1949 (Honigmann, 1961). Community members generally did not travel more than about 125 miles (about 200 km) up the Attawapiskat River (Honigmann, 1961). Community members were also reported to be served by a Hudson's Bay Company outpost near the mouth of the Lake River, about 100 miles (160 km) north of Attawapiskat. Honigmann (1961) suggested the changes (decreases) in the distances travelled relative to previous time periods may have been a result of:

- Resource depletions, leading to smaller winter hunting group sizes; and
- People became increasingly reluctant to travel far up the rivers and streams out of fear of starvation and disease given the prevalence of these challenges in the first half of the 19th century.

Cummins (1992) reported that in 1989, Attawapiskat people continued to hunt for the bulk of their protein (food) and the land was relied on to meet the food needs of the community. In an interview in 1996, Chief Ignace Gull described the tradition of living on the land in September and October, hunting geese and ducks, and using all part of the animals (as cited in Hookimaw-Witt, 1997). Cummins (1992) also reported that there was considerable sharing of hunted food among community members, which helped provide for community members who were unable to hunt for themselves. Traditionally, while fishing and snaring of small game were tasks largely undertaken by women, men and youth participated in these activities and continued to do so in more recent times. Cummins (1992) notes that women might have, at times, been the major provider of food items, especially during periods of starvation when small game replaced moose and beaver in the diet. However, with the introduction of shotguns, snowmobiles, and outboard motors, the role of men as food providers increased (Cummins, 1992).



Waterfowl

Waterfowl were historically an important resource used for food. Men and their kinsmen (sons, brothers, dons-in-law, uncles) would use blinds and charred wooden decoys to lure birds within range, and blinds were usually set to half a mile (almost 1 km) apart (Honigmann, 1961).

Waterfowl continued to be an important resource among Attawapiskat people in 1989 (Cummins, 1992). The goose hunt served as both a means of food and as a way to train young boys in hunting and bush skills (Cummins, 1992). Canada geese and wavies (the local name for blue and snow geese collectively) were hunted in large numbers during the spring and fall (Cummins, 1992). In 1989, the typical hunter in Attawapiskat killed about 150 waterfowl annually, comprised of about 73 geese, 57 wavies, and 20 ducks (Cummins, 1992). Tsuji and Nieboer (1999) note that among the Mushkegowuk Cree, "the religious and cultural significance of the harvesting of the spring Canada goose cannot be overemphasized" (p. 176). Cummins (1992) reported that in 1989, almost all households (92%) in the Attawapiskat community participated in goose hunting. As noted in **Section 3.4**, when compared to the historical information presented by Honigmann (1961), the importance of goose hunting increased over the years, by 1989 (Cummins, 1992).

Elders interviewed in 1996 indicated that goose hunting was largely done down the Attawapiskat River, on James Bay, and at Akimiski Island, at the mouth of the Lawashi River, and sometimes also up the Attawapiskat River or further north; these waterways and areas are identified in Figure 3-3. Goose meat was smoked and used over the winter months (Hookimaw-Witt, 1997). Cummins (1992) reported that feathers were used to make bedding, pillows, coats, dusters, and handicrafts.





Moose and Caribou

Moose and caribou have historically been important food sources among Attawapiskat First Nation community members (Honigmann, 1961; Cummins, 1992). Based on archival records and available literature, there appears to have been a greater amount of moose and caribou harvesting in more recent times than there was in the first half of the 19th century (Cummins, 1992). This may be due to higher moose and caribou population levels, or access to better technology (better guns, outboard motors, snowmobiles) that enabled more successful hunts (Cummins, 1992). In the past, when moose meat was available, it was prized as both a subsistence and a trading resource (Cummins, 1992).

Interestingly, references to moose hunting in archival records suggests that most hunting occurred in March or April, whereas in more recent times, moose hunting was most common in the fall. This may be because it was easier to hunt moose in the spring in the past, when the snow would support snowshoes but not a moose, and when moose were weak and disoriented after a lengthy winter (Cummins, 1992).

Fieldwork undertaken by Cummins (1992) identified a minimum of 62 active moose hunters during the 1989 hunting season, which doesn't account for about a dozen 'bushmen' who were out of town at the time. These hunters killed an estimated 114 moose in 1989, suggesting an average annual kill of about 1.7 moose per hunter (Cummins, 1992). Moose hunting generally took place in the fall – 85% of Attawapiskat hunters interviewed in 1989 indicated they hunted for moose in September or October (Cummins, 1992). Moose were hunted along major waterways, including the Kapiskau, Lawashi, Attawapiskat, and Ekwan Rivers (Cummins, 1992); these waterways have been identified in Figure 3-3. While guns were the most widely used tool for hunting, snares were used sometimes as well (Cummins, 1992).

Caribou were reported as being hunted at a significant rate by 29 active caribou hunters in the community in 1989. These hunters killed an estimated 132 caribou that year, suggesting an average annual kill of about 4 caribou per hunter (Cummins, 1992). However the accessibility of caribou made

hunting them more expensive and challenging (Cummins, 1992). Caribou were generally hunted after the winter freezeup and into the spring when there was sufficient snow for snowmobiles, with February and March being the preferred months (Cummins, 1992).

Moose and caribou hunts were usually a week or so in duration (Cummins, 1992). They were undertaken in groups of three or more people (usually relatives) given the distances traveled, safety considerations, the likelihood of multiple kills, and the labour of returning the meat to the community (Cummins, 1992). Elders interviewed in 1996 indicated that moose and caribou hunting was largely done in the winter up the Attawapiskat River (including the upper part), up north, and sometimes also south of the Lawashi River. Moose hunting was also done in the fall. Moose and caribou meat was usually shared among community members (Cummins, 1992). Deer were also hunted when encountered. Big game meat was often preserved in fat and smoked (Hookimaw-Witt, 1997). Cummins (1992) reported that caribou and moose hides were used to make mitts, gloves, and moccasins.

Small Game

Based on archival records, a variety of furs were collected at the Attawapiskat trading post. The most common ones were beaver, red and white fox, marten, mink, musquash (muskrat), otter, lynx, and ermine (Cummins, 1992). As noted by Cummins (1992), a government report from 1963 suggests that trapping was still a viable part of the Attawapiskat economy at the time. Snowmobiles and two-way radios introduced in the 1960s provided for a great number of options to trappers, including part time trapping or more regular returns to the community using snowmobiles for those who continued to trap year-round (Cummins, 1992).



In 1989, trapping was not as common as it once was because of declines in fur prices, changes in the availability of species, the high cost of maintaining a trapline, and more sedentary lifestyles in the community for the sake of schooling children and accessing services (Cummins, 1992). The registered trapline system has been noted as the most disruptive factor between 1953 and 1985 (Cummins, 1992). The legal and ideological shifts imposed by the trapline system led to threats, violence, and feuding, and as a result, eventually the formal trapline system was ignored (Cummins, 1992).

Despite the many challenges to trapping, many community members continued to trap in 1989. Cummins (1992) reported that 52 of 174 households interviewed (about 30%) had family members that trapped with the previous two years, and this was likely a conservative number because of the 'bushmen' who are unavailable for

interviewing. Many trappers reported trapping on a part-time basis. In the 1989 / 1990 trapping season, muskrat was most commonly trapped, followed by marten and beaver. Lynx, mink, otter, fox, and wolf were also trapped, although in significantly fewer numbers as their populations have generally declined, and they are much more difficult to catch (Cummins, 1992). Among trappers who had stopped it as a profession, economic reasons (it was too expensive) were cited most often (Cummins, 1992). Many trappers in more recent times reported that they specialized in trapping particular species (Cummins, 1992).

Small game were also hunted by community members. Snowshoe hares were the preferred small game species harvested, followed by ptarmigan and spruce grouse. It was conservatively estimated that 4,061 snowshoe hares were caught in 1989 (Cummins, 1992). While snowshoe hare may have been snared all year round, the preferred months were between freezeup and April, with November and December noted as the best months (Cummins, 1992).

Ptarmigan were harvested by 29% of community members who pursue small game and birds, and they were most often shot but they were occasionally snared (Cummins, 1992). While they were hunted in the winter months (November to March), November and December were the most common months (Cummins, 1992). It was estimated 2,697 ptarmigan were harvested in 1989 (Cummins, 1992).It was estimated that only 117 spruce grouse were harvested in 1989 (Cummins, 1992).

During moose and caribou hunts, it was common for ptarmigan and grouse to be shot or snared, and snowshoe hares to be snared (Cummins, 1992). Hunters set up snare lines when out on a hunt, but most often snare lines were set up within a three mile (up to 5 km) radius of the community (Cummins, 1992). Women and children also ran snare lines (Cummins, 1992).



Other bird species hunted included sharp-tailed grouse, various shorebirds, and to a lesser extent ruffed grouse, cranes, and owls (Cummins, 1992). Some Attawapiskat community members also continued to eat muskrat in 1989 (Cummins, 1992).

Elders interviewed in 1996 indicated that t trapping and hunting was done up the Attawapiskat River and up north from the community (Hookimaw-Witt, 1997).

A summary of wildlife of potential importance to Attawapiskat First Nation for hunting and trapping based on the reports by Honigmann (1961), Cummins (1992), and Hookimaw-Witt (1997) is provided in **Table 3-1**. As noted previously, this is a preliminary report and translations will be updated.



Table 3-1: Wildlife of potential importance to Attawapiskat First Nation

Common Name	Oji-Cree Translation	Cree Translation
BIRDS		
Canada goose	*nikah*	
Snow goose		
Wavy (blue goose)	*nikah*	
Crane		
Shorebirds		
Ducks	*shesheeb*	
Brant		
Grouse (sharp-tailed, ruffed, spruce)	*ahgusk*	
Ptarmigan (willow)		
Hawks		
Owls		

Common Name	Oji-Cree Translation	Cree Translation
BIG GAME AND FURBEARERS		
Moose	*mooz*	
Caribou	*atik*	
Deer	*wawashkeshi*	
Bear (black, polar)	*makwa, makoo*	
Timber wolf	*maihgan, maiikan*	
Lynx	*mizhih'bizhiw, piizhoo*	
Seal		
Beaver	*amik*	
Fox (red, silver, cross, white, Arctic)	*waakosh*	
Fisher	*ojiig*	
Weasel	*zikosih*	
Ermine		
Mink	*shakweshi*	
Otter	*nigig*	
Rabbit (snowshoe hare)	*wabooze*	
Squirrel (including red)	*ajidamo*	
Marten (pine)	*wabizheshih, wabashtan*	
Muskrat	*wajaashk*	



3.4.2 Fishing



Historically, fishing was typically women's work, especially in the late spring and fall, but it was common for the whole family to support fishing in preparation for the winter (Honigmann, 1961). Whitefish was once the most important fish in the diet, and in trade (Honigmann, 1961). Families were free to put up their fishing nets or baited hooks anywhere (Honigmann, 1961). In the fall, fish were dried in preparation for winter consumption (Honigmann, 1961).

In more recent times, fishing was done for both recreation and food purposes, and fish continued to be an important food source among community members (Cummins, 1992). Almost 65% of households reported doing some fishing in 1989, and 13% reported fishing occasionally or in the recent past (Cummins, 1992). An estimated 53,855 fish were caught in 1989, based on the number of fishers, their seasons, and estimated catches, as well as bushman estimates; however, it was not possible to estimate the ratio of species caught based on the information provided by fishers (Cummins, 1992). Gill nets and baited hooks were reported as the main fishing approaches used in 1989, with rod and reel used to a much lesser extent (Cummins, 1992). There were no rules, formal or informal, regarding the use of fishing sites (Cummins, 1992). Compared to goose, moose, and caribou hunting, fishing was very much done as a family activity, with women and children participating (Cummins, 1992).

Whitefish was just one of several fish harvested for food by Attawapiskat people (Cummins, 1992). Other fish that may have been harvested include jackfish (northern pike), ling, trout, sucker, walleye (yellow pickerel), and sturgeon (Cummins, 1992).

Fishing generally occurred all year round and was less seasonal relative to hunting (Cummins, 1992). Thompson and Hutchison (1987, as cited in Cummins, 1992) reported that most Attawapiskat fishers used the lower reaches of the Attawapiskat River, up to 100 km from the coast, but some had traveled as far west as the confluence of the Attawapiskat and Mississa Rivers, and north along the coast near the Ekwan River; these waterways have been identified in **Figure 3-3**. Elders interviewed in 1996 indicated that net fishing was done up the Attawapiskat River (Hookimaw-Witt, 1997).

A summary of fisheries of potential importance to Attawapiskat First Nation based on the reports by Honigmann (1961), Cummins (1992), and Hookimaw-Witt (1997) is provided in **Table 3-2**.

Table 3-2: Fisheries of potential importance to Attawapiskat First Nation

Common Name	Oji-Cree Translation	Cree Translation
Whitefish	*atikameg*	
Jackfish (northern pike)	*ginozhe*	
Trout (brook, speckled, lake)		
Walleye (yellow pickerel)	*okaas*	
Ling	*mihzhash*	
Sucker (carp)	*namebin*	
Sturgeon	*nameh*	



3.4.3 Berry and Plant Gathering

The Mushkegowuk region offers a large variety of berries. Historically, berries were picked in the fall in large quantities, and children played a major role in this harvest (Honigmann, 1961). Berries continued to play an important role in the diet of Attawapiskat people in more recent times, and almost 60% of households in 1989 engaged in berry picking (Cummins, 1992).

Cummins (1992) reported that as many as 15 different species of edible berry grow in the area and were picked by community members. These berries are listed in **Table 3-3**; however, local terminology was used and the names are Attawapiskat First Nation's own, and there may be repetition among the list (Cummins, 1992). Cranberries were the most commonly picked, with 39% of berry pickers in 1989 reporting that they harvested them, followed by gooseberries, moose berries, strawberries, blueberries, and raspberries (Cummins, 1992). Available data suggests that members who picked berries did so in large amounts; the average household in 1989 picked an average of about 4.5 gallons of berries annually

(Cummins, 1992). There were no rules or protocols regarding where berries may be picked, and for most households in 1989, berry picking was a family affair (Cummins, 1992). However, areas where there berries were known to be bountiful were visited regularly each year (Cummins, 1992).

Information on plants gathered by Attawapiskat people comes from the observations and interviews conducted in 1948-1949 by Honigmann (1961). The following plants were noted:

- Labrador tea (also called muskeg tea) was sometimes gathered when encountered in the bush or around the trading post and mixed with commercial tea for drinking;
- Juniper and willow buds were eaten in early summer;
- Sap was collected from scraping the wood of spruce, poplar, and tamarack trees and eaten as a sweet treat;
- Stone moss was combined with flour, salt, and lard, and then boiled and eaten;
- Spruce gum was occasionally chewed;
- Tamarack roots were dug up and consumed in summer; and
- Rose buds and the tubers of wild onions were also gathered as country foods.

Cummins (1992) reported that 71 households (41% of all households) interviewed in 1989 indicated they were familiar with traditional Cree medicine. Important items noted included tamarack for stomach cramps, cones for painkillers, and bulrushes for absorbents (Cummins, 1992).

Plant and tree materials were also used to make a variety of utility items, including paddles, snowshoes, toboggans, tent poles, hide stretchers, and waterfowl decoys (Cummins, 1992). Tamarack was used for making snowshoes, wood carvings, sleighs, and waterfowl decoys, and also for crafts (Cummins, 1992; Hookimaw-Witt, 1997).



Elders interviewed in 1996 indicated that berry picking was done around the community. They also suggested that much of the knowledge of medicinal plants and roots had been forgotten or lost (Hookimaw-Witt, 1997).

A summary of berries and plants of potential importance to Attawapiskat First Nation based on the reports by Honigmann (1961), Cummins (1992), and Hookimaw-Witt (1997) is provided in **Table 3-3**.

Table 3-3: Berries and plants of potential importance to Attawapiskat First Nation

Common Name	Oji-Cree Translation	Cree Translation
BERRIES		
Low bush cranberry	*maashkiigominan*	
Strawberry	*miskomaang, ode'minan*	
Blueberry	*miinesan, makomiinasan, minan*	
Raspberry	*miskomaang, oshkiizhikomin-naan, miskominik*	
Gooseberry	*oshabomin*	
Blackberry		
Moose berry		
Muskeg berry		
Head berry		
Bakeapple berry	*machakotominum*	
Currants		
Rabbit berry		
Whiskeyjack berry		
Moss berry		
Sugar plum berry		
OTHER PLANTS		
Labrador tea	*kakikebak, kakekaybegoon*	
Juniper	*kakakiwadaang*	
Willow	*wiisihkobihmagoon, oshiisigobiminsh*	
Wild rose	*okinii wabigwanin*	
Wild onion		

Common Name	Oji-Cree Translation	Cree Translation
Tamarack	*maaskigwatik / wakinagan*	
Poplar	*maan azaadii*	
Spruce	*shikobaatik, mina'ig*	
Stone moss		
Bulrushes		

3.4.4 Travel

Rivers have always served as important travel routes for Attawapiskat people. In the mid-19th century, during the fall, men and / or families would typically leave Attawapiskat and travel upriver by canoe or on foot (with snowshoes if needed) to trap or hunt. These journeys would be typically between 30 to 150 miles (about 50 to 240 km) from the Attawapiskat settlement (Honigmann, 1961). As noted previously (see **Section 3.4.1**), watercourses used for travel included the Attawapiskat, Oppinigau, Lawashi, Kapiskau, Swan, and Ekwan Rivers; these are identified in **Figure 3-3**.

Dog teams were not as prominent in the Attawapiskat community as they were elsewhere, and before the arrival of snowmobiles in the 1960s, most winter travel was on snowshoes (Honigmann, 1961; Cummins, 1992). The first two snowmobiles were sold in the area in 1962, and by 1976, 62 machines were sold in one year (Vezina, 1978, as cited in Cummins, 1992).

3.4.5 Habitation – Village Sites, Camps, and Cabins

Habitation refers to sites and areas where Attawapiskat First Nation community members and / or their ancestors have lived, and may include village sites, camp sites and areas, and cabins. Cummins (1992) reported that a number of community members noted the following habitation types, including:

- Former summer gathering sites;
- A communal loon hunting site;
- Winter gathering sites;
- Old trading posts; and
- Old habitation sites (Lake River).

The specific locations of these sites have not been provided and are unknown at this time.



3.5 Understanding of Lands, Waters, and Resources Use for Traditional Purposes in Relation to the Project

Sections 3.5.1 to **3.5.5** describe the current understanding of Attawapiskat First Nation's land, water, and resource use for traditional purposes in relation to the proposed Project, and specifically within the Project Development Area, Local Study Area, and the Regional Study.

As noted in **Section 3.4**, it is assumed that the practices and preferences of Attawapiskat First Nation community members described in this report are still relevant to the community today.

It is important to note that the purpose of this preliminary existing conditions report, is to develop an understanding of where Attawapiskat 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 on potential impacts will be completed in future stages of the Impact Assessment / Environmental Assessment.

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.

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 Indigenous Knowledge and / or Consultation Programs.



3.5.1 Hunting and Trapping

3.5.1.1 Project Development Area

Based on available information on areas used by Attawapiskat First Nation members for hunting and trapping in **Section 3.4.1**, and given that the Area of Interest for Attawapiskat First Nation does not overlap with the preliminary Project Development Area (**Figure 3-3**), it is likely that Attawapiskat First Nation does not exercise these rights within the Project Development Area.

3.5.1.2 Local Study Area

Based on available information on areas used by Attawapiskat First Nation members for hunting and trapping in **Section 3.4.1**, and given that the Area of Interest for Attawapiskat First Nation does not overlap with the Local Study Area (**Figure 3-3**), it is assumed that Attawapiskat First Nation does not exercise these rights within the Local Study Area.

3.5.1.3 Regional Study Area

Based on available information on areas used by Attawapiskat First Nation members for hunting and trapping in **Section 3.4.1**, and given that the Area of Interest for preliminary Attawapiskat First Nation has limited overlap with the Regional Study Area with a small portion in the northeast (**Figure 3-3**), it is assumed that the potential for these rights-based activities to occur within the Regional Study Area is low.



3.5.2 Fishing

3.5.2.1 Project Development Area

Based on available information on areas used by Attawapiskat First Nation members for fishing in **Section 3.4.2**, and given that the Area of Interest for Attawapiskat First Nation does not overlap with the Project Development Area (**Figure 3-3**), it is assumed that Attawapiskat First Nation does not exercise these rights within the Project Development Area.

3.5.2.2 Local Study Area

Based on available information on areas used by Attawapiskat First Nation members for fishing in **Section 3.4.2**, and given that the Area of Interest for Attawapiskat First Nation does not overlap with the Local Study Area (**Figure 3-3**), it is assumed that Attawapiskat First Nation does not exercise these rights within the Local Study Area.

3.5.2.3 Regional Study Area

Based on available information on areas used by Attawapiskat First Nation members for fishing in **Section 3.4.2**, and given that the Area of Interest for Attawapiskat First Nation has limited overlap with the Regional Study Area with a small portion in the northeast (**Figure 3-3**), it is assumed that the potential for these rights-based activities to occur within the Regional Study Area is low.



3.5.3 Berry and Plant Gathering

3.5.3.1 Project Development Area

Based on available information on areas used by Attawapiskat First Nation members for berry and plant gathering in **Section 3.4.3**, and given that the Area of Interest for Attawapiskat First Nation does not overlap with the Project Development Area (**Figure 3-3**), it is assumed that Attawapiskat First Nation does not exercise these rights within the Project Development Area.

3.5.3.2 Local Study Area

Based on available information on areas used by Attawapiskat First Nation members for berry and plant gathering in **Section 3.4.3**, and given that the Area of Interest for Attawapiskat First Nation does not overlap with the Local Study Area (**Figure 3-3**), it is assumed that Attawapiskat First Nation does not exercise these rights within the Local Study Area.

3.5.3.3 Regional Study Area

Based on available information on areas used by Attawapiskat First Nation members for berry and plant gathering in **Section 3.4.3**, and given that the Area of Interest for Attawapiskat First Nation has limited overlap with the Regional Study Area with a small portion in the northeast (**Figure 3-3**), it is assumed that the potential for these rights-based activities to occur within the Regional Study Area is low.



3.5.4 Travel Routes

3.5.4.1 Project Development Area

Based on available information on travel routes used by Attawapiskat First Nation members for traditional activities in **Section 3.4.4**, and given that the Area of Interest for Attawapiskat First Nation does not overlap with the Project Development Area (**Figure 3-3**), it is assumed that travel routes do not occur within the Project Development Area.

3.5.4.2 Local Study Area

Based on available information on travel routes used by Attawapiskat First Nation members for traditional activities in **Section 3.4.4**, and given that the Area of Interest for Attawapiskat First Nation does not overlap with the Local Study Area (**Figure 3-3**), it is assumed that travel routes do not occur within the Local Study Area.

3.5.4.3 Regional Study Area

Based on available information on travel routes used by Attawapiskat First Nation members for traditional activities in **Section 3.4.4**, and given that the Area of Interest for Attawapiskat First Nation has limited overlap with the Regional Study Area with a small portion in the northeast (**Figure 3-3**), it is assumed that the potential for travel routes to occur within the Regional Study Area is low.



3.5.5 Habitation – Village Sites, Camps, and Cabins

3.5.5.1 Project Development Area

Based on available information on habitation sites and areas used by Attawapiskat First Nation in **Section 3.4.5**, and given that the preliminary Area of Interest for Attawapiskat First Nation does not overlap with the Project Development Area, it is likely these sites do not exist within the Project Development Area.

3.5.5.1 Local Study Area

Based on available information on habitation sites and areas used by Attawapiskat First Nation in **Section 3.4.5**, and given that the preliminary Area of Interest for Attawapiskat First Nation does not overlap with the Local Study Area, it is likely these sites do not exist within the Local Study Area.

3.5.5.2 Regional Study Area

Based on available information on habitation sites and areas used by Attawapiskat First Nation in **Section 3.4.5**, and given that the preliminary Area of Interest for Attawapiskat First Nation slightly overlaps with a northeast portion of the Regional Study Area, there is a potential that these sites may exist in the Regional Study Area.



3.6 Understanding of Perspectives on Cultural Continuity and Wellbeing

Sections 3.6.1 to **3.6.4** the available information on Attawapiskat First Nation and / or Mushkegowuk Cree perspectives on cultural continuity and wellbeing. The information is general to Attawapiskat First Nation and / or the Mushkegowuk Cree. Information on Attawapiskat First Nation and / or Mushkegowuk Cree 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 three secondary sources of information (although several other supporting sources have been used and referenced throughout):

- Bryan Cummins' Doctoral dissertation *Attawapiskat Cree Land Tenure and Use 1901-1989* (1992), which describes past and contemporary land use by Attawapiskat First Nation based on archival research, interviews and mapping, questionnaires, and observations from 1988-1990;
- The master's thesis of Jacqueline Hookimaw-Witt (1997) from Attawapiskat First Nation, which explored perspectives of elders and other community members about Attawapiskat people's relations to the land in the past, and what the land meant to their lives; and
- Norbert Witt's Doctoral dissertation *Opening the Healing Path – The Cultural Basics for a Solvent Abusers Treatment Program for the Attawapiskat First Nation* (1998), which provides important perspectives on Attawapiskat culture based on interviews with elders.





It is assumed that cultural continuity and wellbeing is dependent on several factors that are interrelated:

- **The protection of cultural sites and areas of importance:** Loss of or changes to cultural sites and areas of importance to Attawapiskat First Nation have the potential to impact the ability to Attawapiskat people to continue their culture and traditions, and their cultural wellbeing as a result;
- **The ability for continued experiences on the land:** Changes to the ability of Attawapiskat people 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 Attawapiskat First Nation culture requires a sufficient level of and access to preferred lands, water, and resources; and
- **The ability to practice and pass on language and cultural traditions:** Cultural continuity and wellbeing requires that Attawapiskat people 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 Sites and Areas

Cultural sites and areas may include ceremonial sites, gathering sites, teaching sites, sacred and / or spiritual sites and areas, place names, and historical sites. While there are two graveyards in the Attawapiskat community, almost 70% of households interviewed in 1989 indicated that they were aware of burial sites in the bush (Cummins, 1992). One community member indicated he was aware of over 60 burial sites, and another knew of over 100 burial sites. These burial sites serve as a temporal and spiritual link to the land (Cummins, 1992).

Cummins (1992) reported that a number of community members noted places of historical and cultural importance to the community, including:

- Indigenous battle sites (one between the Cree and the Inuit, and one between the Cree and the Iroquois);
- Former summer gathering sites;
- A communal loon hunting site;
- Winter gathering sites;
- Old trading posts;
- Old habitation sites (Lake River);
- Places where shamanism was witnessed; and
- Sites where Sasquatches were seen.

It is understood that the various rivers, streams, and lakes, including the Attawapiskat River, are also important cultural areas for the subsistence and travel values they provide. It is also recognized that Attawapiskat people, as Omushkegowuk, have their own intimate relationships with the water, and women are the keepers of the water (Chiefs of Ontario, 2008).

For the Attawapiskat people, these sites are temporal markers and places of meaning that should be protected as Attawapiskat First Nation seeks to retain its history, and its culture (Cummins, 1992). However, the specific locations of these sites was not provided in the report.







3.6.2 Continued Experiences on the Land



For Attawapiskat people, the land provides life, and is their life. It is their *Pimaatisiwin*, "the good life" (Hookimaw-Witt, 1997). The land, and experiences on it, are also important for cultural and general wellbeing because they provide (Hookimaw-Witt, 1997; Witt, 1998):

- **Peace and freedom:** Elders spoke of the peace, calmness, and freedom experienced when being or living out on the land. The only sounds heard when out on the land were from nature – the birds, the wind, and the trees. In contrast, life on the reserve was referred to as jail given the degree of control and loss of independence.
- **Spirituality and connection:** Elders spoke of the lands, waters, and their resources as being part of Creation, and themselves and their identity. The land is considered sacred and something that must be respected and honoured. The land is also seen as a place to connect with spirits (who are part of the landscape), and to renew your own. As noted by Witt and Hookimaw-Witt (2003), "spirituality is the basis of awareness in land management" (p. 382). Being on the land also provides a connection to ancestors who used the land before.
- **Health:** Elders spoke of the healing aspects of nature and the medicines provided by the lands and waters that made Attawapiskat people strong. Life on the land is seen as healthier than life on the reserve, including for mental health.
- **Values and relations:** Elders spoke of how experiences on the land provide important values to guide life and all relations, including the importance of respect, collective contribution, and sharing for survival. These values are lost when the land is lost.

Experiences on the land have generally been tied to specific places where the cultural tradition has been practiced and learned by several, if not many, generations. Most Attawapiskat hunters interviewed in 1989 indicated that they hunted in the same areas that their fathers did, and it was common for related hunters to establish bird blinds close to each other when hunting goose (Cummins, 1992). This continuity of intergenerational use "concretize[d] kinship links to specific hunting sites" (Cummins, 1992, p. 299).

Experiences on the land have also been important for maintaining and strengthening community and kinship ties. Activities out on the land have provided opportunities for shared experiences that build relationships, and provide culturally and spiritually fulfilling experiences. In 1989, the social

and cultural components of waterfowl hunting was just as important the food it provided (Cummins, 1992). The spring goose hunt was noted to be a celebration of life, a holiday, and a period of feasting and giving thanks (Cummins, 1992). Caribou hunting provided an opportunity to reinforce the extended family kinship links since at least half of Attawapiskat hunters interviewed in 1989 indicated they chose brothers-in-law or cousins as their hunting partners (Cummins, 1992). Sharing of meat in the community also served to sustain and nurture important kinship ties (Cummins, 1992).

3.6.3 Sufficiency of Lands, Waters, and Resources

As noted in **Section 3.1.2**, periods of declines in important big game and furbearing animal populations in the 1930s contributed to important changes in traditional lifeways and time spent out on the land for traditional pursuits. The following information reviewed demonstrates how the lands, waters, and resources meet the biological, psychological, spiritual, and social needs of Attawapiskat people:

- The lands and waters provide food and nourishment to meet biological needs (Cummins, 1992);
- The psychological needs are entwined with the land because the land is restorative by providing people with time to observe and think (Cummins, 1992);
- The spiritual needs are entwined with the land because spirituality is the basis for the relationship of Attawapiskat people with the land (Hookimaw-Witt, 1997), and because the ancestors are part of the land (Cummins, 1992); and
- The social needs are met through the kinship ties developed and strengthened when out on the land, and the celebrations and ceremonies that bring people together (Cummins, 1992).

The Attawapiskat First Nation community has not shared information on any thresholds that, if exceeded, impair the ability of community members to exercise their rights, including maintaining their culture and cultural wellbeing. However, information on past harvesting patterns and rates, as described in **Section 3.5**, may provide useful reference points for more recent resource use levels (quantity) among Attawapiskat people.



Attawapiskat people have their own conservation laws that have guided their land use patterns, and these are an important aspect of Attawapiskat First Nation governance. These laws require that the balance of nature, and the circle of life, is respected and honoured by (Hookimaw-Witt, 1997):

- Only taking what is needed;
- Making sure that there are resources available for future generations; and
- Moving around the territory to allow the lands and its resources to regenerate.

Attawapiskat elders have spoken of the responsibility of Attawapiskat people to be custodians or stewards of their lands and to protect their kin, which includes the plants and animals. This is important for the benefit of all of Creation, and for the survival of Attawapiskat people. This responsibility was given to them by the Creator (Hookimaw-Witt, 1997; Witt, 1998).



3.6.4 Ability to Practice and Transmit Cultural Traditions

Attawapiskat culture and identity is intertwined with the language and traditions on the land (Witt, 1998). Passing knowledge of the language and traditions through the generations is an important role of elders and parents in the community (Witt, 1998). Given the important role of storytelling for learning and knowledge building among the Omushkegowuk (see **Section 2.1.4**), it is assumed that storytelling and sharing of Attawapiskat oral history is an important part of passing on Attawapiskat language and culture.

Most families, including children, still go out hunting on the land (Hookimaw-Witt, 1997). Even the youngest members of the community are taught "how to handle a gun and respect it" (Chief Ignace Gull, as cited in Hookimaw-Witt, 1997). Boys often receive their first gun at the age of seven or eight and begin to accompany their fathers on goose hunts (Cummins, 1992). Youth are taught to hunt, pluck, and prepare geese and ducks to continue these traditions, and to contribute to the family (Hookimaw-Witt, 1997). Young men do not learn to hunt caribou and moose until their late teens or early 20s because of the strength and skills required for longer and more challenging hunts (Cummins, 1992). As noted by Cummins (1992), efforts to bring youth into the bush to learn traditional skills is reflected in the large number of younger men in the community that hunt and trap.

At the same time, young people's skills for the language and traditional lifeways have been impacted because of changes in family structure, lifestyle changes, formal schooling, and less time on the land (Hookimaw-Witt, 1997; Witt, 1998). Elders have expressed concerns that the youth are not learning the language and cultural teachings from the land, as Attawapiskat people have always done. The loss of culture and traditional lifeways and relationships has led to weaker family bonds and more isolation within families (Witt, 1998).

Attawapiskat elders have spoken about changes and declines in language, especially among the younger generations, due to the school system and not living as they lived in past (Witt, 1998). Among Attawapiskat people, education is not separated from everyday life, it is the way of life itself (Bowie, 2008). Learning from elders is more difficult now that people do not live on the land as they once did, and Attawapiskat lifeways are not taught in school. Elders have also shared that the youth now speak a form of Cree with too much English in it, and do not know many of the original Cree words that elders still use (Hookimaw-Witt, 1997; Witt, 1998).

Additional information on the cumulative effects that have already interfered with the ability of Attawapiskat people to practice and transmit their culture is provided in **Sections 2.2** and **2.3**.

As noted in **Section 3.6.2**, experiences on the land and cultural traditions are often tied to specific places where the cultural tradition has been practiced and learned by several, if not many, generations. This means that the learning of language and traditions is generally place-based, and continued access to and use of lands important for teaching of language and traditions is critical for Attawapiskat culture to be passed on to the next generations (Hookimaw-Witt, 1997).



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 Attawapiskat 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 Attawapiskat First Nation's cultural continuity and wellbeing.

It is recognized that Attawapiskat First Nation's cultural continuity and wellbeing is closely related to land, water, and resource use for traditional purposes. As noted in **Section 3.5**, it is assumed that Attawapiskat First Nation's land, water, and resource use for traditional purposes does not occur within the Project Development Area or Local Study Area for the assessment, but may occur within a small northeastern portion of the Regional Study Area.

It is important to note that the purpose of this preliminary existing conditions report, is to develop an understanding of what is important for Attawapiskat 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 Indigenous Knowledge and / or Consultation Programs.

3.7.1 Protection of Cultural, Spiritual, and Historical Sites and Areas

As noted in **Section 3.5.5**, there is limited to no information available on the specific locations of cultural sites and areas of potential importance to Attawapiskat First Nation in relation to the proposed Project. However, based on available information at the time of writing, it is likley that the potential for these sites to occur within a small portion of the northeast area of the Regional Study Area is low.



It is likely that the protection of waterways is important to Attawapiskat First Nation for the protection of cultural areas, and for cultural continuity and wellbeing. This lens will be applied to the assessment on Attawapiskat First Nation's cultural continuity and wellbeing.

Sections 3.7.1.1 to 3.7.1.3 provide an overview of cultural, spiritual, and / or historical sites and areas in relation to the Project Development Area and the Local and Regional Study Areas.

3.7.1.1 Project Development Area

As noted in **Section 3.6.1**, there is no available information on the specific locations of spiritual, cultural, and historical sites of importance to Attawapiskat First Nation. However, given that the preliminary Area of Interest for Attawapiskat First Nation does not overlap with the Project Development Area (**Figure 3-3**), it is likely that these sites do not occur within the Project Development Area.

3.7.1.2 Local Study Area

As noted in **Section 3.6.1,** there is no available information on the specific locations of spiritual, cultural, and historical sites of importance to Attawapiskat First Nation. However, given that the preliminary Area of Interest for Attawapiskat First Nation does not overlap with the Local Study Area (**Figure 3-3**), it is likely that these sites do not occur within the Local Study Area.

3.7.1.3 Regional Study Area

As noted in **Section 3.6.1**, there is no available information on the specific locations of spiritual, cultural, and historical sites of importance to Attawapiskat First Nation. However, given that the preliminary Area of Interest for Attawapiskat First Nation slightly overlaps with a northeast portion of the Regional Study Area (**Figure 3-3**), there is a potential that these sites may exist in the Regional Study Area.

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 Attawapiskat 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 and calming experiences on the land;
- Connection to the landscape by being able to access preferred and ancestral sites and locations, including family harvesting sites and areas, for cultural practices;
- Access to important medicines and areas where they can be found; and
- Being able to maintain community and kinship ties and values through community social traditions like the spring goose hunt and cultural traditions like sharing meat.

This lens will be applied to the assessment on Attawapiskat 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 Attawapiskat First Nation and for cultural continuity and wellbeing, and for the ability of Attawapiskat people to honour their role as custodians 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 Attawapiskat 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 Attawapiskat 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.

This lens will be applied to the assessment on Attawapiskat 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:

Bob Baxter, MFFN Community Advisor
Email: [redacted]
Phone: [redacted]

Qasim Sadique, Project Director
Email: [redacted]
Phone: [redacted]

Lawrence Baxter, MFFN Community Advisor
Email: [redacted]
Phone: [redacted]

Andrea Nokleby, Project Consultant
Email: [redacted]
Phone: [redacted]



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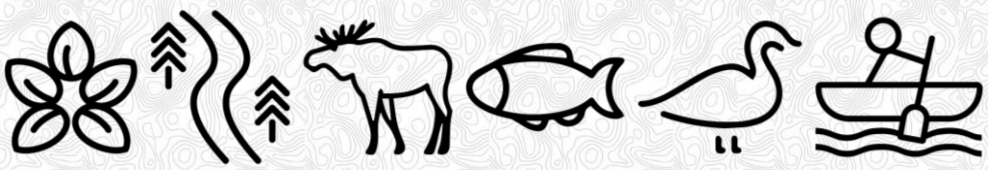
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MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

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, Decommissioning Abandonment, Construction Monitoring)	☑	☐	☑	☑	☑	☑	☑	☑	☑	☑
Consultation Methods	☑	☐	☐	☑	☑	☑	☑	☑	☑	☑
Country / Traditional Foods	☐	☐	☑	☐	☐	☐	☐	☐	☐	☐
Cultural Heritage and Resources (Archaeology)	☑	☐	☑	☐	☑	☑	☑	☑	☑	☑
Cumulative Effects	☑	☐	☑	☑	☑	☑	☑	☑	☑	☑
Draft EA / IS	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑
Economy	☑	☐	☐	☐	☐	☑	☐	☑	☐	☐
Education, Training and Employment	☑	☐	☑	☐	☐	☐	☐	☐	☑	☐
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

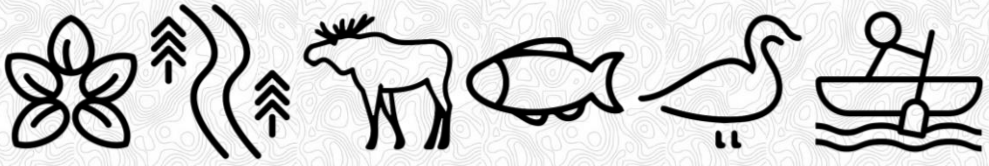
Notices and Other Information Releases

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/.



3. Attawapiskat First Nation

Table 3-1: Community Profile

Key Identifiers	Details
Location:	PO Box 248, Attawapiskat, ON P0L 1A0
Tribal Council:	Mushkegowuk Council
Treaty:	9
Project Team Lead:	Niki Angelis

Figure 3-1: Attawapiskat First Nation Distribution of Communication

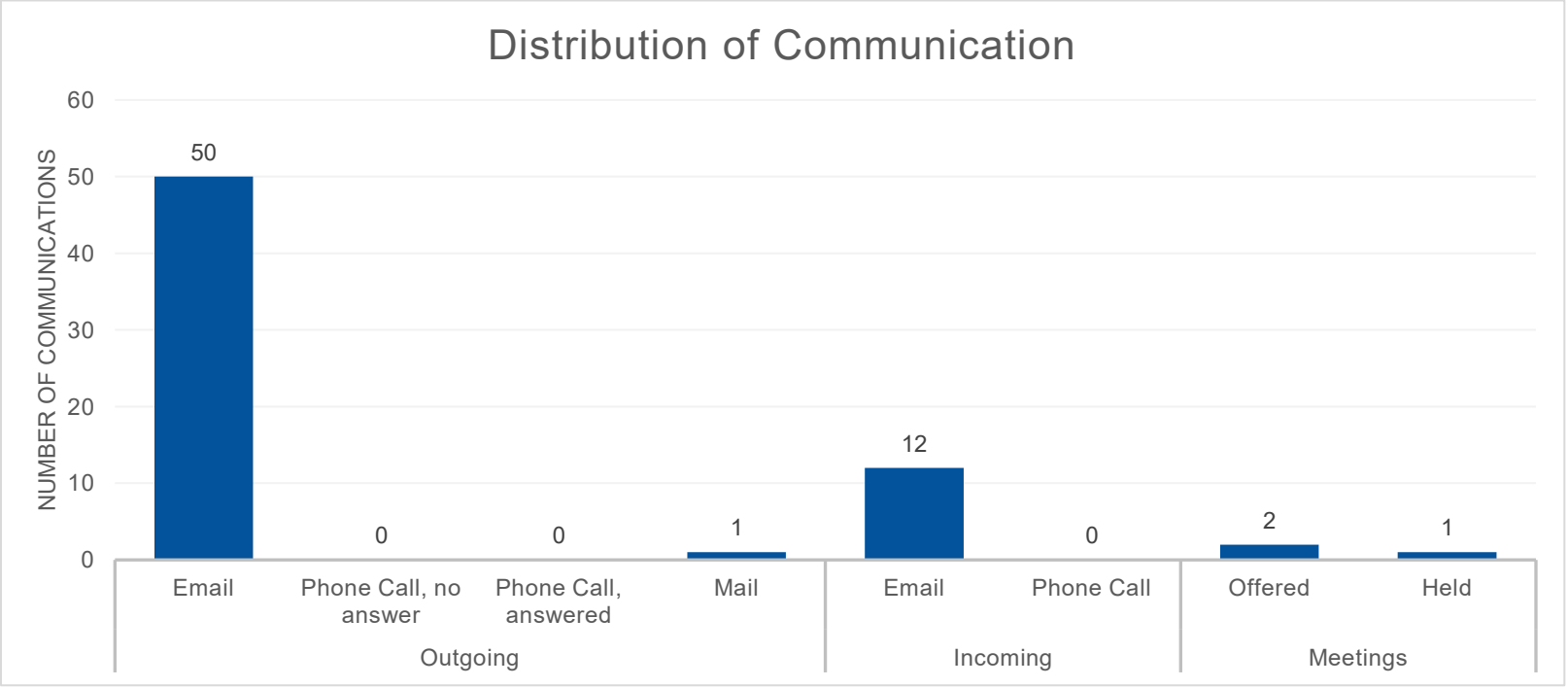


Table 3-2: Summary of Participation During Milestone 4

Activity	Status
Date of last outgoing communication from MFFN CAR Project Team (email or phone):	August 29, 2025 (Email)
Date of last incoming communication from community (email or phone):	August 28, 2025 (Email)
Participating in Indigenous Knowledge (IK) Program:	Status of IK Sharing Agreement: Agreement sent to Community
	Status of IK Funding Agreement: Agreement sent to Community
	IK information provided: No
Participating in Community Coordinator Program / Community Capacity Funding Program:	No
Provided comments on the Draft Environmental Assessment (EA) / Impact Statement (IS):	Yes, via IAAC / MECP
Provided comments on the community-specific Aboriginal and / or Treaty Rights and Interests (ATRI): Draft Impact Assessment (IA) Report:	Yes, via IAAC / MECP
Provided comments on the Community Well-Being Report:	No
Provided comments on the milestone progress reports:	No

Table 3-3: Key Consultation and Engagement Activities Undertaken During Milestone 4

Date	Consultation and Engagement Activity
Aug 01, 2024	July 2024 E-blast distributed via email.
Aug 07, 2024	Request for updated geospatial data related to the Stage 1 Archaeological Assessment Report was received.
Aug 14, 2024	Shapefiles of the geospatial data related to the Stage 1 Archaeological Assessment Report were sent 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.
Sep 26, 2024	Request for information on a permit related to the Fall 2024 Groundwater and Geochemistry Program.
Sep 27, 2024	September outreach with information on the release of the Draft EA / IS and the Community Coordinator program.
Oct 03, 2024	September 2024 E-blast distributed via email.
Oct 04, 2024	Confirmation of the community contacts for Attawapiskat First Nation to receive the Draft EA / IS for review.
Oct 16, 2024	Request for Cree-language (n-dialect) summaries of the Draft EA / IS received.
Oct 24 - 31, 2024	Various requests received and acknowledgements sent re: translations of the Draft EA / IS Executive Summary and Plain Language Summaries in Cree (n-dialect).
Oct 28, 2024	Meeting minutes and supporting documentation from the Draft Preliminary ATRI Existing Conditions Report meeting held on July 23, 2024, were distributed via email.
Nov 05, 2024	October 2024 E-blast distributed via email.
Nov 07, 2024	Request for clarification regarding the ATRI Study Area Memo was received.
Nov 07, 2024	Update sent explaining the Community Capacity Funding Program.
Nov 13, 2024	Response to email regarding the ATRI Study Area Memo.
Nov 20, 2024	Building the Community Access Road webinar announcement distributed via email.

Date	Consultation and Engagement Activity
Nov 26, 2024	Building the Community Access Road webinar reminder distributed via email.
Nov 28, 2024	Community-specific Milestone #3 Progress Report distributed via email.
Dec 18, 2024	2024 Year in Review E-blast distributed via email.
Dec 19, 2024	The year-end email was distributed with information regarding the deadline for feedback on Milestone #3 Progress Report, and the Community Capacity Funding Program.
Jan 8-9, 2025	Email exchange regarding updates on the status of the geotechnical drilling permit.
Jan 15, 2025	2025 Winter Field Notice distributed via email.
Jan 24, 2025	Email outreach regarding Project updates including the Draft EA / IS, Three Road Projects Gathering and Expo, Community Capacity Funding Program and feedback for Milestone #3 Progress Report.
Feb 10, 2025	January 2025 E-blast distributed via email.
Feb 13, 2025	Notification of upcoming Draft EA / IS early release to Indigenous communities distributed via email.
Feb 19, 2025	Notification of availability of Draft EA / IS on website distributed via email.
Feb 19, 2025	Draft EA / IS and the Assessment Summary: Draft EA / IS hard copies shipped to band office.
Feb 25, 2025	In-person break-out session at Three Road Forum and Expo in Timmins, Ontario.
Mar 04, 2025	February 2025 E-blast distributed via email.
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 02, 2025	Email outreach regarding Project updates, including the Draft EA / IS, Public Information Centre #6 and upcoming webinars.
May 05, 2025	Monthly outreach to share information on upcoming engagement activities.
May 06, 2025	Notification for Community Well-Being webinar distributed via email.
May 08, 2025	April 2025 E-blast distributed via email.
May 20, 2025	Notification for Fish and Fish Habitat webinar distributed via email.
May 26, 2025	Notification for Public Information Centre #6 distributed via email.
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 27, 2025	Email outreach sharing information on the Draft EA / IS review period and the upcoming review of the Draft RoCE for Indigenous Communities.
Jul 09, 2025	Email outreach sharing information on upcoming Archaeological Assessment work to support a geotechnical permit proposal.
Jul 10, 2025	Distribution of the community specific ATRI: Draft Impact Assessment (IA) Report via email.
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 work and the community-specific ATRI: Draft IA Report deadline for review and comment.
Jul 31, 2025	Stage 2 Archaeological Assessment update distributed via email.
Aug 07, 2025	July 2025 E-blast distributed via email.
Aug 21, 2025	Letter sent to IAAC and MECP with comments on the community-specific ATRI: Draft IA Report. The MFFN CAR Project Team was copied on the email.
Aug 28, 2025	Email exchange to update key contact list.
Aug 28, 2025	Email to acknowledge receipt of letter sent to IAAC and MECP regarding the community-specific ATRI: Draft IA Report.

Table 3-4: Summary of Feedback Received and Response / Action – Attawapiskat First Nation

Topic / Issue Raised	Specific Issue Raised	Communication Channel	Response / Action	Addressed in the EA / IS
Consultation Methods, General Project	Nation-to-Nation Meeting Request ■ On February 25, 2025, Attawapiskat First Nation Chief and Council directed their consultant to indicate that Attawapiskat First Nation would like for MFFN Chief and Council to request a Nation-to-Nation meeting with them.	■ February 2025 Three Road Projects Gathering and Expo	■ Following the February 25, 2025, meeting, the MFFN CAR Project Team advised MFFN Chief and Council of Attawapiskat First Nation's request for a Nation-to-Nation meeting.	■ Specific information related to Attawapiskat First Nation is in **Appendix X** of the Final EA / IS RoCE.
Consultation Methods	Cree Translations of Assessment Summary ■ On February 25, 2025, a representative of Attawapiskat First Nation attended a break-out room session and requested Cree translations of the Assessment Summary and noted they will compare the Plain Language Summaries with the main document.	■ February 2025 Three Road Projects Gathering and Expo	■ On February 25, 2025, the MFFN CAR Project Team went over the contents included in the Draft EA / IS document, Technical Support Documents, appendices and the Assessment Summary in a break-out room session. ■ Cree translations of the Plain Language Summaries were not available at the time of the Three Road Projects Gathering and Expo and were provided as they became available.	■ Due to the size and complexity of the documents along with limited resources available across Canada to complete the translations in traditional languages there were delays in providing Cree translations of the Plain Language Summaries. ■ The translated documents were made available for viewing and download from the MFFN CAR website as they became available. ■ By June 18, 2025, all Cree translations were uploaded to the website.
Provincial EA Process, Federal IA Process	Draft EA / IS Comments ■ During the Draft EA / IS comment period, Attawapiskat First Nation sent three letters (June 11, 2025, July 28, 2025 and September 11, 2025) to the Impact Assessment Agency of Canada and the Ministry of the Environment, Conservation and Parks related to the Draft EA / IS report.	■ Email	■ The MFFN CAR Project Team acknowledged receipt of the correspondence. ■ The MFFN CAR Project Team to respond to comments in the Final EA / IS.	■ All comments received are documented and responded to in the Feedback and Response Log, found in **Appendix C** of the Final EA / IS.

Table 3-5: Consultation and Engagement Log – Attawapiskat First Nation

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
August 01, 2024	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Pauline Tookate (Director of Operations) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Attawapiskat 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 Preferred Route selection update video were included.
August 07, 2024	Email	x		■ Pauline Tookate (Director of Operations) ■ Dorothee Schreiber (Environmental Consultant) ■ IAAC Project Inbox (Impact Assessment Agency of Canada)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team received an email from Attawapiskat First Nation following up on an email they sent to the main MFFN CAR email account on July 3, 2024, requesting updated geospatial data related to the Stage 1 Archaeological Assessment Report as they had not yet received a response. ■ The MFFN CAR Project Consultant was not included on the original email and could not direct the request in a timely way.
August 12, 2024	Email		x	■ Pauline Tookate (Director of Operations) ■ Dorothee Schreiber (Environmental Consultant) ■ IAAC Project Inbox (Impact Assessment Agency of Canada)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation apologizing for the delayed response and advised that the email received on July 3, 2024, will be replied to as soon as possible. ■ The MFFN CAR Project Consultant asked to be copied on any emails or inquiries regarding the Community Access Road moving forward due to not being copied on the earlier August 7, 2024, email regarding archaeology.
August 14, 2024	Email		x	■ Pauline Tookate (Director of Operations) ■ Dorothee Schreiber (Environmental Consultant) ■ IAAC Project Inbox (Impact Assessment Agency of Canada)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation with the shapefiles requested in the July 3, 2024, email. It was noted that there are minor discrepancies between the shapefiles on the IAAC site and the most recent footprint shared in the Stage 1 Archaeological Assessment Report; the IAAC website will be updated when the draft is submitted.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
August 14, 2024	Email	x		■ Pauline Tookate (Director of Operations) ■ Dorothee Schreiber (Environmental Consultant) ■ IAAC Project Inbox (Impact Assessment Agency of Canada)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Attawapiskat First Nation thanking them for sharing the requested shapefiles.
September 04, 2024	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Pauline Tookate (Director of Operations ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Attawapiskat 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	■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Pauline Tookate (Director of Operations) ■ Dorothee Schreiber (Environmental Consultant) ■ Kate Kempton (Legal Counsel)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Attawapiskat 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 to the field notice and MFFN CAR's website were included.
September 25, 2024	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Pauline Tookate (Director of Operations) ■ Dorothee Schreiber (Environmental Consultant) ■ 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 Attawapiskat 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.
September 26, 2024	Email	x		■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Pauline Tookate (Director of Operations) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team received an email from Attawapiskat First Nation as a follow up to the E-blast sent and asked them to send Attawapiskat First Nation a copy of the exploration permit application submitted for the proposed

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
						geotechnical investigations as indicated in the E-blast.
September 27, 2024	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Pauline Tookate (Director of Operations) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation noting that a follow up will be made with the appropriate team members involved in the permit application and will provide the information as soon as possible.
September 27, 2024	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Pauline Tookate (Director of Operations) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation highlighting ways to get involved with the MFFN CAR including the Community Coordinator Program. A job posting was attached. Links to sign up for the Project E-blast and for the social media pages were also shared.
October 03, 2024	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Pauline Tookate (Director of Operations) ■ Dorothee Schreiber (Environmental Consultant) ■ Kate Kempton (Legal Counsel)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Attawapiskat 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 a note on the selection of the Preferred Route. Links to the E-blast and MFFN CAR's website were included.
October 04, 2024	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Pauline Tookate (Director of Operations) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation informing them that the Project Consultant had followed up with the contractor and with the Ministry of Natural Resources (MNR) regarding the permit for the geotechnical work. The MNR is responsible for leading consultation on the permit and will be responding to any questions from Attawapiskat First Nation. It was also noted that the MNR sent a consultation package to Chief Koostachin-Metatawabin.
October 04, 2024	Email	x		■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Pauline Tookate (Director of Operations)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Attawapiskat First Nation noting that they are in contact with the Ministry of Natural Resources (MNR) on this file and have sent a list of questions to the MNR.
October 04, 2024	Email	x		■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Noel Tookate (Lands and Resources),	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Attawapiskat First Nation thanking them for the notice regarding circulation of the

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
				■ Pauline Tookate (Director of Operations) ■ Dorothee Schreiber (Environmental Consultant) ■ Sasha McLeod (Ministry of the Environment, Conservation and Parks), ■ Paul MacInnis (Ministry of Energy and Mines)	■ MFFN CAR Project Team	Draft EA / IS and shared their preferred community contacts. Attawapiskat First Nation asked for documents to be shared through a file transfer service and not over email.
October 04, 2024	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Noel Tookate (Lands and Resources), ■ Pauline Tookate (Director of Operations) ■ Dorothee Schreiber (Environmental Consultant) ■ 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 Attawapiskat First Nation thanking them for providing the preferred contacts to receive the Draft EA / IS. Attawapiskat First Nation will be contacted once the release date of the Draft EA / IS has been confirmed. Their preferred method of receiving the documents was noted.
October 16, 2024	Email	x		■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Noel Tookate (Lands and Resources) ■ Pauline Tookate (Director of Operations) ■ Dorothee Schreiber (Environmental Consultant) ■ 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 received an email from Attawapiskat First Nation requesting that the summaries of all sections of the Impact Statement submitted by the proponent be provided in Cree-language (n-dialect). It was also requested that summaries on the sections related to the impacts to rights, species at risk, water, fish, wildlife, and cumulative effects be highly detailed and that the proponent provide an English version of each of the Cree summaries.
October 24, 2024	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Noel Tookate (Lands and Resources) ■ Pauline Tookate (Director of Operations) ■ Dorothee Schreiber (Environmental Consultant) ■ 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 Attawapiskat First Nation thanking them for their email and informing them that in addition to the full Draft EA / IS report and appended documents provided in English, translations will be completed for the Executive Summary of the Draft and the plain language summaries of the technical reports. The translated documents will be made available to Attawapiskat First Nation.
October 24, 2024	Email	x		■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Noel Tookate (Lands and Resources) ■ Pauline Tookate (Director of Operations) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Attawapiskat First Nation indicating that they will require Cree-language translations of all the key points of each section of the Draft EA / IS. Detailed summaries in Cree-language are required. Plain-language summaries of the

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
				■ Sasha McLeod (Ministry of the Environment, Conservation and Parks), ■ Paul MacInnis (Ministry of Energy and Mines)		technical reports and Cree language translations of those summaries would also be required. Technical report translations are also required.
October 28, 2024	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Pauline Tookate (Director of Operations) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Attawapiskat First Nation the meeting materials and summary of the Draft Preliminary ATRI Existing Conditions Report meeting held on July 23, 2024, for their review and record.
October 31, 2024	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Pauline Tookate (Director of Operations) ■ Noel Tookate (Lands and Resources) ■ Pauline Tookate (Councillor) ■ Dorothee Schreiber (Environmental Consultant) ■ 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 Attawapiskat First Nation thanking them for the additional details related to Attawapiskat First Nation's preferences regarding translation, these were noted. The MFFN CAR Project Consultant advised that they will be in touch with the release date for the Draft EA / IS once confirmed.
November 05, 2024	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Jack Linklater Jr. (Deputy Chief) ■ Pauline Tookate (Director of Operations) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Attawapiskat 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	■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Pauline Tookate (Director of Operations) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation advising that the Community Coordinator Program will be replaced with the Community Capacity Funding Program. Attawapiskat First Nation was extended the offer to participate in the program that would provide a one-time lumpsum payment to help support engagement in the MFFN CAR Project.
November 07, 2024	Email	x		■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Pauline Tookate (Director of Operations) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Attawapiskat First Nation noting their concerns about the size of the study area that will be used to evaluate impacts to ATRI that was

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
				■ Stephen O'Neill (Legal)		shared in the ATRI Study Area Memo issued in the October 2024 E-blast.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
November 13, 2024	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Pauline Tookate (Director of Operations) ■ Dorothee Schreiber (Environmental Consultant) ■ Stephen O'Neill (Legal Counsel)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation regarding the ATRI study area. The MFFN CAR Project Consultant clarified that the update provided in the October E-blast was a general update of the ATRI study area and did not apply to Attawapiskat First Nation. Each Indigenous community receives an ATRI Report that is specific to them. The MFFN CAR Project Consultant confirmed that as per the discussions on July 23, 2024, the Regional Study Area for the Attawapiskat First Nation ATRI assessment will be expanded to include the Missisa and James Bay caribou ranges and will be shared in the Draft Attawapiskat First Nation ATRI Technical Report: Existing Conditions and Impact Assessment.
November 20, 2024	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Pauline Tookate (Director of Operations) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Attawapiskat 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	■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Pauline Tookate (Director of Operations) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Attawapiskat 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 recording will be available online and the link was included in the email.
November 28, 2024	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Pauline Tookate (Director of Operations) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation sharing a link to download the community-specific Milestone #3 Progress Report for their review. A deadline of February 14, 2025, for the review was provided. The MFFN CAR Project Consultant welcomes any questions or meetings to discuss the report and timeline.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
December 18, 2024	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Pauline Tookate (Director of Operations) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Attawapiskat 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 Achneepineskum, 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	■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Pauline Tookate (Director of Operations) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation with the 2024 year-end message. Information regarding the community-specific Milestone #3 Progress Report review and comment period, and the Community Capacity Funding Program was shared.
January 08, 2025	Email	x		■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Attawapiskat First Nation thanking them for the December 2024 updates, and asked for feedback on the status of the Fall 2024 geotechnical drilling.
January 09, 2025	Email		x	■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation indicating that the geotechnical drilling permit is still with the MNR and there is no scheduled or expected start date. Any further updates on the matter will be provided upon receipt.
January 09, 2025	Email	x		■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Attawapiskat First Nation thanking them for the feedback regarding the Fall 2024 geotechnical drilling.
January 15, 2025	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Pauline Tookate (Director of Operations) ■ Dorothee Schreiber (Environmental Consultant) ■ Kate Kempton (Legal Counsel)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Attawapiskat 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 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.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
January 24, 2025	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Pauline Tookate (Director of Operations) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Attawapiskat 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, the Three Road Projects Gathering and Expo, Community Capacity Funding Program, and the feedback deadline for Milestone #3 Progress Report.
February 10, 2025	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Jack Linklater Jr. (Deputy Chief) ■ Pauline Tookate (Director of Operations) ■	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Attawapiskat 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 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 13, 2025	Email		x	■ Sylvia Koostachin-Metatawabin (Chief) ■ Jack Linklater Jr (Deputy Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Pauline Tookate (Director of Operations) ■ Noel Tookate (Lands and Resources) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Consultant ■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent Attawapiskat 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 can be submitted to the Project Team regarding the Community Access Road. It was noted that the review period ends June 18, 2025.
February 19, 2025	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Pauline Tookate (Director of Operations) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Attawapiskat First Nation 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, mailing address and phone number were provided to submit comments or feedback.
February 19, 2025	Mail - Outgoing		x	■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team shipped the Draft EA / IS and the Assessment Summary: Draft EA / IS hard copies to Attawapiskat First Nation.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
February 25, 2025	In-person			■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team and a representative of Attawapiskat First Nation met to discuss the MFFN CAR and the Draft EA / IS during the Three Road Projects Gathering and Expo in Timmins, Ontario. The main area of interests discussed related to the release of the Draft EA / IS and materials to help with their review. Attawapiskat First Nation requested an additional 10 Assessment Summary packages to be mailed to their band office. ■ The representative of Attawapiskat First Nation also relayed a request from their Chief and Council that they would like MFFN leadership to request a Nation-to-Nation meeting.
March 04, 2025	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Jack Linklater Jr. (Deputy Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Pauline Tookate (Director of Operations) ■ Dorothee Schreiber (Environmental Consultant) ■ Kate Kempton (Legal Counsel)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Attawapiskat 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.
April 03, 2025	Email		x	■ Sylvia Koostachin Metatawabin (Chief, Attawapiskat First Nation) ■ Jack Linklater Jr. (Deputy Chief, Attawapiskat First Nation) ■ Xavier Wheesk (Councillor, Attawapiskat First Nation) ■ Steve Hookimaw (Councillor, Attawapiskat First Nation) ■ Pauline Tookate (Director of Operations) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Attawapiskat 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	■ Sylvia Koostachin Metatawabin (Chief, Attawapiskat First Nation) ■ Xavier Wheesk (Councillor, Attawapiskat First Nation) ■ Steve Hookimaw (Councillor, Attawapiskat First Nation)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Attawapiskat First Nation announcing that the Community Well-Being Report is now available online, and those who requested hard copies will receive them shortly. The MFFN CAR Project Team outlined the timeline for review of the Draft EA / IS and stated that the final date for

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
				■ Jack Linklater Jr. (Deputy Chief, Attawapiskat First Nation) ■ Pauline Tookate (Director of Operations, Attawapiskat First Nation)		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	■ Sylvia Koostachin Metatawabin (Chief, Attawapiskat First Nation) ■ Jack Linklater Jr. (Deputy, Chief, Attawapiskat First Nation) ■ Xavier Wheesk (Councillor, Attawapiskat First Nation) ■ Steve Hookimaw (Councillor, Attawapiskat First Nation) ■ Pauline Tookate (Director of Operations) ■ Noel Tookate (Lands and Resources) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Attawapiskat 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 02, 2025	Email		x	■ Sylvia Koostachin Metatawabin (Chief, Attawapiskat First Nation) ■ Jack Linklater Jr. (Deputy Chief, Attawapiskat First Nation) ■ Xavier Wheesk (Councillor, Attawapiskat First Nation) ■ Steve Hookimaw (Councillor, Attawapiskat First Nation) ■ Pauline Tookate (Director of Operations) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation regarding upcoming engagement opportunities related to the Community Access Road. Updates included information on the upcoming Draft EA / IS webinar series and provided the link to register for the Community Well-Being webinar. The details of Public Information Centre #6 was also provided. And finally, a reminder that the Draft EA / IS is available for review and that the deadline for comments is June 23, 2025.
May 06, 2025	Email		x	■ Sylvia Koostachin Metatawabin (Chief, Attawapiskat First Nation) ■ Jack Linklater Jr. (Deputy Chief, Attawapiskat First Nation) ■ Xavier Wheesk (Councillor, Attawapiskat First Nation) ■ Steve Hookimaw (Councillor, Attawapiskat First Nation) ■ Pauline Tookate (Director of Operations) ■ Noel Tookate, (Lands and Resources) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Attawapiskat 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 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.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
May 08, 2025	Email		x	■ Sylvia Koostachin Metatawabin (Chief, Attawapiskat First Nation) ■ Jack Linklater Jr. (Deputy Chief, Attawapiskat First Nation) ■ Xavier Wheesk (Councillor, Attawapiskat First Nation) ■ Steve Hookimaw (Councillor, Attawapiskat First Nation) ■ Pauline Tookate (Director of Operations) ■ Noel Tookate, (Lands and Resources) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Attawapiskat 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 20, 2025	Email		x	■ Sylvia Koostachin Metatawabin (Chief, Attawapiskat First Nation) ■ Xavier Wheesk (Councillor, Attawapiskat First Nation) ■ Steve Hookimaw (Councillor, Attawapiskat First Nation) ■ Jack Linklater Jr. (Deputy Chief, Attawapiskat First Nation) ■ Pauline Tookate (Director of Operations) ■ Noel Tookate, (Lands & Resources) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Attawapiskat 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 26, 2025	Email		x	■ Sylvia Koostachin Metatawabin (Chief, Attawapiskat First Nation) ■ Xavier Wheesk (Councillor, Attawapiskat First Nation) ■ Steve Hookimaw (Councillor, Attawapiskat First Nation) ■ Jack Linklater Jr. (Deputy Chief, Attawapiskat First Nation) ■ Pauline Tookate (Director of Operations) ■ Noel Tookate, (Attawapiskat First Nation) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Attawapiskat 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 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.
June 05, 2025	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Pauline Tookate (Director of Operations) ■ Jack Linklater Jr. (Deputy Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Noel Tookate (Attawapiskat First Nation)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Attawapiskat 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. A reminder to reach out if there was interest in a meeting to discuss

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
				■ Dorothee Schreiber (Environmental Consultant)		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.
June 11, 2025	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Pauline Tookate (Director of Operations) ■ Jack Linklater Jr. (Deputy Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Noel Tookate (Attawapiskat First Nation) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Attawapiskat 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 27, 2025	Email		x	■ Sylvia Koostachin Metatawabin (Chief) ■ Pauline Tookate (Director of Operations) ■ Jack Linklater Jr. (Deputy Chief) ■ Xavier Wheesk (Councillor) ■ Steve Hookimaw (Councillor) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation regarding updates on the Community Access Road. Updates included the end of the review period for the Draft EA / IS and Public Information Centre #6. The email also included information on the Draft Record of Consultation and Engagement for Indigenous communities that will be available for review in the fall.
July 09, 2025	Email		x	■ Sylvia Koostachin Metatawabin (Chief, Attawapiskat First Nation) ■ Jack Linklater Jr. (Deputy Chief, Attawapiskat First Nation) ■ Xavier Wheesk (Councillor, Attawapiskat First Nation) ■ Steve Hookimaw (Councillor, Attawapiskat First Nation) ■ Pauline Tookate (Director of Operations, Attawapiskat First Nation) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation regarding the Ministry of Natural Resources (MNR) reviewing a permit for geotechnical work related to the Preferred Route of the Community Access Road. The study area noted as having high cultural heritage values due to a historic trail prompted the MFFN Community Access Road Archaeological Team to conduct a Stage 2 Archaeological Assessment. The findings will be shared with Attawapiskat First Nation via email once completed. The Stage 2 Archaeological Assessment report was not available for distribution in this reporting period. The Summer / Fall 2025 Field Notice was also shared.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
July 10, 2025	Email		x	■ Sylvia Koostachin Metatawabin (Chief, Attawapiskat First Nation) ■ Jack Linklater Jr. (Deputy Chief, Attawapiskat First Nation) ■ Xavier Wheesk (Councillor, Attawapiskat First Nation) ■ Steve Hookimaw (Councillor, Attawapiskat First Nation) ■ Pauline Tookate (Director of Operations, Attawapiskat First Nation) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation with a link to their community specific ATRI: Draft Impact Assessment Report for review and feedback. The review period is 90 days, and feedback is welcome until October 8, 2025. If no feedback is received by this date, the report will be finalized.
July 15, 2025	Email		x	■ Sylvia Koostachin Metatawabin (Chief, Attawapiskat First Nation) ■ Xavier Wheesk (Councillor, Attawapiskat First Nation) ■ Steve Hookimaw (Councillor, Attawapiskat First Nation) ■ Jack Linklater Jr. (Deputy Chief, Attawapiskat First Nation) ■ Pauline Tookate (Director of Operations, Attawapiskat First Nation) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Attawapiskat 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	■ Sylvia Koostachin Metatawabin (Chief, Attawapiskat First Nation) ■ Xavier Wheesk (Councillor, Attawapiskat First Nation) ■ Dorothee Schreiber (Environmental Consultant) ■ Steve Hookimaw (Councillor, Attawapiskat First Nation) ■ Jack Linklater Jr. (Deputy Chief, Attawapiskat First Nation) ■ Pauline Tookate (Director of Operations, Attawapiskat First Nation) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Attawapiskat 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.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
July 30, 2025	Email		x	■ Sylvia Koostachin Metatawabin (Chief, Attawapiskat First Nation) ■ Jack Linklater Jr. (Deputy Chief Attawapiskat First Nation) ■ Xavier Wheesk (Councillor Attawapiskat First Nation) ■ Steve Hookimaw (Councillor, Attawapiskat First Nation) ■ Pauline Tookate (Director of Operations, Attawapiskat First Nation) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Attawapiskat 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 October 8, 2025.
July 31, 2025	Email		x	■ Sylvia Koostachin Metatawabin (Chief, Attawapiskat First Nation) ■ Jack Linklater Jr. (Deputy Chief Attawapiskat First Nation) ■ Xavier Wheesk (Councillor Attawapiskat First Nation) ■ Steve Hookimaw (Councillor, Attawapiskat First Nation) ■ Pauline Tookate (Director of Operations, Attawapiskat First Nation) ■ Noel Tookate (Lands and Resources) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Attawapiskat 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	■ Sylvia Koostachin Metatawabin (Chief, Attawapiskat First Nation) ■ Jack Linklater Jr. (Deputy Chief, Attawapiskat First Nation) ■ Xavier Wheesk (Councillor, Attawapiskat First Nation) ■ Steve Hookimaw (Councillor, Attawapiskat First Nation) ■ Pauline Tookate (Director of Operations, Attawapiskat First Nation) ■ Noel Tookate (Lands and Resources ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Attawapiskat 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.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
August 21, 2025	Email	x		■ Sylvia Koostachin Metatawabin (Chief, Attawapiskat First Nation) ■ Jack Linklater Jr. (Deputy Chief, Attawapiskat First Nation) ■ Pauline Tookate (Director of Operations, Attawapiskat First Nation) ■ Stephen O'Neill (Attawapiskat First Nation) ■ Noel Tookate (Lands and Resources, Attawapiskat First Nation) ■ Bruce Achneepineskum (Chief, Marten Falls First Nation (MFFN)) ■ Dorothee Schreiber (Environmental Consultant) ■ Dorothy Moszynski (Ministry of the Environment, Conservation and Parks) ■ Sasha McLeod (Ministry of the Environment, Conservation and Parks) ■ Loraine Cox (Impact Assessment Agency of Canada) ■ Martyna Krezel (Impact Assessment Agency of Canada)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team was included on an email from Attawapiskat First Nation to the Impact Assessment Agency of Canada and the Ministry of the Environment, Conservation and Parks with a letter attached with comments on the Draft Aboriginal and / or Treaty Rights and Interests Impact Assessment Report.
August 28, 2025	Email		x	■ Sylvia Koostachin Metatawabin (Chief, Attawapiskat First Nation) ■ Jack Linklater Jr. (Deputy Chief, Attawapiskat First Nation) ■ Xavier Wheesk (Councillor, Attawapiskat First Nation) ■ Steve Hookimaw (Councillor, Attawapiskat First Nation) ■ Pauline Tookate (Director of Operations, Attawapiskat First Nation) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation to confirm receipt of the letter sent to the Impact Assessment Agency of Canada and the Ministry of the Environment, Conservation and Parks regarding the Draft Aboriginal and / or Treaty Rights and Interests Assessment report. It was noted that the review period ends on October 8, 2025, and that additional feedback could be sent up until that date. The email also included an update on the new Cumulative Effects video available for viewing.
August 28, 2025	Email		x	■ Sylvia Koostachin Metatawabin (Chief, Attawapiskat First Nation), ■ Pauline Tookate (Director of Operations, Attawapiskat First Nation) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation to confirm their key contact list for future consultation and engagement.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
August 28, 2025	Email	x		■ Sylvia Koostachin Metatawabin (Chief, Attawapiskat First Nation) ■ Pauline Tookate (Director of Operations, Attawapiskat First Nation) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Attawapiskat First Nation confirming the addition of two new key contacts for future correspondence.
August 29, 2025	Email		x	■ Sylvia Koostachin Metatawabin (Chief, Attawapiskat First Nation) ■ Pauline Tookate (Director of Operations, Attawapiskat First Nation) ■ Dorothee Schreiber (Environmental Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Attawapiskat First Nation to confirm that their contact list had been updated accordingly.

B3. Attawapiskat First Nation

B3.1 Outgoing Community Specific Correspondence
B3.2 Incoming Community Specific Correspondence
B3.3 Community Specific Meeting Materials

B3.1 Outgoing Community Specific Correspondence

From: Angelis, Niki [redacted]
Sent: Monday, August 12, 2024 3:11 PM
To: Dorothee Schreiber [redacted]; MFFN Community Access Road Project Team [redacted]; MartenFalls (IAAC/AEIC) [redacted]; Pauline Tookate [redacted]
Subject: RE: MFFN Community Access Road Stage 1 Archaeological Assessment Report

Good morning Dorothee and Pauline,

I am very sorry for the delay. These emails were redirected incorrectly while I was out of the office and am only now seeing them.

I will direct this inquiry from July 3 to the Archaeology Team and get back to you as soon as possible.

Please feel welcome to Cc me on any emails or inquiries you have regarding the Community Access Road moving forward.

Sincerely,
Niki

Niki Angelis
Communication and Community Engagement
Mobile: [redacted]

AECOM Delivering a better world

[redacted]

aecom.com LinkedIn | Twitter | Facebook | Instagram

Attachments: MFCAR_Shapefiles_20240813.zip

From: Angelis, Niki [redacted]
Sent: Wednesday, August 14, 2024 3:35 PM
To: Dorothee Schreiber [redacted]; Pauline Tookate [redacted]
Cc: MFFN Community Access Road Project Team [redacted]; MartenFalls (IAAC/AEIC) [redacted]
Subject: RE: MFFN Community Access Road Stage 1 Archaeological Assessment Report

Good morning Dorothee and Pauline,

Thank you for your patience.

There are minor discrepancies between the shapefiles on the IAAC site and the most recent footprint (which now includes the addition of 3 camp access roads and one camp). Please find the shapefiles attached for your reference.
The IAAC website will be updated when the Draft is submitted.

Sincerely,
Niki

From: Angelis, Niki [redacted]
Sent: Wednesday, 25 September 2024 18:08
To: [redacted]
Cc: [redacted] MacInnis, Paul (ENDM); Moszynski, Dorothy (MECP); McLeod, Sasha (MECP)
Subject: MFFN Community Access Road – About the Draft EA / IS
Attachments: [redacted]

Good afternoon Chief Sylvia Koostachin-Metatawabin,

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]
aecom.com LinkedIn | Twitter | Facebook | Instagram

September 25, 2024

Attawapiskat First Nation
[redacted]

Subject: **Draft Environmental Assessment / Impact Statement Report (EA / IS)**

Dear Chief Sylvia Koostachin-Metatawabin,

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).

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.

Provincial Funding Support

The Province of Ontario continues to offer funding agreements with eligible communities to participate in the review of the Draft and Final EA / IS through the Participant Funding Initiative. They will be reaching out to you separately to discuss resources needed by the community to take part in the extended review period of the Draft EA / IS.

Funding for the Community Coordinator Program Is Still Available

We remind you that it is still possible to benefit from the help of a Community Coordinator. This person would be the primary point of contact between your community and the MFFN

Community Access Road Project Team as we work through the environmental assessment process.

A Community Coordinator would provide advice, guidance and support for community engagement activities related to the proposed Community Access Road. At this stage in the process, a Community Coordinator could focus their time preparing the community for when the Draft EA / IS is circulated and help coordinate the review of this and associated documents.

If you would like a Community Coordinator in your community, this position will receive $[redacted] per hour and is expected to require approximately 16 hours per week up to summer 2025. We are flexible with respect to payment terms (e.g., to an individual or to the band council) and are open to discussing what works best for your community. Please reach out for more information!

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
- Jack Linklater JR, Deputy Chief, Attawapiskat First Nation

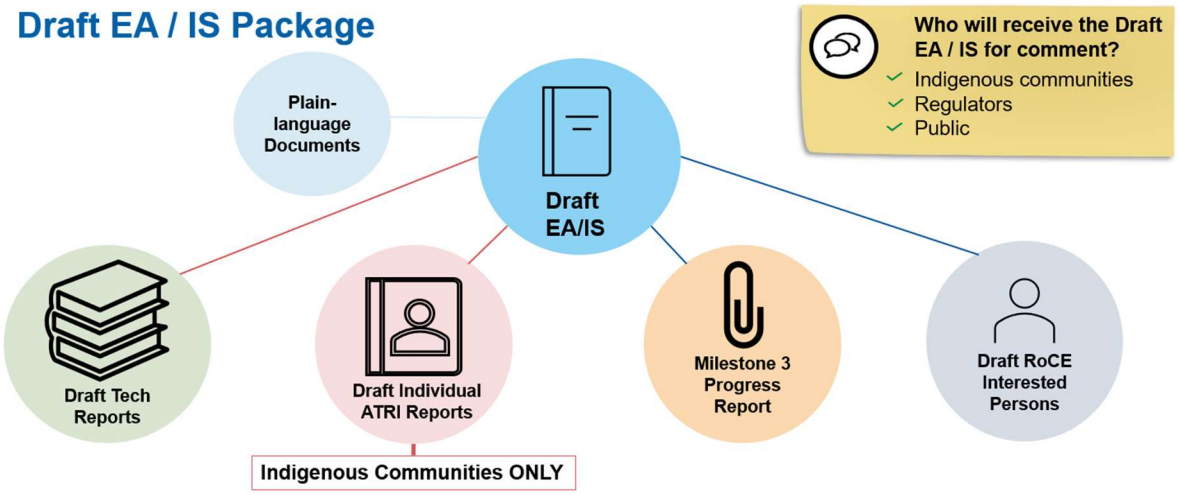
- Xavier Wheesk, Councillor, Attawapiskat First Nation
- Steve Hookimaw, Councillor, Attawapiskat First
- Pauline Tookate, Attawapiskat First Nation
- Dorothee Schreiber, Environmental Consultant, Attawapiskat First Nation

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 19:54
To: [redacted]
Subject: MFFN CAR - Ways to get involved
Attachments: Community Coordinator _ Job Posting.pdf

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 Sylvia Koostachin-Metatawabin with information on how Attawapiskat 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: [redacted] and follow us on Facebook, LinkedIn and Instagram.

Sincerely,
Niki

Niki Angelis
Communication and Community Engagement
[redacted]

AECOM Delivering a better world
[redacted]

aecom.com LinkedIn | Twitter | Facebook | Instagram

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.

From: Angelis, Niki [redacted]
Sent: Friday, September 27, 2024 10:33 PM
To: Dorothee Schreiber [redacted] MFFN Community Access Road Project Team
[redacted] Sylvia Koostachin-Metatawabin [redacted] Jack Linklater
JR [redacted] Pauline Tookate [redacted]
Subject: RE: Community Access Road Fall 2024 Field Notice

Hello Dorothee,

Thank you for the email.

I will follow up with the appropriate team members who are applying for the permit related to the geotechnical work and get back to you as soon as possible.

Sincerely,
Niki

Niki Angelis
Communication and Community Engagement
[redacted]

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From: Angelis, Niki [redacted]
Sent: Friday, 04 October 2024 23:47
To: Dorothee Schreiber [redacted]
Cc: [redacted]
Subject: RE: MFFN Community Access Road – About the Draft EA / IS

Good evening,

Thank you for providing the preferred contacts to receive the Draft EA / IS on behalf of Attawapiskat First Nation.

I will be in touch once the release date of the Draft is confirmed. Your preference to receive the Draft as a file transfer has been noted.

Sincerely,
Niki

From: Angelis, Niki
Sent: October 4, 2024 3:02 PM
To: Dorothee Schreiber [redacted]; MFFN Community Access Road Project Team [redacted]; Sylvia Koostachin-Metatawabin [redacted]; Jack Linklater JR [redacted]; Pauline Tookate [redacted]
Subject: RE: Community Access Road Fall 2024 Field Notice

Good afternoon Dorothee,

I have followed up with the contractor and with the Ministry of Natural Resources (MNR) regarding the permit for the geotechnical work. MNR advised that as part of the application review process the MNR is responsible for consultation on this permit. I was informed that the consultation package was to sent to Chief Koostachin-Metatawabin on October 2, 2024.

As MNR is leading the consultation for this permit, they will be able to respond to any questions you have regarding the application.

Sincerely,
Niki

From: Angelis, Niki <Niki.Angelis@aecom.com>
Sent: Thursday, 24 October 2024 22:39
To: Dorothee Schreiber [redacted]
Cc: [redacted]
Subject: RE: MFFN Community Access Road – About the Draft EA / IS

Good afternoon Dorothee,

Thank you for your email.

In addition to the full Draft EA / IS report and appended documents provided in English, translations will be completed for the Executive Summary of the Draft and the plan language summaries of the technical reports. We are committed to making these translated documents available to Attawapiskat First Naton, and we are working with translators to receive them within the review period.

I will be in touch as soon as we have a confirmed release date for the Draft EA / IS Report.

Sincerely,
Niki

From: Angelis, Niki <Niki.Angelis@aecom.com>
Sent: Monday, 28 October 2024 18:00
To: Dorothee Schreiber [redacted]
Cc: [redacted]
Subject: RE: MFFN CAR- Draft ATRI EC Report

Good morning Dorothee,

Further to the meeting that took place in the summer, please find attached the materials shared that day along with the minutes for your review and record.

My apologies for the delay in circulating these materials.

Sincerely,
Niki

From: Angelis, Niki <Niki.Angelis@aecom.com>
Sent: Thursday, 31 October 2024 20:29
To: Dorothee Schreiber [redacted]
Cc: [redacted]
Subject: RE: MFFN Community Access Road – About the Draft EA / IS

Good afternoon Dorothee,

Thank you for the additional details related to Attawapiskat First Nation's preferences regarding translation. They are noted.

I will be in touch if I have any questions and will notify you once the release date for the Draft EA / IS is confirmed.

Sincerely,
Niki

Subject: MFFN CAR - Changes to the Community Coordinator Program
Sent: 2024/11/07, 20:39:04
From: Angelis, Niki [redacted]
To: [redacted]
Cc: [redacted]

Good afternoon Chief Sylvia Koostachin-Metatawabin,

This email is to update you on the Community Coordinator Program related to the Marten Falls First Nation (MFFN) Community Access Road.

The timing window for participation in the Community Coordinator Program has passed and the program will be replaced with a **one-time capacity funding payment** to help support engagement in the Community Access Road in a manner that best suits your community.

The original objective of identifying a Community Coordinator was to have the individual support consultation efforts between the MFFN Community Access Road and your community with outreach, field work and Public Information Centers, among other engagement activities. As we approach the circulation of the Draft Environmental Assessment / Impact Statement (EA / IS), there are fewer tasks for a community coordinator to complete based on the original description of the role. Consultation and outreach activities will continue, however as we approach the submission of the Draft EA / IS the focus will change to its review and gathering of feedback.

To ensure your community is supported during the review of the Draft EA / IS we would like to offer **a one-time lumpsum capacity funding payment of** [redacted]. These funds are intended to support your engagement in the Community Access Road; we believe that this approach will provide your community with 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. If your community would like to have a Community Coordinator to support the review (e.g. by gathering and compiling feedback) you are able to use this funding to pay that position. However, please note that as our Community Coordinator Program is being discontinued and the responsibilities of managing this role will be the responsibility of your community. 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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[redacted]
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From: Angelis, Niki
Sent: November 13, 2024 4:26 PM
To: Dorothee Schreiber [redacted]
Cc: qsaddique[redacted]; Jennifer Bruin [redacted] Sylvia Koostachin-Metatawabin [redacted]; Jack Linklater JR [redacted]; Pauline Tookate [redacted]; Stephen O'Neil [redacted]
Subject: RE: MFFN CAR- Draft ATRI EC Report

Good afternoon Dorothee,
Thank you for your email.

The update provided in the October E-Blast was a general update of the ATRI Study Areas and does not apply to Attawapiskat First Nation and does not undo what was discussed and agreed upon during the July 23, 2024 meeting on the ATRI Existing Conditions Report. Each Indigenous Community receives an ATRI Report that is specific to them, understanding that the context, experience, and priorities for each is unique.
Per the discussions that took place on July 23, 2024, the Regional Study Area for the Attawapiskat First Nation ATRI assessment will be expanded to include the Missisa and James Bay caribou ranges. This will be shared in the forthcoming Draft Attawapiskat First Nation ATRI Technical Report: Existing Conditions and Impact Assessment.
Sincerely,
Niki

Subject: MFFN CAR - Milestone 3 Report
Sent: 2024/11/28, 19:10:56
From: Angelis, Niki [redacted]
To: [redacted]

Good afternoon Chief Koostachin-Metatawabin,

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 **Attawapiskat 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.

If you have any questions or would like to schedule a meeting to discuss the reports and timeline, please reply to this email. 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,

[redacted]
Communication and Community Engagement
[redacted]

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[redacted]
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Subject: MFFN CAR - End of Year Greetings
Sent: 2024/12/19, 20:18:54
From: Angelis, Niki [redacted]
To: [redacted]

Good afternoon Chief Sylvia Koostachin-Metatawabin,

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 virtual and in-community meetings. 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. If you have any questions about the program or would like to review 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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Subject: RE: MFFN CAR - End of Year Greetings
Sent: 2025/01/09, 16:23:52
From: Angelis, Niki [redacted]
To: Dorothee Schreiber

Hello Dorothee,

Happy New Year to you as well!

It is my understanding that the geotechnical drilling permit is still with the MNRF and therefore there is no scheduled or expected start date. If I receive any updates on the matter, I will be in touch.

Sincerely,
Niki

Subject: MFFN Community Access Road Update
Sent: 2025/01/25, 01:39:26
From: Angelis, Niki [redacted]
To: [redacted]
Cc: [redacted]

Hello Chief Koostachin-Metatawabin,

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 Attawapiskat First Nation and we are here to assist you in the review process.

The MFFN CAR Project Team will be attending the **Three Road Projects Gathering and Expo** in Thunder Bay from February 19-20 and in Timmins from February 25-26, 2025. Your community has received an invitation to this event with all of the event details, how to register and a link to book a time to speak one-on-one with the Project Team. If you wish to meet with the MFFN CAR Project Team outside of this event, we are happy to meet at a time that best suits you.

Community Capacity Funding Program
In November 2024, we introduced the one-time lumpsum capacity funding payment of $[redacted] to support your review and comment on the Draft EA / IS. Please let us know if you are interested in taking part in this program by February 28, 2025. If you have any questions, please let me know.

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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Subject: MFFN CAR - Upcoming Engagement Activities
Sent: 5/2/2025, 4:51:20 PM
From: Angelis, Niki [redacted]
To: [redacted]

Good afternoon,

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: [redacted]

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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Subject: MFFN Community Access Road - Latest Updates
Sent: 6/27/2025, 12:01:38 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.

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
Mobile: [redacted]

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AECOM Canada celebrates 114 years in Canada delivering our most iconic infrastructure projects.

Subject: MFFN CAR - Notice of upcoming field work
Sent: 7/9/2025, 1:42:33 PM
From: Angelis, Niki<[redacted]
To: [redacted]
Cc: [redacted]
Attachments: [redacted]

Good afternoon Dorothee,

I hope this email finds you well.

As you are aware, the Ministry of Natural Resources (MNR) are reviewing a permit for geotechnical work in the study area of the preferred route for the Community Access Road. Attawapiskat First Nation has expressed concerns about work carried out in “Area 6”. This is an area that Attawapiskat First Nation has flagged as having a high potential for cultural heritage values due to a historic trail in that area.

As a response, the MFFN Community Access Road Archaeological Team will be conducting a Stage 2 Archaeological Assessment in the area prior to any geotechnical work taking place. Please note that two Knowledge Holders, one from Marten Falls First Nation and the other from Aroland First Nations will join the Archaeological Crews on this field work.

The findings of the Stage 2 Archaeological Assessment will be shared with Attawapiskat First Nation.

For your reference, please find the Summer / Fall 2025 Field Notice that will be issued in tomorrow’s Monthly CAR E-Blast. Please note that updates to the notice will be issued once the field dates are confirmed.

Sincerely,
Niki

Niki Angelis
Communication and Community Engagement
Mobile: [redacted]

Out of Office July 10 & 11, 2025

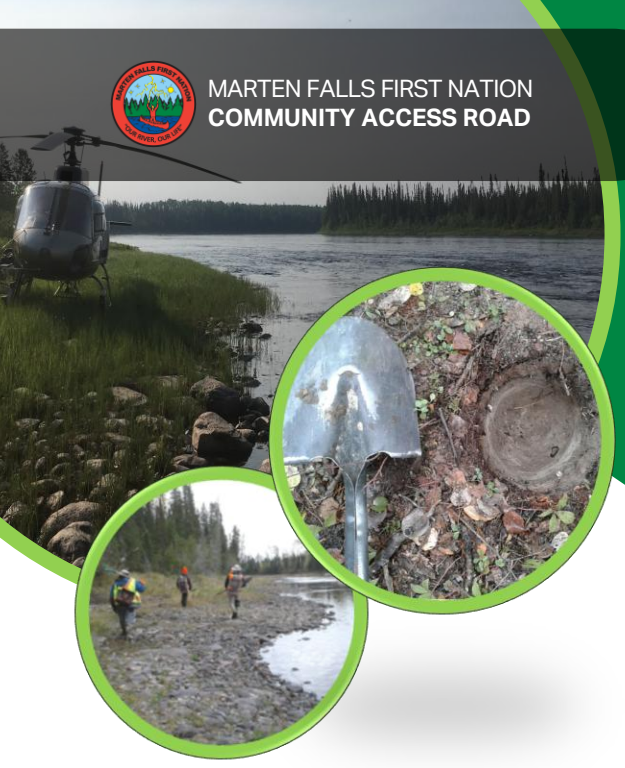
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MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD



Field Notice

Summer / Fall 2025 Field Notice

Issued: July 2025

What's Happening?

Field programs will be continuing into the 2025 summer and fall seasons to support the Preliminary Design and future permitting for the Marten Falls First Nation Community Access Road.

The following three field programs are outlined in this notice:

- Stage 2 Archaeological Assessment
- Groundwater Well Decommissioning
- Geotechnical Investigation

Stage 2 Archaeological Assessment

Archaeological assessments are crucial for determining the potential presence of archaeological sites and artifacts and are mandated through the Ontario Heritage Act. For the Marten Falls First Nation Community Access Road, background archaeological research (Stage 1) began in 2019 to look into archaeological potential for possible unknown sites, and some initial field surveys were conducted in 2019.

Now that the preferred route has now been chosen for the Community Access Road, archaeologists will conduct Stage 2 field surveys in the following locations in advance of geotechnical investigations:

- where the road is planned to cross waterbodies;
- at sites where bridges may be built; and
- at one potential aggregate location.

The investigations will focus on the area where geotechnical drilling will be required, and where helicopter landing sites may be created.

The archaeology team will complete the work **during the summer or fall season**. Dates have yet to be determined, though the work is expected to take approximately two weeks to complete. An update will be provided once dates are confirmed.

The stages of an Archaeological Assessment in Ontario

1. **Stage 1** – Background Study: A background study is first conducted to determine archaeological potential, which means areas where people liked to live.

2. **Stage 2** – Field Survey: Archaeologists go out and look for sites that may be impacted by construction. In Northern Ontario, this is typically completed using a test pit survey. This means a team of archaeologists dig small holes in areas of high archaeological potential and sift the soil to search for artifacts.

   If the team finds artifacts, we have a site!

3. **Stage 3** – Find Site Limits: The next step is finding the site limits. When looking for site limits the team of archaeologists digs larger 1 m by 1 m excavation units and collect the artifacts. These units are dug every 5 m until we find the site edge.

4. **Stage 4** – Excavation or Avoidance: In the final step, the site is either excavated or the development is moved to avoid and protect the site. Depending on the size and nature of the site, it might be easy to move the purposed impacts than remove the site. Some projects are easier to move around archaeological sites than others.

Geotechnical Investigation

Field crews are proposing to conduct geotechnical investigations to support preliminary exploration of potential aggregate sites and water crossing locations along the route for the Community Access Road. Geotechnical investigations will focus on aggregate sites and water crossings to assess material quantity, quality, soil suitability and groundwater monitoring.

Advance notice was initially provided for the Geotechnical Investigation in the Fall 2024 Field Notice, however, work was unable to commence at that time. Instead, it is expected that this work will be conducted **during the fall 2025 season**. An update will be provided once dates are confirmed.

Groundwater Well Decommissioning

Field crews will be decommissioning selected monitoring wells this fall as part of the Groundwater and Geochemistry program. This program has been essential for checking the health of groundwater along the proposed route for the Community Access Road. The program has tested for things like minerals, dissolved metals (such as mercury), and volatile organic compounds. By understanding current groundwater conditions, we can better predict how the road might affect the natural environment.

The wells are being decommissioned are in a location that will not support future long term monitoring of the proposed roadway. Future wells within the final right of way may be installed in accordance with the mitigations outlined in Section 9.3.4 of the Draft Environmental Assessment / Impact Statement. The report is available here: [redacted]

Since 2022, field crews have collected samples from the same monitoring wells each spring, summer, and fall to track seasonal changes. With the sampling now complete, field crews will proceed with decommissioning selected wells **during the fall season**. An update will be provided once dates are confirmed.

What to expect

Field crews will be accessing sites across the study area by helicopter—you may see helicopters in the area. An update will be provided if the above schedule changes due to weather or other conditions.

To learn more about our studies, view our past webinar recordings, valued component videos, Groundwater and Geochemistry Discussion Guide, and the Draft Environmental Assessment / Impact Statement on our website.

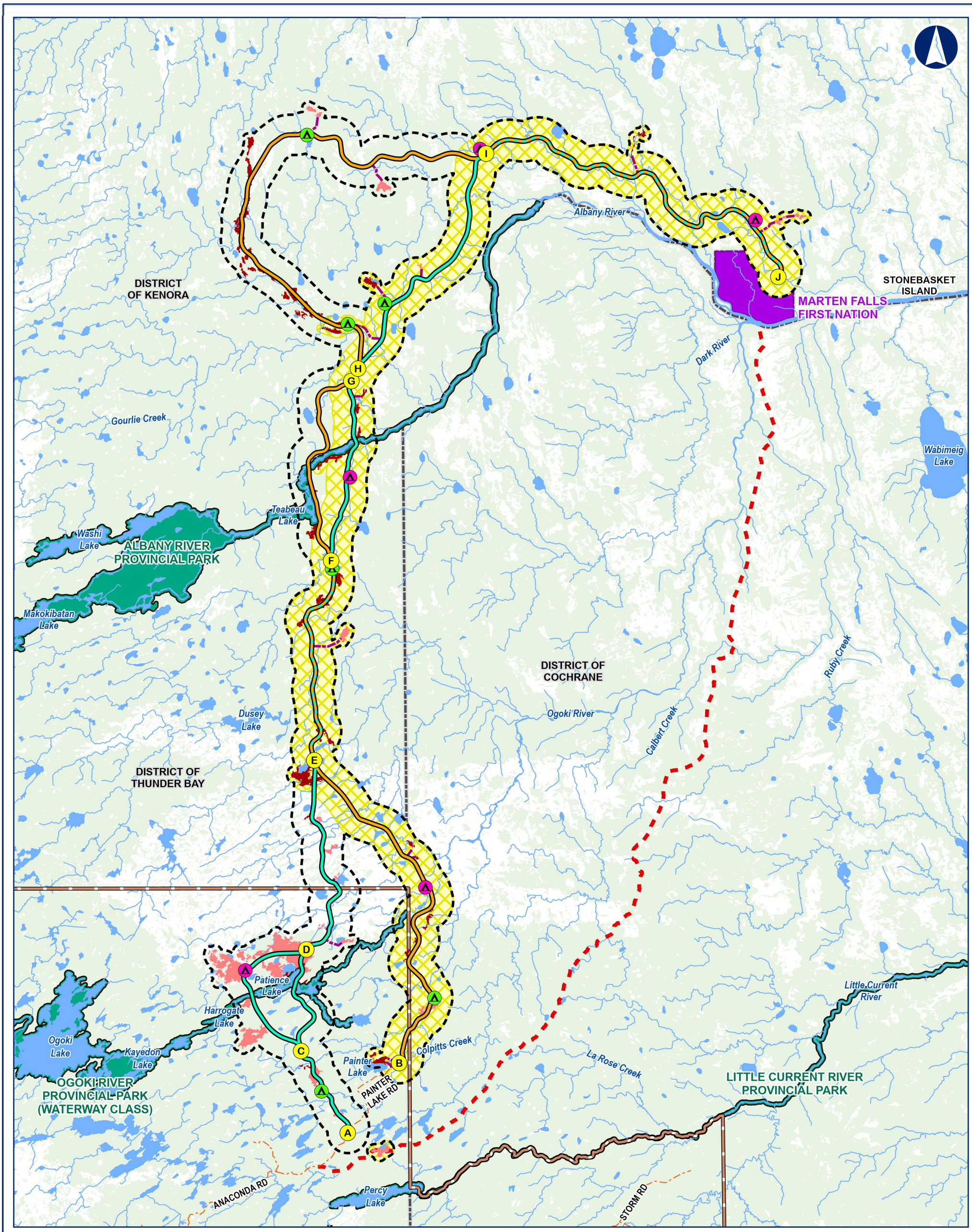
Where?

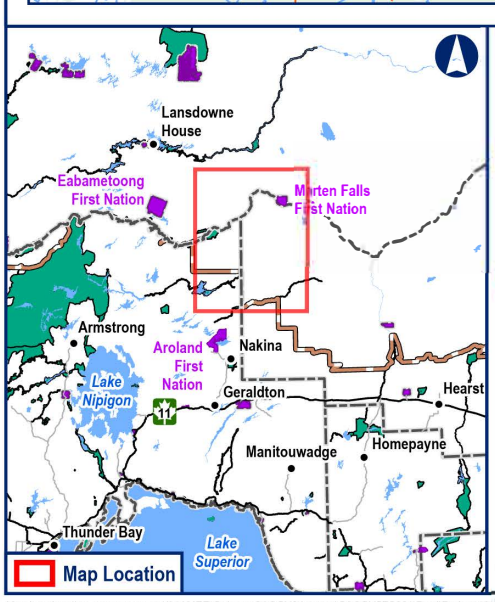
See the next page for a map of the study area.

Contact Information

You are welcome to contact the MFFN Community Access Road Project Team at any time with questions or comments.

Lawrence Baxter
Senior Community Member Advisor
Marten Falls First Nation
[redacted]
www.martenfallsaccessroad.ca





Legend

- Segment Node
- Project Study Area
- Preferred Route

Construction Disturbance Area

Route Alternatives (100 m Right-of-Way)
- Alternative 1
- Alternative 4

Potential Camp Site
- 50 Persons (108 m x 150 m)
- 200 Persons (108 m x 150 m)
- Approximate Access Road to Potential Construction Camp (10 m Width)

Potential Aggregate Source
- Bedrock
- Sand and gravel
- Approximate Access Road to Potential Aggregate Site (10 m Width)

General Features
- Resource / Recreation Road
- MFFN Existing Winter Access Road
- Watercourse
- Waterbody
- First Nation Reserve
- District Municipal Boundary
- Far North 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
Service Layer Credits:

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Summer / Fall 2025 Field Programs

0 5 10 20
Kilometres

Datum: NAD 1983 CSRS UTM Zone 16N

November 2024 | 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\ifs\AMER\Calgary-CACGY3\Legacy\CACGY5FS001\Prod\Projects\60593122\171 PRJ\172 GIS\Graphics\Design\01_Reports_2024\EA-IS\PRJ_MFCAR_EA-IS_60593122.aprx Figure: MAP_Fig4-7_MFCAR_FinalRoute_60593122
Date Saved: 2024-11-13 11:07 AM User Name: Stephanie.Clark

Subject: MFFN CAR - Aboriginal and / or Treaty Rights and Interests: DRAFT Impact Assessment Report
Sent: 7/10/2025, 6:49:35 AM
From: Angelis, Niki [redacted]
To: [redacted]
Cc: [redacted]

Dear Chief Sylvia Koostachin-Metatawabin and Attawapiskat First Nation Councillors,

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:

- [redacted]

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 **October 8, 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
Mobile: [redacted]
[redacted]

Out of Office July 10 & 11, 2025



[redacted]
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AECOM Canada celebrates 114 years in Canada delivering our most iconic infrastructure projects.

Subject: RE: MFFN CAR - Aboriginal and / or Treaty Rights and Interests: DRAFT Impact Assessment Report
Sent: 7/30/2025, 7:16:52 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 **October 8, 2025** the report will be finalized.

Kind regards,

Niki Angelis
Communication and Community Engagement
Mobile: [redacted]

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[redacted]

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Subject: MFFN CAR - Latest Updates
Sent: 8/28/2025, 8:33:28 AM
From: Angelis, Niki [redacted]
To: [redacted]

Good morning,

I hope this email finds you well

This email acknowledges receipt of a letter sent via email on August 21, 2025 by Attawapiskat First Nation addressed to the Impact Assessment Agency of Canada (IAAC) and Ministry of the Environment, Conservation and Parks (MECP) related to the **Draft Aboriginal and / or Treaty Rights and Interests report** (Draft Report). The MFFN CAR Project Team and Chief Bruce Achneepineskum were also copied.

Please note that the 90-day comment period on the Draft Report is still open. If you have any additional comments, questions or concerns that I can bring forth to the ATRI Team directly, please provide them by **October 8, 2025**.

Additionally, IAAC and MECP shared the letters issued to them regarding the Draft Environmental Assessment / Impact Statement (EA / IS). Thank you for providing comments on the Draft EA / IS.

New Video on Cumulative Effects

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]

Kind regards,

Niki Angelis
Communication and Community Engagement
Mobile: + [redacted]
[redacted]

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Subject: MFFN CAR - contact information updates
Sent: 8/28/2025, 8:54:38 AM
From: Angelis, Niki [redacted]
To: [redacted]

Hello Dorothee and Pauline,

I wanted to touch base regarding the key contact list for Attawapiskat First Nation. I noticed that two new names have appeared on recent correspondence, please advise if any or all of the following should be included on emails related to the Community Access Road moving forward:

- Tricia Isaac, CEO Attawapiskat First Nation, [redacted]
- Brian Nakogee, Policy Advisor, [redacted]

Thank you,
Niki

Niki Angelis
Communication and Community Engagement
Mobile: [redacted]



[redacted]

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Subject: RE: MFFN CAR - contact information updates
Sent: 8/29/2025, 7:14:32 AM
From: Angelis, Niki [redacted]
To: [redacted]
Cc: [redacted]

Hello,

Thank you for confirming – I will update my contact list.

Sincerely,
Niki

From: Dorothee Schreiber [redacted]
Sent: August 28, 2025 5:37 PM
To: Angelis, Niki [redacted]
Subject: Re: MFFN CAR - contact information updates

Hi Niki,

Thanks for your email. Along with Pauline Tookate and Chief and Deputy Chief, please include the following people on emails related to the MFFN CAR, going forward.

Noel Tookate, [redacted]

Tricia Isaac, [redacted]

Thanks,

Dorothee

On 2025-08-28 10:54 a.m., Angelis, Niki wrote:

> Hello Dorothee and Pauline,
>
> I wanted to touch base regarding the key contact list for Attawapiskat First Nation. I noticed that two new names have appeared on recent correspondence, please advise if any or all of the following should be included on emails related to the Community Access Road moving forward:
>
> 1. Tricia Isaac, CEO Attawapiskat First Nation, [redacted]
> 2. Brian Nakogee, Policy Advisor, [redacted]
>
> Thank you,
> Niki

Niki Angelis
Communication and Community Engagement
Mobile: [redacted]

AECOM Delivering a better world
[redacted]

[redacted]

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B3.2 Incoming Community Specific Correspondence

From: Dorothee Schreiber [redacted]
Sent: Wednesday, August 7, 2024 1:54 PM
To: MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>; MartenFalls (IAAC/AEIC) [redacted]; Pauline Tookate [redacted]
Subject: Re: MFFN Community Access Road Stage 1 Archaeological Assessment Report

Good afternoon MFFN team,

I am following up on the below email, as I don't believe we've received a response yet.

Thanks,
Dorothee

From: Dorothee Schreiber [redacted]
Sent: Wednesday, August 14, 2024 12:02 PM
To: Angelis, Niki [redacted]
Cc: Pauline Tookate [redacted]; MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>; MartenFalls (IAAC/AEIC) [redacted]
Subject: Re: MFFN Community Access Road Stage 1 Archaeological Assessment Report

Thank you Niki, I appreciate the updated information.

Dorothee

From: Dorothee Schreiber [redacted]
Sent: Thursday, September 26, 2024 9:56 AM
To: MFFN Community Access Road Project Team [redacted]; Sylvia Koostachin-Metatawabin [redacted]
Subject: Re: Community Access Road Fall 2024 Field Notice

Dear MFFN Community Access Road Project Team,

The newsletter you sent states that you will soon be doing "geotechnical investigations to support preliminary exploration of potential aggregate sites along the route for the Community Access Road." You also indicate that you are in the process of applying for a permit for this exploration work. Please send Attawapiskat First Nation a copy of the exploration permit application you submitted.

Thanks,
Dorothee

From: Dorothee Schreiber [redacted]
Sent: Friday, October 4, 2024 3:08 PM
To: Angelis, Niki [redacted]
Cc: MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>; Sylvia Koostachin-Metatawabin [redacted] Jack Linklater JR [redacted] Pauline Tookate [redacted]
Subject: Re: Community Access Road Fall 2024 Field Notice

OK thank you Niki. I am in touch with MNR on this file, and sent them a list of questions today.

Dorothee

From: Dorothee Schreiber
Sent: Friday, October 4, 2024 5:18 PM
To: Angelis, Niki
Cc: Jennifer Bruin
MacInnis, Paul (ENDM) Moszynski, Dorothy (MECP) McLeod, Sasha (MECP) Noel Tookate
Subject: Re: MFFN Community Access Road – About the Draft EA / IS

Hello Niki,

Thanks for the notice of early circulation of the draft ES/IS. The community contacts for Attawapiskat for receiving the documents should be myself and Noel Tookate:

Dorothee Schreiber
Noel Tookate

Please provide the draft documents as soon as they are available via a file transfer service (not an email attachment).

Thanks,
Dorothee

From: Dorothee Schreiber [redacted]
Sent: October 16, 2024 6:15 PM
To: Angelis, Niki [redacted]
Cc: [redacted]>; Jennifer Bruin [redacted] MacInnis, Paul (ENDM) [redacted] Moszynski, Dorothy (MECP) [redacted] McLeod, Sasha (MECP) [redacted] Noel Tookate [redacted]
Subject: Re: MFFN Community Access Road – About the Draft EA / IS

Hi Niki,

Attawapiskat will need Cree-language (n-dialect) summaries of all sections of the Impact Statement submitted by the proponent ("pre-draft," "draft," and "final" versions). The Cree-language summaries should provide enough detail for people to be well informed about what the proponent is claiming will be the impacts of the project, how the proponent came to this conclusion, and the proposed mitigation measures. While each section of the Impact Statement should have a summary provided in Cree, more detail is required for the sections on impacts to rights, species at risk, water, fish, wildlife, and cumulative effects. Please also ensure that the proponent provides an English version of each of the Cree summaries.

Thanks,
Dorothee

From: Dorothee Schreiber [redacted]
Sent: October 24, 2024 4:57 PM
To: Angelis, Niki [redacted]
Cc: [redacted] Jennifer Bruin [redacted] MacInnis, Paul (ENDM) [redacted] Moszynski, Dorothy (MECP) [redacted] McLeod, Sasha (MECP) [redacted] Noel Tookate [redacted]
Subject: Re: MFFN Community Access Road – About the Draft EA / IS

Hi Niki,

Thanks for your email. Translating the Executive Summary is a start, but Attawapiskat First Nation will require Cree-language translations of all the key points of each section of the Impact Statement. Again, the Cree-language summaries of each section should provide enough detail for people to be well informed about what the proponent is claiming will be the impacts of the project, how the proponent came to this conclusion, and the proposed mitigation measures. While each section of the Impact Statement should have a summary provided in Cree, more detail is required for the sections on impacts to rights, species at risk, water, fish, wildlife, and cumulative effects.

Plain-language summaries of the technical reports and Cree language translations of those summaries would also be important of course. However, as I understand it the "technical reports" will be in the form of annexes (such as those providing data collected during baseline studies). It will still be necessary to translate the various sections of the Impact Statement itself, as described above.

Thanks,
Dorothee

From: Dorothee Schreiber [redacted]
Sent: November 7, 2024 12:20 PM
To: Angelis, Niki [redacted]
Cc: [redacted] Jennifer Bruin [redacted] Sylvia Koostachin-Metatawabin [redacted] Jack Linklater JR [redacted] Pauline Tookate [redacted] Stephen O'Neill [redacted]
Subject: Re: MFFN CAR- Draft ATRI EC Report

Hi Niki,

Thank you for sending these documents.

Attawapiskat First Nation remains deeply concerned about the size of the study area you plan to use to evaluate impacts to Aboriginal and Treaty Rights and Interests (ATRI) in your impact statement. The discussion we had via Teams on 23 July 2024 has not allayed these concerns.

The October 2024 memo you shared on November 5th ([redacted])

states that "the Regional Study Area … shifted from a quaternary to a tertiary watershed level." However, even the revised Regional Study Area is tiny compared to the area across which Attawapiskat's inherent and Treaty rights will be affected, if your proposed frontier development is built.

The memo goes on to state that a "Caribou Regional Study Area has also been identified that encompasses the four caribou ranges that are intersected by the Project" and that you will use this area to "assess the potential indirect impacts on ATRI resulting from potential Project effects on caribou specifically." We question why the James Bay caribou range and the eastern migratory caribou range that extends to its north is not included in this study area, given that eastern migratory caribou overlap with the woodland caribou in upriver areas in winter.

In any case, how will the MFFN CAR team address the very large gap between the small "tertiary watershed" regional study area around the road for studying impacts to "harvesting and cultural practice rights" and the vastly larger "Caribou Regional Study Area" you have identified? Is your team suggesting that the cumulative impacts to rights stemming from the building of a road into a previously undeveloped area will stop at the tertiary watershed level, and that only one aspect of those rights – those associated with caribou – is linked to the larger regional scale of the caribou ranges?

Thanks,

Dorothee

From: Dorothee Schreiber [redacted]
Sent: January 8, 2025 1:25 PM
To: Angelis, Niki [redacted]
Subject: Re: MFFN CAR - End of Year Greetings

Hi Niki,

Happy New Year and hope you had a restful holiday. Thank you for this update.

I just wanted to check in with you about the status of the fall 2024 geotechnical drilling. Has this gone ahead and if not, what is the expected start date?

Thanks,
Dorothee

From: Dorothee Schreiber [redacted]
Sent: January 9, 2025 9:58 AM
To: Angelis, Niki [redacted]
Subject: Re: MFFN CAR - End of Year Greetings

OK, thanks very much Niki.

Dorothee

Subject: letter from AttFN re. MFFN CAR draft IS
Sent: 2025-06-11, 2:24:23 PM
From: Dorothee Schreiber [redacted]
To: [redacted]
Cc: [redacted]
Attachments: 2025-06-11 letter from AttFN re. MFFN CAR draft IS.pdf

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Flag Status: Flagged

Please find attached a letter from Attawapiskat First Nation.

Thank you,

Dorothee

Telephone: [redacted] Fax: [redacted]

ATTAWAPISKAT FIRST NATION

[redacted]

June 11, 2025

SENT BY EMAIL

Loraine Cox
Team Leader, Ontario Region
Impact Assessment Agency of Canada
[redacted]

Dorothy Moszynski and Sasha McLeod
Special Project Officers
Environmental Assessment Branch
Ontario Ministry of the Environment, Conservation and Parks
[redacted]

Dear Ms. Cox, Ms. Moszynski, and Ms. McLeod,

Re: Attawapiskat First Nation's preliminary comments on the Marten Falls First Nation Community Access Road draft Impact Statement

As per the Impact Assessment Agency of Canada and the Ontario Ministry of Environment's request, Attawapiskat First Nation is providing preliminary comments on the draft Impact Statement (draft IS) provided by the proponent for the Marten Falls First Nation Community Access Road (MFFN CAR).

Please note that submission of these comments does not signal the consent of Attawapiskat First Nation for any developments within the area commonly known as the "Ring of Fire," including developments related to transport and resource exploitation within that area.

The following is a summary of our initial, high-level concerns.

1. Your regulatory process for approving the MFFN CAR project does not meet the Crown's Treaty obligations, nor the duty to consult and accommodate Attawapiskat First Nation.

Attawapiskat is being presented with a project that will open our homeland to industrial development. We believe that if this road were to be built, it would transform our lands, waters, and way of life forever.

The conventional environment assessment/impact assessment (EA/IA) process being used here does not do justice to the magnitude and scope of what is at stake for our Kattawapiskak people. Under your current regulatory process, we are presented with a series of technical documents, on which we are expected to provide comments by a certain deadline.

This process is not sufficient to gain our consent to the project. We have not had the opportunity to sit down with the Crown, our Treaty partner, to discuss in a complete and thorough manner what our people want for the future of their territory. We remind you that as Treaty partners, we allowed settlers to live on our lands, but we did not give up the right to manage the land and control development.

Our people have not had the opportunity to speak, in their own language and in their own way, about what their experience and lives lead them to believe the impact of an all-season road to the Ring of Fire would be. Canada and Ontario need to come to Attawapiskat to hear about our goals and aspirations and to understand what is really going on in our communities. These discussions cannot be had within the narrow regulatory process and time frames under which you are operating.

When Canada adopted the UN Declaration on the Rights of Indigenous People (UNDRIP) into domestic law, it also adopted the standard of Free, Prior, and Informed Consent (FPIC). The FPIC standard is a single international standard (not a "spectrum"), and is meant to ensure that consultation processes are robust and further the goal of reconciliation.

The requirement for FPIC, when large-scale development projects are planned on Indigenous lands, has been addressed in the Inter-American Court of Human Rights (IACHR):

> In *Saramaka People*, the IACHR noted that to ensure effective participation of the Saramaka people in the development of their territory, "the State has a duty to actively consult with said community according to their customs and traditions" (*Saramaka People* at para 133). Moreover, the IACHR noted that the consultation must use "culturally appropriate procedures and with the objective of reaching an agreement. Furthermore, the Saramaka people must be consulted, in accordance with their own traditions, at the early stages of a development or investment plan, not only when the need arises to obtain approval from the community" (*Saramaka People* at para 133). The IACHR encouraged prompt, full, and frank communications to ensure all parties had time to consider the environmental and health impacts and risks, in order that the plan is accepted "knowingly and voluntarily," and stated that the process takes into account the Saramaka people's "traditional methods of decision-making" (Saramaka People at para 133).[1]

As Justice Julie Blackhawk wrote in *Kabaowek First Nation v. Canadian Nuclear Laboratories*, 2025 FC 319 "While the FPIC standard is not a veto, it requires significant robust processes tailored to consider the impacted Indigenous Nations laws, knowledge, and practices and employ processes that are directed toward finding mutual agreement."[2]

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[1] *Kebaowek First Nation v. Canadian Nuclear Laboratories*, 2025 FC 319 at para 107 citing *Case of the Saramaka People v Suriname* (2007), Inter-Am Ct HR (Ser C) No 172 [*Saramaka People*]
[2] *Kebaowek First Nation v. Canadian Nuclear Laboratories*, 2025 FC 319 at para 183.

The current process is a "check box" exercise and is the opposite of such a robust approach. Our people often say "the Treaty must come first." The process we are involved in here does not allow our Treaty rights holders to participate in co-jurisdiction over, and co-development of, the Ring of Fire.

2. The MFFN CAR will connect the provincial highway network to the Ring of Fire via the Northern Road Link, for which Marten Falls First Nation is also a proponent. Under the guise of "economic reconciliation," Marten Falls First Nation and Ontario have drawn us into a one-sided, Crown regulatory process that is at odds with the Treaty relationship.

Chief Achneepineskum of MFFN is quoted in the draft IS as saying "we are leading our own future, our own prosperity, and making decisions in our own traditional territory."[3]

The decision on when, how, or whether to open our shared territory to mining development is not for Marten Falls, Webequie, or Aroland First Nation alone to make.

The headwaters of our rivers, including the Attawapiskat, the Little Attawapiskat, Ekwan, and Kapiskau Rivers, make up the heart of our ancestral homeland. As recently as one or two generations ago – the generation of our grandparents – we spent most of our time in inland areas, coming to the coast only a few times a year for community gatherings. The rivers are still our highways and our ancestors are buried everywhere along these ancient travel routes. The headwaters that Marten Falls and Webequie wish to transform by a road and mining development are sacred to us.

By becoming proponents of the road to the Ring of Fire, Marten Falls and Webequie have launched a regulatory process in which Attawapiskat and other First Nations are being consulted. We are asked to submit comments and concerns, while final decision-making authority rests with the Crown alone. As such, we are treated as stakeholders and not as Treaty partners. This is unacceptable and the Crown's approach to the Ring of Fire must change.

Marten Falls First Nation states repeatedly in the draft IS that the road, by providing access to the Ring of Fire, represents the opportunity for "economic reconciliation." For example, it states on p. 68:

> Economic reconciliation represents redress for past injustices, and signifies the Agency we have over our economic future.
>
> Our Road represents hope, economic reconciliation, and a way to provide for the generations ahead; as Chief Bruce said (2023), "We are getting our house in order and setting up the future of our seven generations."

Like Marten Falls First Nation, Attawapiskat is experiencing multiple, overlapping crises, rooted in the colonial relationship and the lack of proper housing, infrastructure, and services, and the forced poverty we are enduring.

Like Marten Falls First Nation we hear the promises of "economic reconciliation." We are told in repeated rhetoric from the government of Ontario that the road is a "corridor to prosperity" for

[3] MFFN CAR draft Impact Statement, p. 50.

the entire region and that this prosperity will trickle down to our people through work opportunities and better infrastructure.

We are dismayed to witness one First Nations community after another, most recently Aroland First Nation and Ginoogaming First Nation, being pacified on their Ring of Fire concerns through provincial funding agreements in the tens of millions of dollars.[4] These agreements are a divide-and-conquer strategy. They take advantage of First Nations' dire social and economic circumstances by offering cash in exchange for the right to say no to development.

What's more, these cash deals are made in a context in which the outcome of the road environmental assessment processes appears to be pre-determined. Both provincial and federal Crowns have already committed to pushing forward the road and mining projects. This is completely contrary to Canada's commitment, under its *UNDRIP Action Plan*, to "carrying out impact assessments in a manner that emphasizes the need to seek free, prior, and informed consent."[5]

The *Principles Respecting the Government of Canada's Relationship with Indigenous Peoples* tell us that:

> The importance of free, prior, and informed consent, as identified in the UN Declaration, extends beyond title lands. To this end, the Government of Canada will look for opportunities to build processes and approaches aimed at securing consent, as well as creative and innovative mechanisms that will help build deeper collaboration, consensus, and new ways of working together. It will ensure that Indigenous peoples and their governments have a role in public decision-making as part of Canada's constitutional framework and ensure that Indigenous rights, interests, and aspirations are recognized in decision-making.[6]

Instead of securing free, prior, and informed consent through deep collaboration and consensus-building, it appears that the plan is to purchase our consent through the offer of cash. At the 3 Roads gathering in Timmins in February 2025, the consultants for the road proponents stated that

> you might have some more significant effects where even after applying the mitigation measures you're still going to have effects to the communities. We want to group together the mitigation and enhancement measures and get out of the EA talk and start to get into more practical discussions with communities and look at what do communities need, want to achieve as part of the project.

We understand this to mean that impacts to rights will be compensated by money for "what communities need."

Let us be clear. The "Ring of Fire" is a shared territory over which Attawapiskat First Nation holds inherent and Treaty rights. Ring of Fire development would impact our rights in ways that go far beyond what we have already endured. As such, impacts to rights from the roads cannot be cancelled out by funding to cover basic community needs, such as infrastructure, health

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[4] https://news.ontario.ca/en/release/1005666/ontario-and-aroland-first-nation-sign-historic-agreement-connecting-roads-to-the-ring-of-fire
[5] https://www.justice.gc.ca/eng/declaration/ap-pa/index.html
[6] https://www.justice.gc.ca/eng/csj-sjc/principles-principes.html

care, housing, and education. Attawapiskat cannot be meaningfully consulted on, and consent to, a project that will transform the lives of future generations, when our community is in crisis and our immediate needs are not being met. The ongoing emergency conditions in which we live must be addressed first, before we are asked to make further concessions of land and rights. We will not exchange cash for impacts to rights in the absence of a government-to-government Treaty-based discussion that respects our sovereignty and jurisdiction.

3. Project-splitting, and a divide-and-conquer approach to the Ring of Fire is unacceptable.

It has long been Ontario's plan to build one continuous north-south access road from the provincial highway network to the McFaulds Lake area in the Ring of Fire. As Ontario stated in its 2017 Long-Term Infrastructure plan,

> The Province is taking an important next step toward developing the Ring of Fire, an area in Northern Ontario with significant chromite resources. ... As part of this project, the Province is also working with First Nations to build all-season access roads to their communities. ... Building these roads is a critical step in realizing the economic benefits of one of the largest mineral-development opportunities in Ontario in almost a century.

In discussing the "do-nothing approach" in the draft IS, the proponent admits that "In addition to impacts to Marten Falls First Nation, without the Community Access Road it would not be possible to develop proposed mineral projects in the far north that the Province has indicated its support for."[7]

It is important here to consider how Marten Falls and Webequie came to be proponents of the road to the Ring of Fire.

In the 2010s, the Ontario government was in the process of negotiating a "regional framework agreement" for development of the Ring of Fire, with Matawa First Nations that were closest to the Ring of Fire.

In 2019, Ontario officially ended that process. The province decided instead to move forward with closed-door meetings with individual First Nations. Ontario made a series of bilateral agreements: one with Marten Falls First Nation, and the other with Webequie First Nation, who became the official all-season road proponents.

This was a divide-and-conquer strategy where two communities (MFFN and Webequie) were promised all-season road access to the provincial highway system. It is obvious that if the mining interests in the Ring of Fire were not waiting for a road to be built, a community such as Marten Falls First Nation, with 350 people living on reserve, would not be offered a community access road costing in the billions of dollars.

The proponent has chosen not to link the purpose of the road directly to mine development in the Ring of Fire, choosing instead to focus on the promised "access to the broader region for better work opportunities" for Marten Falls First Nation.[8] In so doing, the proponent distances

[7] MFFN CAR draft IS, p. 70.
[8] MFFN CAR draft IS, p. 50.

itself from Ontario's long-stated purpose in building this road, which is to open the Ring of Fire to development.

Yet Chief Achneepineskum has also acknowledged that neighbouring First Nations are being left out of discussions on the future of the Ring of Fire and that this must change.[9] The Matawa Tribal Council, including Chief Achneepineskum, made a statement in January 2025 that read in part: "The Matawa Chiefs Council call on the Premier of Ontario to reconsider the colonial approach underway and to meet with us collectively as a matter of priority."[10]

The meetings suggested by Chief Achneepineskum would be a first step towards a Treaty-based approach to the Ring of Fire. The splitting of the road project into three segments, each subject to its own, individual, project-level impact assessment is the opposite of a Treaty-based approach to development in the Ring of Fire. It has also resulted in a large consultation burden on our community, generated confusion about overlapping processes, and impeded our ability to substantially engage with the assessments for these projects.

4. A number of immediately foreseeable, near-term developments in the Ring of Fire are excluded from the draft Impact Statement's cumulative effects analyses. This must be corrected and the projects listed below included.

One very serious consequence of project splitting is that the cumulative impact of opening up the Ring of Fire and adjacent James Bay lowlands to development, via an all-season access road, is not being fully considered by Ontario or Canada.

Table 10-1, the "Projects Inclusion List," lists the projects included in or rejected from the cumulative effects analysis. The scoping presented in this table is highly inadequate, and *does not meet Attawapiskat's definition of what is "reasonably foreseeable,"* as detailed below:

<u>The Blackbird, Big Daddy, Black Label, and Black Thor Mines are expected to proceed and must be retained in the cumulative effects "Projects Inclusion List"</u>

It is unacceptable that mining deposits that have already been announced by mining companies as planned for development are excluded from the cumulative effects analysis. The Big Daddy Mine, the Black Label Mine, and the Black Thor Mine were identified in the Tailored Impact Statement Guidelines for inclusion in the cumulative effects analysis.

The proponent has chosen not to include them, stating in Table 10-1: "Not included in the cumulative effects assessment as it is a deposit and not an active project" (p. 819).

This rationale is contrary to the proponent's own cumulative effects methodology, which involves asking the following questions in the scoping of activities to be included in the analysis: "Do the projects overlap in the type of effects? Do the projects overlap in the timing of effects? Do the projects overlap in the location of effects?" (p. 122).

[9] https://www.northernontariobusiness.com/regional-news/far-north-ring-of-fire/province-needs-to-cast-the-net-wide-on-ring-of-fire-consultation-says-marten-falls-chief-10093709

[10] https://www.matawa.on.ca/matawa-chiefs-council-challenge-premier-fords-indicatinos-of-first-nations-consent-on-the-am-can-fortress-strategy-our-land-is-not-for-sale/

Certainly, in the case of the above-mentioned mining deposits, the proposed projects will overlap with the road projects in type of effects (overlap in impacts to rights, impacts to wildlife and species at risk, impacts to water, etc.), timing of effects (overlap in the timing of mine construction and operation with the operation of the all-season road), and the location of effects (overlap in the location of impacts to the Ring of Fire and James Bay lowlands).

The named chromite deposits have been announced by Noront (Wyloo) as mines it plans to develop once the Eagle's Nest mine has been built. In fact, Wyloo has stated in presentations to Mushkegowuk communities that once development of the Eagle's Nest Mine is complete, the first chromite deposit to be mined will be Blackbird, followed by Black Thor. All of the named deposits – Blackbird, Black Thor, Big Daddy and Black Label – are expected to proceed and are therefore reasonably foreseeable projects that must be retained in the cumulative effects analysis.

There is more than enough information available on the size of the named chromite deposits to make inferences about the ways in which chromium and other heavy metals in waste rock, dust, tailings, and tailings water might contaminate our lands and waters.[11] The contamination of soils, water and air from the mining and processing of chromite ore, along with the potential implications of chromite mining for human health, have been well described in the scientific literature. Again, all stages of the operation of the chromite mines must be considered. The smelting of chromite ore produces toxic dust and slag, with serious consequences for the environment. All of these impacts are part of the cumulative effect of the proposed road and must be described in the IS for the MFFN CAR.

<u>Mining exploration has been ongoing for decades and must be retained in the cumulative effects "Projects Inclusion List"</u>

The proponent has chosen not to carry forward ongoing mining exploration by Juno Corp. in the cumulative effects analysis, stating in Table 10-1: "Not included in the cumulative effects assessment as it is a deposit and not an active project" (p. 822).

The disturbance created by mining exploration has been ongoing for decades, and millions of dollars are invested in this activity every year. For the first half of 2024 alone, Juno Corp. budgeted $3.5 million for geophysical surveys and exploratory drilling on its Ring of Fire claims.[12]

Impacts from mining exploration include the construction of helicopter pads, drill pads, drill holes, trails, camps, cut lines, sumps containing wastewater and drill cuttings, among other impacts. There is also considerable helicopter and snowmobile traffic causing sensory disturbance to caribou and other wildlife. We still do not know whether the human disturbance footprint can ever be recovered in our fragile mushkeg environment. It is therefore unacceptable that this impact is not included in the cumulative effects analysis.

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[11] Mining Watch Canada reported as follows in 2012: "According to the Cliffs chromite project proposal, 6,000-12,000 tonnes of ore and 65,000 tonnes of waste rock will be produced per day. The operation's predicted tailings output would require an area of 250 hectares to contain it. An estimated 2,100 tonnes of slag would be produced per day by the ferrochrome plant, all of which would be cooled with water that will likely require treatment." Mining Watch Canada. 2012. *Potential Toxic Effects of Chromium, Chromite Mining and Ferrochrome Production: A Literature Review.* Available at: https://miningwatch.ca/publications/2012/5/9/environmental-and-health-effects-chromium

[12] Juno Corp., investor presentation, February 2024.

The proponent must gather data on the mining exploration footprint (including all the disturbance types listed above) from MINES, and include this in the cumulative effects analysis.

The transload facility, transmission line, and smelter must be included in the cumulative effects analysis

The railway transload facility, power transmission projects, and the smelter are specifically mentioned in the Tailored Impact Statement Guidelines' list of projects to be included in the cumulative effects analysis.[13] Mines require a power source and a way to transport and process the ore that is extracted. These developments are therefore part and parcel of the operation of the Eagle's Nest Mine, which Wyloo expects to build as soon as the road is finished.

A smelter in the territory has been the wish of Marten Falls and Aroland since at least 2012.[14] Ontario recently announced that it will support Aroland First Nation in acting as a proponent for the development of a transload facility and a host community for a smelter.[15]

As part of the same press release, Ontario announced "$70 million to advance route and design planning of the Greenstone Electricity Transmission Line, working with Aroland First Nation, Animbiigoo Zaagi'igan Anishinaabek, Ginoogaming First Nation, Biinjitiwaabik Zaaging Anishinaabek, Bingwi Neyaashi Anishinaabek and Red Rock Indian Band."[16]

There is therefore no question that these activities are reasonably foreseeable and that they must be included in the cumulative effects analysis.

Aggregate mining and waste management activities must be fully explained and included in the cumulative effects analysis

The mining of aggregate for the road project is itself a massive undertaking that must be integrated into the cumulative effects analysis. On p. 134-135 of the draft IS, the proponent tells us that

> Heavy machinery, such as drill rigs, aggregate production equipment, and explosives will be required to access and produce materials from the potential aggregate sites.
>
> Construction activities will include drilling, blasting, crushing, screening, piling, loading, hauling, and stockpiling of overburden materials and timber.
>
> Large-scale heavy equipment will be used to crush the aggregate to the desired size and the material will be stockpiled until it is needed.

On p. 435 of the draft IS, the proponent mentions that "concrete batch plants" will be operating at pits and quarries and that everything will be done in compliance with future environmental approvals. On p.471, the proponent notes that pits and quarries will need to be dewatered – a

[13] IAAC, Tailored Impact Statement Guidelines for the Marten Falls Community Access Road, p. 138-139.
[14] https://www.canadianminingjournal.com/news/aboriginal-rights-marten-falls-and-aroland-first-nations-support-ring-of-fire-development/
[15] https://news.ontario.ca/en/release/1005666/ontario-and-aroland-first-nation-sign-historic-agreement-connecting-roads-to-the-ring-of-fire
[16] https://news.ontario.ca/en/release/1005666/ontario-and-aroland-first-nation-sign-historic-agreement-connecting-roads-to-the-ring-of-fire

process that has generated a great deal of environmental concern for Attawapiskat First Nation in the context of the Victor Mine.

Table 7-1 (p. 125), the "Anticipated Components of the Community Access Road," lists 40 aggregate sites, and "borrow areas," as well as 28 ten-meter-wide roads to the potential aggregate sites. The gravel pits are expected to be permanent and supply aggregate for road grading during the operation phase (p. 142).

All project activities, including but not limited to pits, quarries, crushing facilities for aggregate, roads associated with the aggregate sites, and garbage dumps for construction waste and camp waste must be fully incorporated into the cumulative effects analysis.

The draft IS frequently cuts short descriptions of project activities and analyses of their impacts, saying that the activity will be designed later, that a management plan will be developed, and that the activity will have the required permits/authorizations and be subject to Ontario regulations (see for example, the discussion of Construction Waste on p. 140-141). We are told 7 times in section 14 that "the pits and quarries that are proposed through the Community Access Road will be subject to permitting requirements outlined within the *Aggregate Resources Act* and its regulations."

Beyond naming the activity, and noting standard mitigation measures (such as keeping the activity 30m from watercourses when possible), the proponent has not integrated these activities into the effects analysis, let alone the cumulative effects analysis. This is unacceptable. We cannot be left to wonder about the scope, design, and long-term impacts of the major industrial activities that are a part of this proposed road. We must be able to form a realistic picture of how facilities such as waste dumps, pits and quarries needed for the road contribute to cumulative effects – not to be told that plans, permits, and regulations will be applied later and that everything will probably be fine.

5. The cumulative effects analysis must include induced developments that are reasonably foreseeable. A cumulative effects analysis of this frontier-opening road project cannot be deferred to the Regional Assessment in the Ring of Fire.

We are concerned about the proposed road and its immediate impacts on wildlife habitat and our waters. But we are equally, if not more, concerned about everything that the proposed road would bring in its wake.

Our overriding concern is the fact that the MFFN CAR is not just any project. It is a frontier development. What we mean by this is that the road would open the door to regional development on a massive scale – a door that, once opened, can never be closed again.

Most of our territory has so far been untouched by industrial and commercial development, as well as non-Native settlement. It has remained relatively untouched because of the lack of road access. We know that an access road will very likely lead to the development of secondary road networks, hydroelectric projects, and transmission lines, the construction of outfitting camps, and the expansion of mining, forestry and other industries within the Ring of Fire and beyond into the James Bay lowlands.

To give an example of what we mean by this, Ontario Power Generation is already eyeing hydroelectric potential on the Kattawapiskak River and has publicly stated its interest in exploring these opportunities if an access road is built.[17] This is just the tip of the iceberg of regional development that would be facilitated by an access road. Mining claims are expanding into the James Bay lowlands, as the hype around the proposed access road grows.

The Impact Assessment Act states that the Agency must consider "cumulative effects that are likely to result from the designated project in combination with other physical activities that have been or will be carried out."[18]

In the May 2023, Policy Framework for Assessing Cumulative Effects under the Impact Assessment Act, "reasonably foreseeable" is defined as: "the physical activity is expected to proceed, e.g. the proponent has publicly disclosed its intention to seek the necessary impact assessment or other authorizations required to proceed."[19] We note that the wording of this definition uses "e.g.," indicating that a proponent's intention to seek regulatory approval is an example of what could be considered "reasonably foreseeable."

While it is too early for mining proponents to announce their intent to seek regulatory approval, we all know that once an access road is built, many mines will be announced as moving forward, and it would be irrational and foolhardy for the regulators (MECP and IAAC) to not consider the full scale of intended development stemming from such an access road.

IAAC has said as much, in its August 9, 2024 letter to Attawapiskat First Nation, regarding the Northern Road Link. In that letter the Agency called for consideration of projects for which information is available but for which no concrete building plans or regulatory approval applications are yet in place:

> The Tailored Impact Statement Guidelines (the Guidelines) for the Project align with the expectations for considering cumulative effects in a federal impact assessment. Recognizing the importance of project-specific context, Section 7.7 of the Guidelines outlines a minimum list of potential projects and project types for the Proponent to consider in scoping the cumulative effects assessment.
>
> The Proponent must consider publicly announced future mining and development activities, which would be part of the induced development facilitated by the Project. This would include, for example, any hydroelectric opportunities in the Ring of Fire area, for which information is available.

The construction of an access road will lead to the construction of secondary roads and the expansion of various types of industry. This is a consistent pattern that repeats itself worldwide, any time an access road is built into a previously undeveloped area. In Eeyou Istchee on the east side of James Bay, for example, for every 1km of road developed for the primary purpose (access to hydroelectric developments), between 5 and 6km of secondary roads were built for

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[17] Ontario Power Generation. 2022. Made in Ontario Northern Hydro-Electric Opportunities. 66 pp. p. 29.
[18] 2019 Impact Assessment Act, para. 22 (1) iii.
[19] https://www.canada.ca/en/impact-assessment-agency/services/policy-guidance/practitioners-guide-impact-assessment-act/policy-framework-assessing-cumulative-effects-under-impact-assessment-act.html
[20] Cree Nation Government. 2011. Cree Vision of Plan Nord. p. 34.

forestry development which spurred a large expansion of the outfitting industry and mineral exploration activity – and this in a time frame of less than 50 years.[20]

The issue of induced road development is especially important to consider in the Ring of Fire. Ontario MNRF scientists have warned that

> Linear features were identified as the primary stressor for wildlife populations and communities in the Ring of Fire area. These features include primary access corridors (e.g., primary roads or railways), secondary and tertiary roads, and trails, utility lines, cut-lines (e.g., for geo-physical surveys), etc.[21]

Looking at comparable developments in areas with similar characteristics is a good way to capture the extent of reasonably foreseeable induced development.

Consider, for example, the 2004 Mackenzie Valley Environmental Review Board's *Environmental Impact Assessment Guidelines*, which state:

> The Review Board will accept less detail and more predictive uncertainty the further in the future or the less certain the reasonably foreseeable development is. For example, a developer proposing a pipeline through a previously inaccessible area with little existing development should consider reasonably foreseeable future developments. That developer could determine what is reasonably foreseeable by looking at other comparable developments in areas with similar characteristics. If looking at similar cases indicated that a certain type and intensity of induced development routinely followed, then these types of induced developments should be considered reasonably foreseeable for the proposed development, even though no applications for them have been submitted. Relevant uncertainties (such as key differences between the proposed development setting and those of the case studies) should be made explicit.[22]

As explained above, we are concerned about the cumulative effect of this frontier road project, that would open our territory to development and impact our rights for the rest of time. *The time frame and geographic scope of that concern must match the time frame and geographic scope considered in the cumulative effects analysis.*

The Tailored Impact Statement Guidelines advise the proponent that "Both the content and means of presenting this information [the cumulative effects analysis] is to be developed in consultation with each potentially impacted Indigenous group. Proponents must engage with and clearly document and incorporate the views of Indigenous groups in the cumulative effects assessment."[23]

The IAAC requirement for a collaborative cumulative effects assessment is consistent with the duty to consult and accommodate that in this case is at the highest end of the spectrum.

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[20] Cree Nation Government. 2011. Cree Vision of Plan Nord. p. 34.
[21] Rempel, R.S., R.W. Mackereth, A.R. Rodgers, E.P. Iwachewski, P.D. Furlong, J.S. Hagens, J.L. Shuter, J.M. Jackson, R.S. Kushneriuk and D.J. McCormick. 2016. Support for development of a long term environmental monitoring strategy for the Ring of Fire area. Ontario Ministry of Natural Resources and Forestry, Science and Research Branch, Peterborough, ON. Science and Research Information Report IR-08. 34 p. + append. P. 17.
[22] Mackenzie Valley Review Board, Environmental Impact Assessment Guidelines, 2004. p. 81-82. Available at: https://reviewboard.ca/process_information/guidance_documentation/guidelines
[23] IAAC, Tailored Impact Statement Guidelines, Marten Falls Community Access Road, p. 137.

Considering the long-term effects of opening up the Ring of Fire and adjacent James Bay Lowlands to what will surely be multiple industries and multiple waves of development, our very survival as Omushkegowuk people is at stake.

6. Past forestry activity has been entirely left out of the cumulative effects analyses, and the impact of existing dams and diversions is left out of the water, fish, and land use analyses. This must be corrected.

In Table 10-1, p. 812, the proponent includes the Ogoki Forest Management Plans in the Project Inclusion List, but considers only ongoing and future forestry activity corresponding to the timeframe of the 2020-2030 ten-year management plan. This is unacceptable. Industrial forestry in the southern part of the MFFN CAR regional study areas has resulted in a dense network of logging roads and a legacy of impacts to land, water, and wildlife. These legacy impacts must be identified and incorporated into the cumulative effects analysis.

Furthermore, Appendix E (the project inclusions list) shows that the proponent only considered the Ogoki Forest Management Plans for the cumulative effects analysis of the Vegetation, Peatlands, and Land Use valued components, but not for any of the other Valued Components. It is incomprehensible why forestry would not be considered in an analysis of cumulative impacts to wildlife (including moose and caribou), surface water, and fish and fish habitat. Past, present, and future forestry activity must be considered in the cumulative effects analysis for all of these components.

It is truly perplexing to consider why the proponent chose to exclude the Ogoki and Long Lac diversions from the cumulative effects analyses of surface water, fish and fish habitat, and traditional land use (as indicated in Appendix E). Marten Falls First Nation members themselves told the project team that dams and diversions had significantly impacted water levels, fish spawning habitats, and land use (Table 8-2, p. 146; Table 11-8, p. 940). There is also abundant documentation that although these dams and diversions were built in the 1940s and 50s, the impacts to the Albany River system continue to this day. In 2005, Chief Eli Moonias of Marten Falls First Nation spoke of the loss of livelihood and economy caused by the loss of water, and the fact that "the Ogoki diversion dramatically affected whitefish and sturgeon populations in the Albany River, downstream from Waboose Dam."[24] In 2020, Marten Falls Councillor Sam Achneepineskum told Wawatay News about the difficult travel conditions created by low water levels.[25] There is therefore no question that the Ogoki and Long Lac diversions are part of the cumulative loss to our Treaty 9 territory with repercussions that will overlap with those of the road and the development that is the intended outcome of the road. It is also a reminder of the enormous sacrifices that Treaty 9 rights holders have already made in loss of a way of life, to benefit industrial interests in the south.

[24] Annin, Peter. 2006. *The Great Lakes Water Wars.* Washington: Island Press. P. 135.
[25] Garrick, Rick. "Waterway diversion education important for youth.: *Wawatay News*, November 20, 2020. P. 14-15.

7. Our Indigenous knowledge is not being respected in this EA/IA process. Our ways of knowing and concerns about future development, water contamination, and wildlife are being forced into the check-boxes that make up the EA/IS process.

The draft IS contains numerous references to Indigenous principles, including the Seven Grandfather teachings.

Unfortunately, these concepts are being used by the proponent as window-dressing on a document that otherwise follows the standard, encyclopedic approach to impact assessment. We are presented with a draft IS in which land and water are broken down into little categories, and all impacts are construed as mitigatable and manageable through standard construction practices and future monitoring programs. As described above, we have also been informed by the proponent that any remaining impacts will be addressed through cash deals to mitigate the chronic underfunding of our communities.

The proponent and its consultants speak frequently about how the MFFN CAR EA/IA is an "Indigenous-led" process. The reality is that in the proponent's webinars, public meetings, documents and other statements, our people are being walked through the process by the proponent's project team. We are not in a leadership position and the issues that affect our way of life are being ignored.

This draft impact statement does not contain anything authentic about how our people think about the interconnectedness of what you term "valued components," including water.

Appendix E, the Project Inclusion List, tells us that *only three* past, present, and future projects are included in the cumulative effects analysis for surface water, groundwater, and fish and fish habitat (the Northern Road Link, the Anaconda and Painter Lake forestry road upgrades, and the Rapid Lynx Broadband project). As explained above, this limited approach to cumulative effects analysis has major gaps and is completely unacceptable.

The draft IS also excludes the Eagle's Nest mine from the cumulative effects analysis of water and peatlands, despite the Eagle's Nest mine being on the proponent's project list for the cumulative effects analysis. The decision not to bring the Eagle's Nest mine forward into the cumulative effects analysis for the water "valued components" is left completely unexplained, and is disrespectful of our people's enormous concern for the impact of mining – a planned outcome of the completion of the road – on ground water, surface water, fish habitats, and mushkeg. It appears that the proponent simply chose to ignore the previous feedback it had received from Indigenous peoples regarding the cumulative impact of the road and the Eagle's Nest Mine (see Table 11-9: Summary of Cumulative Effects Feedback and Consideration in Milestones 1, 2, and 3, p. 951-952).

Like many other Indigenous peoples in Canada, our Kattawapiskak people evaluate uncertainties, risks, and observed impacts in ways that do not fit neatly into project-specific, proponent-defined boundaries and timelines. Our deep concern about the cumulative impacts of the road – its induced, foreseeable impacts – to water flows and water contamination cannot be dismissed by simple assurances that best construction practices will be in followed, that monitoring will take place, and that effects are "expected to remain manageable." These types of assurances ring hollow to our land users and do not fit with our actual experiences of industrial development.

The proponent appears not to be aware that First Nations, including Mushkegowuk Cree, take an inter-generational, holistic, and precautionary approach to understanding impacts that is well documented in reports and articles from across Turtle Island. The proponent needs to carefully study and meaningfully incorporate the findings of this literature into a revised IS.

In addition, the draft IS does not contain anything authentic about how our people think about cumulative effects.

The emerging consensus in the scholarly literature on impact assessment is that it is indefensible to restrict a cumulative effects analysis to only a set of short-term, most-likely future projects. Such a limited approach is simply incapable of developing reliable insight into the sustainability of the "valued components." It is also incapable of capturing the scope of the concern our people have regarding cumulative impacts. An ambitious scoping process for issues to be included in the cumulative effects analysis is entirely possible and in fact supports the broader goals of environmental assessment as set out in legislation and policy.[26]

Obviously, near-term predictions (mere months or a couple of years away) have relatively high confidence, whereas longer-term predictions (years and decades away) have relatively lower confidence and a wider array of potential pathways. The impossibility of predicting with certainty a particular outcome must not shut down our efforts to consider the impacts of induced development from the proposed MFFN CAR on the inherent and Treaty rights of Omushkeogwuk people. Regardless of the precise scenarios that will develop 10, 20, 50 or 100 years from now, all pathways of induced development have the potential for irreversible, long-term, significant impacts to our land, our people, and our way of life.

A cumulative effects analysis considering induced development must not be deferred to the Regional Assessment in the Ring of Fire. Ontario has made it abundantly clear that the main purpose of the road under consideration here is to open the region to development. Large-scale development is therefore the intended outcome of this road project; it is not simply a speculation whose analysis can be left for another time. It is vitally important to capture the full range of Mushkegowuk Cree concerns that speak to this intended development and the impact that various development scenarios would have on rights.

The plain-language summaries of the Draft Impact Assessment are disrespectful of the concerns of our people

As of today's writing, we still have not received Cree-language versions of 9 out of the proponent's 12 plain language summaries. Therefore, for most of the topics in the draft IS, we have only English-language summaries on hand, and most of our members are fluent Ininimowin (Cree, n-dialect) speakers. Moreover, the three Cree-language versions that we did receive were sent to us on June 3, 2025, which is 105 days into a 120-day comment period.

The lack of accessible documents for Attawapiskat is unacceptable and is not consistent with the duty to consult and accommodate. Your EA/IA process is proceeding according to legislated

[26] See for example: Mulvihill, Peter R. 2003. Expanding the scoping community. *Environmental Impact Assessment Review* 23: 39-49. and Duinker, Peter N. and Lorne A. Grieg. 2021. Scenario planning in cumulative effects assessment. In: *Handbook of Cumulative Effects*. Blakely, Jill A.E. and Daniel M. Franks, eds. Cheltenham UK and Northampton, Mass.: Edward Elgar Publishing. Pp. 92-105.

timelines; meanwhile, the Cree-speaking communities do not have access to the information they need to consider the project and its impacts to rights.

The plain-language summaries appear to have been hastily prepared, without attention to detail or regard to what community members might need to know about the project. In the pamphlet on Wildlife and Birds, the section on American Marten is illustrated with a photo of a European red squirrel. The section on Species at Risk Birds is illustrated with a photo of a chimney swift, which as the proponent writes on p. 286 of the draft IS, "Chimney swifts haven't been seen north of the 49th parallel and are not expected to be in the Project study areas. They were not found during field studies."

Furthermore, the treatment of cumulative effects in the English plain language summaries is so limited as to be practically useless. The cumulative effects descriptions in the summary pamphlets are just a few sentences long (four sentences in the case of Groundwater & Surface Water, Fish & Fish Habitat, and Wildlife & Birds). Much more information is required about cumulative effects and how the proponent came to the conclusion about minimal or manageable effects. Given all of the previous letters that Attawapiskat First Nation has sent on this topic, it should be clear by now that understanding cumulative effects is a very high priority for our people.

The section of the draft IS describing the cumulative effects assessment – Section 6.8 – makes an analogy to a family gathering in the woods, and other sources of noise that may overlap with that activity. This dumbed-down explanation of cumulative effects, which is repeated in the plain language summary, provides no real information on the proponent's approach to cumulative effects.

Regarding our above-stated concerns, please respond to us, and those copied here, as soon as possible.

Sincerely,

[redacted]

Chief Sylvia Koostachin-Metatawabin

Attawapiskat First Nation

[redacted]

Attawapiskat First Nation

cc.

Pauline Tookate, Attawapiskat Director of Operations, [redacted]
Tricia Isaac, CEO Attawapiskat First Nation, [redacted]
Stephen O'Neill, Legal Counsel, [redacted]
Brian Nakogee, Policy Advisor, [redacted]
Dorothee Schreiber, Environment Advisor, [redacted]
Marten Falls FN CAR proponent team, info@martenfallsaccessroad.ca
Bruce Achneepineskum, Chief Marten Falls First Nation, [redacted]

Subject: letter from Attawapiskat First Nation re. MFFN CAR draft impact statement
Sent: 2025-07-28, 4:39:00 PM
From: Dorothee Schreiber [redacted]
To: Cox,Loraine (IAAC/AEIC); Krezel,Martyna (IAAC/AEIC); MartenFalls (IAAC/AEIC); [redacted]
Cc: [redacted] Tricia Isaac; Pauline Tookate; Stephen O'Neill; [redacted] Sky Koostachin
Attachments: 2025-07-28 letter from AttFN re. MFFN CAR draft IS.pdf

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Please find attached a letter from Attawapiskat First Nation.

Thank you,

Dorothee

Telephone: [redacted] Fax: [redacted]

ATTAWAPISKAT FIRST NATION

[redacted]

July 28, 2025

SENT BY EMAIL

Loraine Cox and Martyna Krezel
Team Leaders, Ontario Region
Impact Assessment Agency of Canada
[redacted]

Dorothy Moszynski and Sasha McLeod
Special Project Officers
Environmental Assessment Branch
Ontario Ministry of the Environment, Conservation and Parks
[redacted]

Dear Ms. Cox, Ms. Krezel, Ms. Moszynski, and Ms. McLeod,

Re: Attawapiskat First Nation's additional preliminary comments on the Marten Falls First Nation Community Access Road draft Impact Statement

As per the Impact Assessment Agency of Canada and the Ontario Ministry of Environment's request, Attawapiskat First Nation is providing additional preliminary comments on the Marten Falls First Nation Community Access Road (MFFN CAR) proponent's draft Impact Statement (draft IS).

On June 11, 2025, we provided high-level preliminary comments on the draft IS. The letter we are writing you today focuses on issues with the proponent's assessment of impacts to caribou, moose, and wolverine. It should be read together with the June 11, 2025 letter.

Please note that submission of these comments does not signal the consent of Attawapiskat First Nation for any developments within the area commonly known as the "Ring of Fire," including developments related to transport and resource exploitation within that area.

The below is a summary of our concerns.

1. **The proponent concludes that cumulative impacts to Land and Resource Use are non-significant. The analysis to reach that conclusion is deeply flawed and needs to be revised**.

We are told on p. 885, Section 10.4.8, that "the only valued components carried forward into the Cumulative Effects Assessment for the Land and Resource Use Discipline is Valued Component #7: Trapping."

Omitted from the cumulative effects assessment are the other Valued Components, listed in table 8-53 (beginning on p. 359), which include: Land Use Compatibility, Parks and Protected Areas, Extractive Resource Industry, Remote Outfitters, and Energy and Linear Infrastructure.

If future, foreseeable projects stemming from the proposed MFFN CAR had been considered in the cumulative effects analysis, as detailed in our submission of June 11, 2025, then it would have become clear that all the Valued Components the proponent listed under Land and Resource Use in Section 8 of the draft IS would be affected by the developments already announced as planned outcomes of the road.

Instead, the proponent considers that the cumulative effect of the proposed road touches only the Trapping valued component, and within that component "the total area removed / potentially disturbed by the combined projects is still relatively small compared to the size of the trapping tenure" (p. 885). In Appendix U, we are told that land use compatibility was evaluated by looking at the project's overlap with Marten Falls and Aroland First Nations' Land Use Plans, as well as overlap with "lands with designated uses under the Crown Land Use Policy Atlas and the Guide for Crown Land Use Planning" (p. 100). Seeing no conflicts between the road and these plans, the proponent concludes that Land and Resource Use will not be affected.

This section of the draft IS ignores the reality of neighbouring First Nations such as Attawapiskat First Nation, whose territories overlap with the road to the Ring of Fire and the developments that are the planned outcomes of the road. The proponent suggests that Marten Falls First Nation is the only First Nation that may be affected by future development, and that Marten Falls will therefore be able to deal with any eventual negative effects from such development:

> During the Project Operations and Maintenance phase, there could be proposals to develop lands in proximity to the Project because of the new access provided to the area. These developments may not be in line with the Marten Falls Community Land Use Plan. It is assumed that Marten Falls will review these

> applications regarding their conformity with the Community Based Land Use Plan. (Appendix U, p. 101).

Here the proponent appears to indicate that Marten Falls First Nations will be in a position to review, and then approve or deny, future projects falling under the category of induced development. If this is indeed what the proponent is suggesting then this idea is unheard of to Attawapiskat First Nation and needs to be explained further.

In all, the cumulative effects analysis of impacts to Land and Resource Use has been completely bungled, and the proponent must be asked to re-do the analysis taking into account our above-mentioned comments.

2. **The proponent's effects and cumulative effects analyses for moose do not consider the reality of long-term declines in moose populations in Omushkegowuk territory**.

Over the past decade, First Nations in Treaty 9 territory, including Brunswick House and Chapleau Cree First Nations, have begun adopting measures to restrict Indigenous hunting as a conservation measure. While we have not yet experienced catastrophic levels of moose decline in Attawapiskat territory, our people are very concerned about the current state of moose populations and their ability to continue harvesting moose in the future. If the road were to be built, increased access to moose hunters from the south and the expansion of outfitting camps throughout the region would be further threats to the long-term viability of moose populations in our territory.

In the Existing Conditions section of the draft IS (Section 8) the proponent acknowledges that "Indigenous communities have reported declines in local moose populations" (p. 305).

Once we get to the Refined Existing Conditions Information for moose in Section 9.4.5.1.2 (p. 652), there is no longer any mention that moose populations might be in trouble. Continuing on to Table 9-27, p. 686, "Summary of Residual Effects for Ungulates," we told only that:

> Moose populations in Wildlife Management Units 17, 1D and 18A, located within the moose effects assessment Regional Study Area, are self-sustaining at low densities based on provincial population estimates. Moose densities are within and below the expected densities for populations in boreal forests with low net primary productivity. The Moose Regional Study Area has sufficient undisturbed habitat necessary to support a self-sustaining moose population.

This is but one example of how our Indigenous knowledge, even when provided, is erased from the impact assessment process. It is also an example of the misleading information that the proponent provides with regard to the current status of, and threats to, wildlife populations. To say that moose populations are "self-sustaining at low densities" is a distortion of what is actually occurring with moose populations in the Far North of Ontario.

Outside of the environmental/impact assessment process, MNRF has recognized that moose populations are seeing major declines in parts of northern Ontario, saying that "During the 2000s, we experienced widespread declines in moose numbers across much of northern Ontario. Overall it was only about 20 per cent, but those declines were variable."[1] Ontario MNRF has also confirmed that very little scientific information is available on moose population trends for Wildlife Management Unit (WMU) 1D [which overlaps with much of the James Bay lowlands and Ring of Fire] "because Far North WMUs may only be surveyed about every 10 years since there is little hunting pressure/interest from non-Indigenous hunters."[2] The proponent makes no mention of these uncertainties and declines in the main document of the IS and does not factor the low baseline levels of moose into their cumulative effects analysis.

The proponent also fails to consider the impact of climate change within their analysis of the cumulative effects of the project to moose. In the Far North of Ontario, warmer winter temperatures, reduced snow depth, and longer and wetter spring seasons favour more intense winter tick infestations and the transmission of brainworm (P. tenuis), a parasitic nematode that is a serious threat to moose. With climate change we can also expect that deer density will increase in contact zones between moose and deer, with transmission of brainworm to follow. The proponent must consider how climate change has direct effects on moose survival, and how climate change, together with the proliferation of roads and recreational trails, favors deer and thus poses threats to moose populations.

The proponent decided not to carry forward critical information about moose from the technical appendix to the main document of the draft IS. This is unacceptable. The main document of the draft IS fails to mention most of the information on moose, parasites, and climate change that is in fact discussed in the proponent's Appendix M.[3] The main document of the draft IS contains only two sentences on the issue, saying: "Moose can contract diseases like brainworm and suffer from parasites like winter ticks," and

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[1] https://www.cbc.ca/news/canada/thunder-bay/moose-study

[2] Email from Art Rodgers (Research scientists, Ontario MNRF) to Dorothee Schreiber, 24 June 2025. WMU 1D covers a huge swath of Omushkegowuk territory and overlaps with our traditional territory (map is available here: https://www.ontario.ca/page/moose-population-management)

[3] See for example Appendix M, pp. 537-539, and p. 202.

"Hunting is managed through a tag system, but climate change poses additional risks, causing heat stress and affecting habitat" (p. 305).

The proponent concludes on p. 860 of the draft IS that

> The anticipated changes to moose habitat availability, distribution, and survival and reproduction from the Community Access Road and past, present and reasonably foreseeable activities, and climate change are expected to remain within the resilience and adaptability limits of the regional populations. ... Therefore, the cumulative residual effects from past, present and reasonably foreseeable activities (including the Community Access Road) and climate change on moose are considered not significant assuming the mitigation measures outlined in Section 9 are implemented." [underlining added]

The proponent bases their conclusion of non-significant cumulative effects of the project purely on the availability of habitat, and not dynamics related to predation, climate, or parasitic load. This is highly problematic. The effects and cumulative effects sections for moose need to be reviewed and revised by scientists with expertise in the ecology of moose in northern regions. Insofar as information on threats to moose from parasites and climate change is contained in Appendix M, this information needs to be fully carried forward into the effects and cumulative effects analyses for moose.

We also remind Ontario and Canada that the scoping of projects for the cumulative effects analysis of moose presented by the proponent in the draft IS is severely lacking and needs to be revised, as outlined in our letter of June 11, 2025.

3. **The effects and cumulative effects analyses for caribou greatly underestimate the impact of the proposed MFFN CAR.**

The proponent concludes on p. 860 that "the combined residual cumulative effects from the Community Access Road and past, present and reasonably foreseeable developments on caribou and caribou habitat are determined to have a significant influence on self-sustaining and ecologically effective caribou populations in the caribou effects assessment Regional Study Area."

Caribou is the only "valued component" for which the proponent has determined a significant cumulative impact of the project.[4] Even so, the effects and cumulative effects

[4] The proponent obscures this fact by using the word "placeholder" in the significance column of the cumulative effects summary Table 10-7 on p. 879.

analyses for caribou presented by the proponent do not provide anywhere near complete information on the extent to which caribou would be impacted by the proposed road and the developments that are waiting for the road to be built. It is critical for Attawapiskat First Nation to receive accurate and complete information about the true extent of the cumulative impact of the road on our relative, Atik (caribou).

The proponent's analysis of the cumulative effects of the project on caribou has not been properly done and must be revised, as follows:

a. **The proponent underestimates the importance of the project area as winter habitat for boreal caribou**.

   The proponent relies on its own telemetry data, collected in support of the MFFN CAR impact assessment process, to build models about caribou habitat suitability. As the proponent acknowledges on p. 860, the assessment of the significance of effects to caribou is "primarily informed by 2 years of recent collar data for caribou."

   This limited approach to information gathering about caribou habitat use ignores a solid body of scientific study on the high significance of the ecozone boundary as caribou winter habitat. Ontario's own caribou scientists have told the MECP that the ecozone boundary, where the James Bay Lowlands meet the Ontario Shield, and where the Ring of Fire and its proposed road would be built, is an area that is especially important for caribou. They warned that impacts to caribou may therefore be greater there than in other places.[5]

   A habitat selection model published earlier this year by caribou scientists at the Canadian Wildlife Service (CWS) strongly supports that conclusion: "Rather than being uniformly distributed, predicted suitable winter woodland caribou habitat is aggregated within the range." The CWS model "identified a large area of highest predicted winter habitat suitability in the Missisa range that is most concentrated within the transition zone and decreases axially with distance from the ecozone boundary line."[6] In other words, the areas of highest winter caribou habitat suitability are concentrated around the proposed road corridor and the Ring of Fire.

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[5]Berglund, N.E., G.D. Racey, K.F. Abraham, G.S. Brown, B.A. Pond, and L.R. Walton. 2014. Woodland caribou (Rangifer tarandus caribou) in the Far North of Ontario: Background information in support of land use planning., Ont. Min. Nat. Resour., Biodiversity and Monitoring Section Tech. Rpt. TR-147, Thunder Bay, Ontario. 160 pp. P. 130.

[6] McFarlane, Samantha, V. Van Mierlo, M. Manseau, A. Kroeze, E. Eberhardt, and J. Girard. 2025. "Bioclimatic, terrain, and specific peatland composition are major drivers of woodland caribou winter habitat suitability in northern Ontario." Canadian Journal of Zoology 103: 1-19. P. 11

b. **The proponent underestimates caribou habitat loss from the project due to sensory disturbance**.

While the proponent discusses sensory disturbance in section 7.3.1 (p. 312 of Appendix M), by the time we reach section 7.3.2 "Characterization of Predicted Residual Effects," the analysis assumes a 500m buffer to account for habitat loss around anthropogenic disturbances (p. 385 of Appendix M), with "minor residual effects" (p. 386 of Appendix M). Table 7-21 of Appendix M (beginning on p. 397 of Appendix M), "Characterization of Predicted Residual Effects and Determination of Significance for Ungulate Valued Components," carries forward this assumption of a 500m zone of influence.

The zone of influence of anthropogenic disturbance on caribou described in the scientific literature is considerably greater, and can extend up to 15km.[7] The residual effects and cumulative effects analyses must therefore be redone with this in mind.

c. **The proponent minimizes the importance of the destruction of nursery habitat, winter habitat, and eskers in the ecozone boundary**.

The proponent repeats the following statement several times in Table 9-27: Summary of Residual Effects for Ungulates (see for example p. 667 of the draft IS):

> The Construction of the Project will directly remove 17,476 hectares of known and potential new Category 1 habitat, a change of -6.6 percent relative to the available Category 1 habitat in the ungulate effects assessment Local Study Area in the existing environment and -0.2 percent relative to the available Category 1 habitat in the caribou effects assessment Regional Study Area in the existing environment.

This estimation only considers direct habitat loss from the road, and not habitat loss due to sensory disturbance and avoidance, as discussed above. This results in a serious under-estimation of Category 1 habitat loss resulting from the construction of the road to the Ring of Fire.

We remind the proponent and regulators that the proposed north-south Ring of Fire road is slated to pass through numerous areas that under Ontario's General Habitat Description for Forest-Dwelling Woodland Caribou are considered Category 1 areas, or "sub-range habitat features that currently exhibit repeated, intensive use by individuals or multiple caribou, and include Nursery Areas, Winter Use Areas and

[7] See for example: Plante, Sabrina, et al. 2018. "Human disturbance effects and cumulative habitat loss in endangered migratory caribou." Biological Conservation 224: 129-143. And: Boulanger, John, et al. 2012. "Estimating the zone of influence of industrial developments on wildlife: a migratory caribou Rangifer tarandus groenlandicus and diamond mine case study." Wildlife Biology 18: 164-179.

Travel Corridors." Category 1 areas are areas that have the lowest tolerance to alteration before their function, or usefulness, in supporting caribou is compromised,[8] a fact that is nowhere mentioned in the draft IS.

The proponent also does not consider the significance of eskers to caribou in the summer. Like humans, caribou prefer to walk on eskers in the summer to avoid mosquitos and black flies in the muskeg. Much of the proposed road route to the Ring of Fire follows eskers. These long areas of high ground are made up of gravel left behind by retreating glaciers. They have been used by caribou for thousands of years. Our people often camped in the flat, sandy areas alongside eskers. The proponent now wants to build a road that will remove this habitat from use by non-humans for the foreseeable future. The serious impact of the loss of eskers to caribou (and other wildlife) needs to be considered as part of a holistic cumulative effects analysis.

d. **The proponent's averaging of linear feature density across the vast area of the regional study area is not legitimate and must be revised**.

The proponent claims on p. 680 that

> The overall linear density in the caribou effects assessment Regional Study Area is expected to increase by approximately 0.001 kilometres / square kilometre and will remain less than the density whereby predation is expected to have a limiting effect on a caribou population.

The density of linear features cannot be "averaged" in this way across an entire caribou range. The proponent should review the report of Best et al. (2025)[9] regarding the functional (nonlinear) responses of caribou and their predators to increasing linear feature density. Even in landscapes where the "average" density of linear features is low, once the density of linear features in a local area increases past a threshold, caribou are exposed to elevated predation risk. The proponent and regulators need to recognize that in the north, predation risk to caribou is driven by anthropogenic disturbance, in particular linear features such as roads, trails, cut lines for mineral exploration, etc., that wolves can exploit. This is different from the so-called "disturbance-mediated apparent competition" that drives caribou-moose-wolf dynamics in more southern parts of caribou range. Therefore, while linear feature density leading to elevated predation on caribou may occur only in particular parts of the range, there are regional and population-level consequences from those local impacts that must be considered.

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[8] https://www.ontario.ca/page/general-habitat-description-forest-dwelling-woodland-caribou

[9] Best, Ian N., Branden T. Neufeld, and Philip D. McLoughlin. 2025. Thresholds of Risk: Linking Linear Feature Density to Caribou Mortality and Recruitment in the SK1 Boreal Caribou Range. Interim Report. Department of Biology, University of Saskatchewan.

e. **The proponent fails to integrate information about the interactive effect of mining development and climate change into the cumulative effects analysis for caribou**.

The proponent does not carry forward to the main document of the draft IS any of the critical information about the interactive effect of climate change and mining development that was published by Rempel et al.,[10] a group of Ontario MNR scientists, in 2021. While this landmark study is listed in the references of the main document draft IS, it is mentioned nowhere in the text.

In the technical Appendix M, on ungulates, the proponent mentions in one sentence on p. 488 that climate change plus development increases predicted caribou decline from a 10% population decline to a 17% population decline, and cites the Rempel et al. (2021) study as the source of that information. However, this information is not then carried forward to the proponent's assessment of the cumulative effects of habitat loss and alteration, in Section 8.2.1.1.4, "Characterization of Predicted Cumulative Effects." (starting on p. 490 of Appendix M).

In fact, the proponent makes no mention of the interactive effect of climate change and development in that section, focusing instead on the fact that the Missisa and Ozhiski caribou ranges will remain below the 35% habitat disturbance threshold. This is in direct contrast to the Rempel et al. (2021) article, which highlights the importance of considering the interactive effect of habitat loss and climate change:

> ... caribou are likely to be even more sensitive to habitat disturbance in future decades because its effects will be cumulative to the indirect effects of climate change. <u>As a result, management thresholds derived from simple empirical relationships between key vital rates and disturbance (ECCC 2011) risk overestimating the amount of disturbance that can occur within a range before the probability of caribou persistence drops below desirable levels</u>. [underlining added][11]

Ignoring completely Rempel et al.'s warning and estimates of dramatic impact from the interactive effect of habitat loss and climate change, the proponent bases their cumulative effects analysis on habitat loss alone, saying nothing more about climate change in section 8.2.1.1.4 other than that climate change will negatively impact caribou and that the magnitude of the change is uncertain (p. 491 of Appendix M). This distortion results in a serious underestimation of cumulative effects to caribou and is unacceptable. It must be revised by the proponent.

f. **The proponent fails to consider the effect to caribou of the north-south transmission line that is planned along the road corridor**.

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[10] Rempel, R.S., et al., 2021. "Modeling cumulative effects of climate and development on moose, wolf, and caribou populations." The Journal of Wildlife Management 85(7): 1355-1376.

[11] Rempel et al. 2021, p. 1368.

In June 2025, Ontario published its "Energy for Generations" plan, which promises the building of new electrical generating and transmission infrastructure to meet the demand from a growing economy. The report states that "While thousands of kilometers of new transmission lines are being built across northern Ontario, new development will be required to further connect remote First Nation communities and unlock critical minerals, including the Ring of Fire."[12]

Ontario's Independent Electricity System Operator (IESO) concluded its Northern Ontario Connection Study in 2025 and found that the preferred option for a transmission line to the Ring of Fire is a north-south route that would take advantage of the proposed road corridor.[13] The feedback that IESO received from Wyloo (Ring of Fire Metals) on this finding was that "The proposed transmission line is essential for the development of the Eagle's Nest project."[14]

There is therefore no question that this transmission line must be considered as part of the cumulative effects assessment for caribou. The proponent must also consider that caribou can see the corona light from high-voltage transmission lines and that this leads to strong behavioural avoidance. Zones of avoidance by caribou of power lines extend up to 5km especially when combined with other infrastructure, such as roads.[15]

4. **The proponent proposes to develop a "biodiversity offset plan" for caribou and wolverine, yet neither species will be able to survive long-term alongside the widespread anthropogenic disturbance that is the planned outcome of the proposed road. This contradiction must be addressed by the proponent.**

   It is nonsensical to propose to "offset" the impacts of habitat loss and fragmentation for species such as caribou and wolverine that require large areas of undisturbed wilderness to survive and reproduce.

   For the proponent to say that they will be able to "offset," or compensate for, the cumulative impact of the project is to rely on what is essentially a magic trick: the proponent wants us to believe there is habitat "out there" somewhere that can make up for the inundation of caribou and wolverine habitat by anthropogenic disturbance.

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[12] Government of Ontario. 2025. Energy for Generations: Ontario's Integrated Plan to Power the Strongest Economy in the G7. 152 pp. P. 25. Available at: https://www.ontario.ca/page/energy-generations

[13] https://www.ieso.ca/-/media/Files/IESO/Document-Library/engage/nocs/NOCS-20250507-presentation.pdf

[14] https://www.ieso.ca/-/media/Files/IESO/Document-Library/engage/nocs/NOCS-20250507-feedback-WyloovF.pdf

[15] Tyler, Nicholas J.C., et al. 2016. "Cryptic impact: visual detection of corona light and avoidance of power lines by reindeer." Wildlife Society Bulletin 40(1): 50-58. See also: Plante et al. 2018, p. 136.

The proponent must bring the reality of range recession for caribou and wolverine into the analysis of cumulative effects. In a span of little more than 100 years, from 1880 to 1990, half of historic woodland caribou range was lost, a rate of disappearance of 34,800 km2 per decade, and a northward range recession of 34 km per decade.[16]

Wolverine shows a similar pattern, with a range that has historically receded from the "front" of advancing human disturbance. As reported in Ontario's wolverine recovery strategy:

> In Ontario, Wolverine range recession since 1880 has been documented by Dawson (2000) based on sightings and fur harvest returns. The pattern for Wolverine has been similar to that of Woodland Caribou: both species disappeared from southern Ontario fairly rapidly during the nineteenth century during a period characterized by a large increase in human settlement, logging and railroad construction, and during the early twentieth century, a period of intensive exploitation of wildlife (Dawson 2000, Racey and Armstrong 2000, Schaefer 2003). In addition to this documented correspondence between Wolverine decline and the spread and intensity of the human footprint in Ontario is the fact that Wolverine populations have a low intrinsic ability to recover and repopulate areas from which they have been extirpated (Weaver et al. 1996, COSEWIC 2003).[17]

5. **No information is provided on how cumulative caribou habitat loss due to foreseeable industrial / infrastructure projects was calculated. This information must be provided in a revised draft of the IS**.

Appendix M (Ungulates), Section 8.2.1.1.1, "Habitat Loss and Alteration – Potential Cumulative Effects," provides no information on how the physical size of the footprint of various disturbances contributing to cumulative effects was determined.

On p. 435 of Appendix M, the proponent simply states that "To calculate change in habitat in the cumulative assessment, physical footprints of the Project and past, present and reasonably foreseeable activities were applied to the landcover."

Although Appendix M is 1034 pages long, it does not appear to contain any information on how the proponent calculated the footprint (amount of habitat loss) of <u>future</u> projects.

For example, for the Eagle's Nest mine, how are we to know which facilities were included? Were the ancillary facilities; concentrate handling and transfer and transload

[16] Schaefer, James A. 2003. "Long-term range recession and the persistence of caribou in the taiga." Conservation Biology 17(5): 1435-1439.

[17] https://www.ontario.ca/page/wolverine-recovery-strategy

facilities; tailings and waste rock management, overburden and aggregate stockpiling; surface infrastructure such as accommodations and service facilities, power generation or transmission; waste management, explosives handling and storage, and fuel storage; water collection, management and treatment; and a transportation corridor to link the mine to the proposed all-season road, included?[18]

Furthermore, the proponent uses outdated and inappropriate datasets to calculate existing anthropogenic habitat disturbance and so underestimates the baseline level of disturbance in caribou habitat.

In Section 4.3.4.1 (Appendix M, p. 82), we learn that Ontario Far North Land Cover data was used to estimate the amount of anthropogenic disturbance. This provincial satellite-derived habitat disturbance data set was last updated in 2012, and is by now more than 10 years out of date. The 2000 version of that dataset, which was used to fill in gaps in the 2012 dataset, is even more out of date. The draft IS therefore fails to consider cumulative disturbance from existing disturbances not captured in another provincial inventory (such as the forest resources inventory).

Besides being more than 13 years out of date, the landcover dataset being used is a 30 x 30m resolution raster layer. We know from experience that this resolution is too low to identify any of the habitat disturbances resulting from mining exploration in the Ring of Fire.

6. **The endangered Eastern Migratory caribou and the full extent of its habitat must be included in the effects and cumulative effects analyses. It is not acceptable to use the forest-dwelling boreal caribou as a stand-in for all caribou**.

   The proponent uses four provincially delineated boreal caribou ranges (Missisa, Ozhiski, Nipigon and Pagwachuan) as the Regional Study Area and "as a stand-in for all caribou" (p. 290). In Section 8.2.7.1 (p. 290), the proponent states that the reason for this is: "We assume that eastern migratory caribou will face the same effects as boreal caribou when they are in the ungulates study areas."

   Ontario MNRF scientists have reported that half of the caribou collared in the Missisa Range in the winter migrate to the coast to calve, and are therefore eastern migratory caribou.[19] The proponent does not dispute that some caribou in their study area calve on the Hudson Bay coast, but they assume that there is nothing different about eastern migratory caribou when it comes to the effects of the project. This is a faulty

[18] These project elements are described as part of the Eagle's Nest mine in Ontario's informational website about the project. https://www.ontario.ca/page/eagles-nest-multi-metal-mine

[19] Presentation by Art Rodgers (MNRF), "Caribou Research in the Missisa and Ozhiski Caribou Ranges (2019-2024)" to Attawapiskat First Nation. October 31, 2024.

assumption, because eastern migratory caribou have unique population dynamics and life histories, and may be differently impacted by the cumulative effects of the proposed road. The particular vulnerabilities of the migratory ecotype need to be carefully considered as part of a complete cumulative effects analysis.

The "Summary of Input from Government Agencies" (Table 11-7, p. 927) contains an entry for *"Eastern Migratory Caribou mitigation: Feedback was provided on the need for tailored strategies for Eastern Migratory Caribou compared to Boreal Caribou*." In response, the proponent states that:

> The Environmental Assessment / Impact Statement includes tailored mitigation strategies for Boreal Caribou and Eastern Migratory Caribou:
>
> - The mitigation strategies account for the distinct sensitivities of each species to disturbances, with specific life history considerations factored into the plans (**Section 9.4.5.4**); and
>
> - Feedback on caribou habitats has directly influenced site-specific measures in wildlife management (**Section 9.4.5.4**).

We cross-referenced this claim with what the proponent wrote in Section 9.4.5.4, and there are in fact no eastern migratory caribou-specific mitigation strategies proposed in that section. The mitigation measures listed in Section 9.4.5.4 are standard work practices that apply to construction projects anywhere and that commit only to "minimize overlap with" sensitive habitats such as nursery areas and migratory pathways, and minimize the footprint, "to the extent practical" and where "possible."

What's more, the mitigation strategies that are listed in Section 9.4.5.4 include measures that will not protect caribou populations from habitat loss. The proposed mitigation measure on p. 667 and 671 that "Environmental approval conditions, permits, or authorizations issued for the Project ... will be followed" is meaningless from a conservation perspective, given that one of the key barriers to caribou conservation in Canada is that

> Regulatory bodies consistently make exceptions and authorize habitat-disturbing activities in critical habitat by issuing permits, dispositions, licenses, agreements, or approvals. These exceptions occur even though most provinces have laws to protect caribou habitat, and have led to ongoing development and destruction of caribou habitat. These exceptions also impact Indigenous communities and may violate their inherent or Treaty Rights.[20]

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[20] Hill, Dorothy, Morrigan Simpson-Marran, Lorne Gould, and Sarah Nason. 2021. Status of Boreal Woodland Caribou Conservation in Canada: A summary of range planning, restoration, and opportunities to win on caribou and climate. The Pembina Institute. 93pp. P. 78

Seeking the required environmental approvals is therefore not a mitigation measure, and should not be construed as such in the proponent's IS.

Attawapiskat First Nation requires that the proponent clarify what "distinct sensitivities of each species [ecotype]" and "specific life history considerations" were factored into the mitigation strategies for eastern migratory caribou versus woodland caribou, as claimed on p. 927.

Attawapiskat First Nation also requires that eastern migratory caribou be included as a separate unit of analysis within the ungulate effects and cumulative effects analyses. The cumulative effects analysis for eastern migratory caribou must explicitly consider the specific climate change threats faced by this ecotype, including loss of habitat from the invasion of tundra by shrubs and spruce.

7. **The proponent's analysis of the impacts of the project to wolverine contains numerous gaps and inconsistencies. The cumulative effects assessment also does not follow logically from the effects assessment. The sections of the draft IS that discuss wolverine must be reviewed by a qualified ecologist and rewritten**.

On the expected effects of the project to wolverines the proponent writes in section 9.4.7.2.2 (p. 719-20 of the draft IS) that:

> " … [the road] has the potential [to] impact their [wolverine] distribution or connectivity at a <u>regional</u> level." [underlining added]
>
> "The female wolverines displaced from boreal habitat by the Community Access Road may not be successful in establishing territories to the north and east of the Community Access Road. Therefore, there is a risk of reduced reproductive success in the females that inhabit home ranges that overlap with the Community Access Road which may represent a risk to the low density wolverine population in the effect assessment <u>Regional Study Area</u>. [underlining added]
>
> Wolverine are considered a threatened population in Ontario, whose populations are declining, and as such they will be sensitive to changes in survival and reproduction from an additional mortality source. Compounded by wolverines' low reproductive rate, and the low population density in the Regional Study Area, the mortality of a small number of reproductive females would have a negative effect on the <u>regional population</u>. [underlining added]
>
> … it is anticipated that the Project effects may be **significant** to

> the sustainability of the population in the effect assessment Regional Study Area**.** [underlining added]
>
> Overall, if the reproductive success of a few female wolverine in this low-density, low reproductive-rate population is affected, the regional wolverine population may not remain self-sustaining and ecologically effective in the residual effects assessment (in other words, there is a predicted change in the assessment endpoints). [underlining added]

The above-quoted statements make it clear that the level of analysis for impacts of the project to wolverines is taking place at the regional level, and that impacts are expected to be significant.

Table 9-22, "Summary of Residual Effects for Wildlife" (p. 518) tells a different story.

The entries in this table for wolverine, which begin on p. 531, consider only the local study area or the construction disturbance area. This reversal, from considering conservation threats at a regional level to considering only the local level, is unacceptable and needs to be corrected. Given the purely local geographic focus, it is not surprising that the proponent found that residual effects to wolverine from sensory disturbance and habitat loss and alteration were "not significant." Perhaps the most important effect to wolverine listed in Table 9-22 (habitat loss and alteration from the operation and maintenance of the road) has a blank entry in the "predicted residual effects" column.

The cumulative effects analysis for wolverine, which takes up less than a page in the draft IS, again does not mention any of the threats to wolverines outlined in Section 9.4.7.2.2. The analysis simply states on p. 847 that

> After implementation of the Project and the other reasonably foreseeable developments, the weight of evidence from the analysis predicts that the anticipated changes to wolverine habitat availability, distribution, and population survival and reproduction are expected to remain within the resilience and adaptability limits of the regional population in the wolverine effects assessment Regional Study Area. … Therefore, the cumulative effects on wolverine after the implementation of the Project and the other reasonably foreseeable developments are predicted to be **not significant**.

There is no explanation of what is meant by "the weight of evidence," or how it is possible that in Section 9.4.7.2.2 that proponent believed that project impacts were significant to the sustainability of the population, yet when further projects are added to the analysis in the cumulative effects assessment, the combined impacts were deemed not significant.

In coming to their conclusion of non-significance, the proponent relies on the fact that the proposed road, together with the proponent's selection of reasonably foreseeable projects, "represents a change of 0.45 percent of suitable habitat within the wolverine effects assessment Regional Study Area relative to existing conditions" (p. 845). We are given no explanation as to why this fact would alter the proponent's determination of significant impacts in Section 9.4.7.2.2, especially since the proponent had indicated on p. 719 that a large portion of the Regional Study Area in fact lies within the Hudson Bay Lowland ecozone and is likely not suitable wolverine habitat. The proponent's reasoning that a low percentage of habitat loss equals a small impact is scientifically indefensible on many levels, including that in the case of wolverine, as for many other species, "landscape change manifests as more than just physical disturbances: it alters the ecological processes that structure communities. These processes contribute to declines of species that cannot adapt to the novel disturbance features."[21]

We also remind the proponent and regulators that the scoping of the cumulative effects analysis carried out for wolverine is unacceptable, as outlined in our June 11, 2025 letter.

Regarding our above-stated concerns, please respond to us, and those copied here, as soon as possible.

Sincerely,

[redacted]

Chief Sylvia Koostachin-Metatawabin
Attawapiskat First Nation

cc.
Deputy Chief Jack Linklater Jr., Attawapiskat First Nation, [redacted]
Tricia Isaac, CEO Attawapiskat First Nation,[redacted]
Stephen O'Neill, Legal Counsel, [redacted]
Brian Nakogee, Policy Advisor, [redacted]
Dorothee Schreiber, Environment Advisor, [redacted]
Marten Falls FN CAR proponent team, info@martenfallsaccessroad.ca
Bruce Achneepineskum, Chief Marten Falls First Nation,[redacted]

[21] Chow-Fraser, G., N. Heim, J. Pacskowski, J.P. Volpe and J.T. Fisher, 2022. "Landscape change shifts competitive dynamics between declining, at-risk wolverines and range expanding coyotes, compelling a new conservation focus." Biological Conservation 266: 109435.

Subject: FW: letter from Attawapiskat First Nation
Sent: 8/28/2025, 7:56:07 AM
From: Angelis, Niki<Niki.[redacted]
To: [redacted]
Attachments: [redacted]

From: Dorothee Schreiber [redacted]
Sent: August 21, 2025 4:54 PM
To: Cox,Loraine (IAAC/AEIC) [redacted] Krezel,Martyna (IAAC/AEIC) [redacted]
Cc: Sylvia Koostachin-Metatawabin <[redacted] Tricia Isaac [redacted] Pauline Tookate [redacted] Stephen O'Neill [redacted] Angelis, Niki [redacted] Noel Tookate [redacted]
Subject: letter from Attawapiskat First Nation

Please find attached a letter from Attawapiskat First Nation.

Thanks,

Dorothee

Telephone: [redacted]

Fax: [redacted]

ATTAWAPISKAT FIRST NATION

[redacted]

August 19, 2025

SENT BY EMAIL

Loraine Cox and Martyna Krezel
Team Leaders, Ontario Region
Impact Assessment Agency of Canada
[redacted]

Dorothy Moszynski and Sasha McLeod
Special Project Officers
Environmental Assessment Branch
Ontario Ministry of the Environment, Conservation and Parks
[redacted]

Dear Ms. Cox, Ms. Krezel, Ms. Moszynski, and Ms. McLeod,

Re. Attawapiskat First Nation's Comments on the Marten Falls Community Access Road (MFFN CAR) proponent's "Aboriginal and/or Treaty Rights and Interests: Impact Assessment Report" (ATRI report)

Attawapiskat First Nation is providing comments on the Marten Falls First Nation Community Access Road (MFFN CAR) proponent's "Aboriginal and/or Treaty Rights and Interests: Impact Assessment Report" (ATRI report) for Attawapiskat, sent to us by the proponent on July 10, 2025.

On June 11, 2025, and July 28, 2025, we provided preliminary comments on the proponent's draft Impact Statement (draft IS). The letter we are writing you today focuses on issues with the proponent's ATRI report. We remain deeply concerned by the proponent's characterization of the project's impacts to our land, waters, and inherent and Treaty rights.

Please note that submission of these comments does not signal the consent of Attawapiskat First Nation for any developments within the area commonly known as the "Ring of Fire," including developments related to transport and resource exploitation within that area.

The below is a summary of our concerns.

1. **Without a cumulative effects analysis that respects the scoping outlined in our June 11th letter, the ATRI report produced by the proponent cannot be relied upon and must not be accepted by Canada and Ontario.**

   Over the past several years we have advised the road proponent that we, Attawapiskat First Nation, will ourselves analyze the impacts of the proposed MFFN CAR project to our rights, once we have complete information on the cumulative environmental impact of the road to the Ring of Fire.

   Unfortunately, the analysis of environmental impacts, including the cumulative effects analysis presented in the proponent's draft Impact Statement (draft IS), is woefully inadequate, as outlined in our submissions of June 11 and July 28, 2025.

   We advise Canada and Ontario that the proponent's analysis of impacts to rights, as described in the "Aboriginal and/or Treaty Rights and Interests: Impact Assessment Report" is inaccurate and incomplete, and must not form the basis of decision-making by Ontario or Canada.

2. **Instead of considering how rights would be affected by the cumulative impact of the road, the proponent considers how rights would be impacted by the road in isolation, and only then carries that impact forward to an assessment that includes other projects. This approach is illogical and the reverse of what must be done to analyze impacts to rights.**

   The proponent must take cumulative impacts to environmental components as a starting point for an analysis of impacts to rights. Instead, the proponent's approach in the ATRI report, as well as in the draft IS, is to first filter out any impacts that are not caused by the road project in isolation. Once this filtering process is complete the proponent moves on to the cumulative impacts assessment. As a result, only one item is carried forward to the cumulative impacts assessment of rights, which is: "residual impacts on Attawapiskat First Nation's right to hunt caribou for traditional purposes."

   This "residual impact" to rights to hunt caribou is then evaluated in the proponent's cumulative effects analysis. The proponent puts forward the idea on p. 242-243 that the cumulative impact to rights to hunt caribou would be based on changes in distribution of caribou, such that hunters might sometimes encounter more, and sometimes fewer

caribou, while out on the land. This simplistic explanation of how caribou can be expected to respond to anthropogenic disturbance is a symptom of a deeply deficient cumulative effects analysis for caribou that is not based on the current science, and is not properly scoped, as outlined in our letters of July 28, 2025, and June 11, 2025.

3. **The proponent's analysis of impacts to rights stemming from the project's impacts to caribou, moose and wolverine is based on faulty impact analyses for these species.**

   Please refer to our letter of July 28, 2025, for our comments on the inadequacies of the proponent's draft IS on caribou, moose, and wolverine.

   Furthermore, impacts to rights stemming from impacts to fish and wildlife must start with a cumulative effects analysis of impacts to the species, as explained in point 2 above. The "residual impacts" approach taken by the proponent is puzzling, given that the proponent acknowledges on p. 222 that "a cumulative effect on an environmental, health, social, or economic component may be important even if the Project's effects to this component by themselves are minor."

4. **The proponent chose not to incorporate information provided by Attawapiskat First Nation that the full extent of the endangered Eastern Migratory caribou range must be included as part of the Regional Study Area for the analysis of impacts to Attawapiskat's Aboriginal and Treaty Rights and Interests.**

   In the proponent's ATRI document for Attawapiskat First Nation, the proponent writes on p. 193 that

   > Attawapiskat First Nation requested that the James Bay Caribou Range as well as any other range that intersects with the Project to the Ring of Fire area be included in the Aboriginal and/or Treaty Rights and Interests Regional Study Area. Therefore, a separate Regional Study Area was established for the community which includes the James Bay and Missisa caribou ranges.

   "Any other caribou range" includes the Eastern Migratory caribou, as communicated by our environment advisor, Dorothee Schreiber to the proponent on 7 November 2024:

   > Attawapiskat First Nation remains deeply concerned about the size of the study area you plan to use to evaluate impacts to Aboriginal and Treaty Rights and Interests (ATRI) in your impact statement. The discussion we had via Teams on 23 July 2024 has not allayed these concerns. ... We question why the James Bay caribou range and the eastern migratory caribou range that extends to its north is not included in this study area, given that eastern migratory caribou overlap with the woodland caribou in upriver areas in winter.

As we explained in our letter of July 28, 2025, on the draft IS for the MFFN CAR project, the eastern migratory caribou is essential to consider in the cumulative effects analysis of the proposed project. While ranging to the Hudson Bay coast to calve, this ecotype is highly reliant on inland areas, in and around the Ring of Fire and the proposed all-season road, for winter habitat. It also has unique sensitivities to disturbance and climate change. It is not acceptable to use woodland caribou as a stand-in for eastern migratory caribou in the impact assessment process. The ecotype-specific cumulative impacts to eastern migratory caribou must be included in any analysis of impacts to the rights and interests of Attawapiskat First Nation.

5. **The proponent's definition of Governance and Stewardship Rights fails to recognize Attawapiskat's decision-making governance authority over land and water ("Jurisdiction"). The sections of the ATRI report that refer to the exercise of Governance and Stewardship rights must be edited to reflect Attawapiskat's right of Jurisdiction.**

   Under its valued proponent category of "Cultural Continuity and Well-Being," the proponent created the indicator: "Changes in ability to exercise governance and stewardship rights" (p. 35).

   Our Governance and Stewardship rights encompass so much more than what is described by the proponent in section 5.7.4 (p. 184-185), where the proponent focuses on the Seven Grandfather teachings and their role in governing behaviour, ethical standards for harvesting, and family land use patterns. There is no mention in this section of the Treaty or the fact that as Treaty partners, we allowed settlers to live on our lands, but we did not give up the right to manage the land and control development.

   Specifically, the proponent must mention that Attawapiskat First Nation's rights in and to its territory within Treaty 9 are rights to a Way of Life which includes rights to use and occupy and connect to and protect the land, as well as rights to govern how the land is used, occupied and protected. These rights of decision-making governance authority over land are referred to as rights of Jurisdiction which is specifically pleaded in the case with court file number CV-23-00701700-0000. The Crown agreed in Treaty 9 to protect Attawapiskat First Nation's Way of Life which includes Jurisdiction, and to provide assistance to the Treaty 9 Nations including in respect of necessities of life that had already been diminished by settler encroachment.

   We exercised Jurisdiction, as granted by the Creator, over our lands since time immemorial, and we still exercised this Jurisdiction at the signing of Treaty 9. Treaty 9 did not take away our Jurisdiction; instead, it resulted in there being de jure dual, shared

or co-jurisdiction as between the Treaty 9 Nations and the Crown over or in respect of the lands and uses of the lands – a sharing that has not taken effect to this day.

Our right to Jurisdiction centres around the power to make decisions and the power to choose – in other words, the power to consent or withhold consent to developments on our lands. The Crown must acquire our consent for any regulating of the land especially where it threatens our Kattawapiskak peoples' Way of Life. The proponent must correct the relevant sections of the ATRI report to reflect this information.

6. **In view of the fact that Jurisdiction is an integral part of Attawapiskat First Nation's Governance and Stewardship rights, the Crown regulatory process the proponent is using to gain approval for the MFFN CAR is in clear violation of Attawapiskat's Governance and Stewardship rights.**

In considering the indicator "Changes in ability to exercise governance and stewardship rights," the proponent describes the potential MFFN CAR project effects as having no identifiable pathway to impact, while also providing the following three bullet points (p. 199):

> The Project is being assessed through the federal Impact Assessment Act and the provincial Environmental Assessment, both of which are non-Indigenous governance and decision-making processes.
>
> Wildlife, fish, and species at risk, including caribou, are currently regulated and managed by the federal and/or provincial governments.
>
> Under existing governance structures, the assessment process itself and current management of wildlife fish, and species at risk reside with the federal and/or provincial governments.

The final bullet point provided by the proponent on p. 199 reads: "No Project impact pathway identified."

Given that Attawapiskat First Nation asserts rights of Jurisdiction as an integral part of its Governance and Stewardship rights, as described above, it is abundantly clear that the non-Indigenous decision-making institutions described in the proponent's list above, that are being used to push forward this project as part of Ring of Fire development, and that end in unilateral decision-making by the Crown government, are an infringement of Attawapiskat's Jurisdiction. The ATRI statement must be revised to reflect this "impact pathway."

7. **It is not the proponent's role to throw into doubt Attawapiskat First Nation's own assertions about where it exercises its inherent and Treaty rights, including harvesting rights.**

   The "Area of Interest" defined by the proponent is the same as the territory outlined in the 2021 map of the territory submitted as part of an affidavit to the Province of Ontario, as mentioned on p. 192 of the ATRI report. This is the area in which Attawapiskat First Nation asserts its inherent and Treaty rights.

   It is entirely inappropriate for the proponent to question whether Attawapiskat in fact exercises rights in that area, as the proponent does on p. 194 of the ATRI report, by stating:

   > ... Attawapiskat may exercise rights related to hunting, fishing, trapping and harvesting within the Attawapiskat First Nation Regional Study Area. However, at the time of writing, Attawapiskat First Nation has provided limited information regarding their Aboriginal and/or Treaty Rights and Interests, therefore it is not certain which rights are exercised or where they occur. There is currently no information on travel routes, habitation locations (camps, cabins, historical village sites), and cultural, spiritual, and/or historical sites and areas used by Attawapiskat First Nation within the Attawapiskat First Nation Regional Study Area.

   The above statement by the proponent suggests that Marten Falls First Nation believes it is in a position to decide where we exercise our inherent and Treaty rights. It also makes the false, colonially-inspired assumption that rights can be reduced to points on a map and that "blank spaces" in between those points are open for development. Let us be clear. Our inherent and Treaty rights are rights to a Way of Life through, in and on our territory, just as any government would have. It is deeply offensive to reduce Attawapiskat rights to pinpoints on a map. We will not be sharing any land use and occupancy data with the proponent.

Regarding our above-stated concerns, please respond to us, and those copied here, as soon as possible.

Sincerely,

[redacted]

Chief Sylvia Koostachin-Metatawabin
Attawapiskat First Nation

[redacted]

Deputy Chief Jack Linklater, Jr.
Attawapiskat First Nation

cc.
Pauline Tookate, Attawapiskat Director of Operations, [redacted]
Tricia Isaac, CEO Attawapiskat First Nation, [redacted]
Stephen O'Neill, Legal Counsel, [redacted]
Brian Nakogee, Policy Advisor, [redacted]
Dorothee Schreiber, Environment Advisor, [redacted]
Marten Falls FN CAR proponent team, [redacted]
Niki Angelis, MFFN CAR proponent team, [redacted]
Bruce Achneepineskum, Chief Marten Falls First Nation, [redacted]

Subject: FW: MFFN CAR - contact information updates
Sent: 8/29/2025, 7:11:53 AM
From: Angelis, Niki [redacted]
To: [redacted]

From: Dorothee Schreiber [redacted]
Sent: August 28, 2025 5:37 PM
To: Angelis, Niki [redacted]
Cc: [redacted]
Subject: Re: MFFN CAR - contact information updates

Hi Niki,

Thanks for your email. Along with Pauline Tookate and Chief and Deputy Chief, please include the following people on emails related to the MFFN CAR, going forward.

Noel Tookate, [redacted]

Tricia Isaac, [redacted]

Thanks,

Dorothee

On 2025-08-28 10:54 a.m., Angelis, Niki wrote:

> Hello Dorothee and Pauline,
>
> I wanted to touch base regarding the key contact list for Attawapiskat First Nation. I noticed that two new names have appeared on recent correspondence, please advise if any or all of the following should be included on emails related to the Community Access Road moving forward:
>
> 1. Tricia Isaac, CEO Attawapiskat First Nation, [redacted]
> 2. Brian Nakogee, Policy Advisor, [redacted]
>
> Thank you,
> Niki

Niki Angelis
Communication and Community Engagement
Mobile: [redacted]

AECOM Delivering a better world

[redacted]

aecom.com LinkedIn | Twitter | Facebook | Instagram

AECOM Canada celebrates 114 years in Canada delivering our most iconic infrastructure projects.

Subject: letter from Attawapiskat First Nation
Sent: 2025-09-11, 2:49:07 PM
From: Dorothee Schreiber [redacted]
To: Cox,Loraine (IAAC/AEIC); Krezel,Martyna (IAAC/AEIC); MartenFalls (IAAC/AEIC); [redacted]
Cc: Sylvia Koostachin-Metatawabin; [redacted] Pauline Tookate; Tricia Isaac; Noel Tookate; Stephen O'Neill; info@martenfallsaccessroad.ca; [redacted] Brian Nakogee
Attachments: 2025-09-11 letter from AttFN re. MFFN CAR draft IS.pdf

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Please find attached a letter from Attawapiskat First Nation.

Thanks,

Dorothee

Telephone: [redacted] Fax: [redacted]

ATTAWAPISKAT FIRST NATION

[redacted]

September 11, 2025

SENT BY EMAIL

Loraine Cox and Martyna Krezel
Team Leaders, Ontario Region
Impact Assessment Agency of Canada
[redacted]

Dorothy Moszynski and Sasha McLeod
Special Project Officers
Environmental Assessment Branch
Ontario Ministry of the Environment, Conservation and Parks
[redacted]

Dear Ms. Cox, Ms. Krezel, Ms. Moszynski, and Ms. McLeod,

Re. Comments from Attawapiskat First Nation on the Marten Falls Community Access Road (MFFN CAR) proponent's draft Impact Statement (draft IS), sections on Water, Fish and Fish Habitat, and Peatlands.

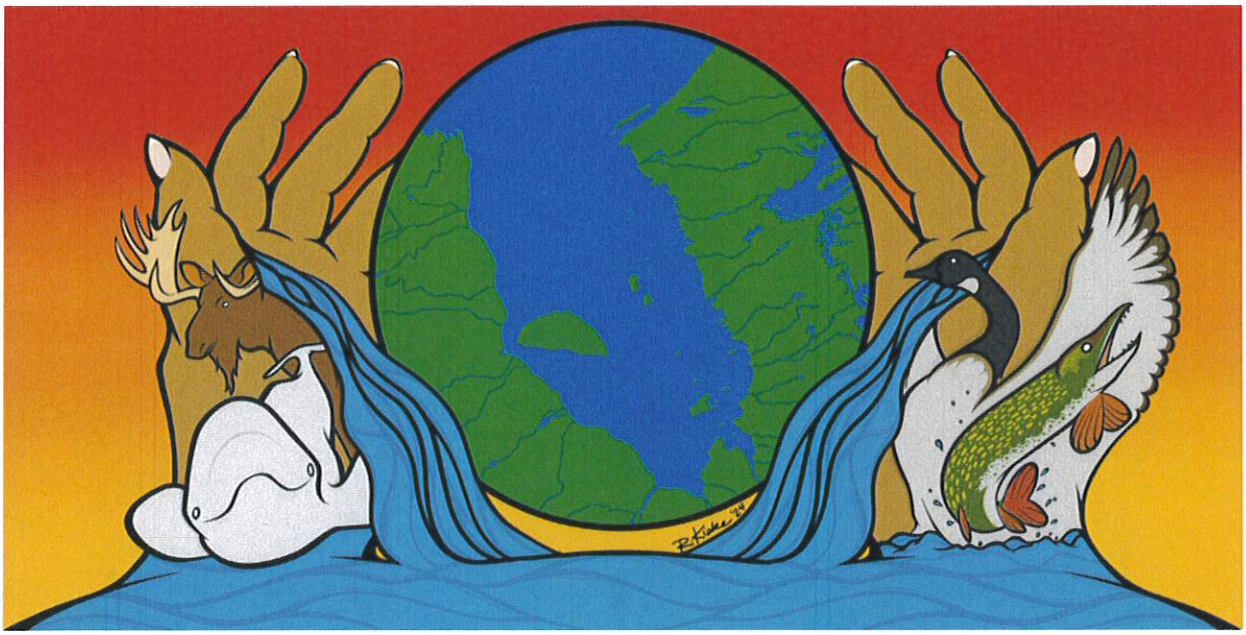
The purpose of this letter is to share Attawapiskat First Nation's deep concerns about the impacts of the proposed MFFN CAR to the aquatic environment.

Our history with you, our Treaty partner, has been brief and highly disruptive. Less than 150 years ago our Kattawapiskak people began to experience periods of great suffering brought on by the demands of the fur trade, a boom-and-bust industry that depleted our homeland of furs and game. Periods of starvation and disease killed many of our people even into the 1940s. Then as now, Treaty promises that the Crown would provide assistance in respect of the necessities of life that had already been diminished by settler encroachment, were broken.

More recently, we experienced the DeBeers mine coming and going in our territory. The mine promised to bring great prosperity to our people, but in the end did nothing but extract wealth for the benefit of people in the south. We are left with a large hole and a legacy of environmental destruction and contamination. Meanwhile, our community still suffers from severe deficits in infrastructure, health care, housing, and education. We do not have access to clean tap water. Our leadership is occupied on a

daily basis with managing crises related to overcrowding, child welfare, and mental health and addictions.

Yet we have survived as a people, protecting our language and the way of life that our ancestors passed on to us. Our most deeply held cultural values and spiritual beliefs require that we ask ourselves how we can be good ancestors to future generations. Protecting the life of the water is at the heart of this responsibility. Water (*nibiy*) signifies our total relationship with the land as Kattawapiskak people. It is the sacred element of life that circulates throughout all living beings. Women are considered the keepers of the water.



Art by Robin Kioke, member of Attawapiskat First Nation.[1]

Our children and great-grandchildren, 50 to 100 years from now, will experience the loss of healthy water, wetlands, and fish populations, all in one fell swoop. They will not have the luxury of experiencing only the MFFN CAR and the handful of other projects the proponent chose to include in their cumulative effects analysis in 2025. No, the faces yet to come will experience all of the mining exploration, mines, and other industries that have set up shop in our territory, and all of the roads, hydro dams, transmission lines, small modular nuclear reactors, and infrastructure that have been built to support the extraction of wealth from our territory.

To truly assess the impact of the proposed industrial access road to the Ring of Fire to our inherent and Treaty rights, the Crown must understand that our inter-generational outlook and our thresholds for damage to fish, water, and wetlands differ greatly from yours. We also have a strong commitment to evidence-based decision-making. Unfortunately, the proponent has presented us with a draft IS that

[1] Attawapiskat First Nation thanks Robin Kioke for permission to use this piece. This art contribution was facilitated by Mushkegowuk Council's program Oshichikesiwuk Nanipek. https://nanipek.ca/

contains major gaps and inaccuracies, and gives no attention to the interactive effect of road development and climate change.

The below is a summary of our concerns.

1. The proponent's analysis of impacts to fish and fish habitat considers only direct impacts at water crossings. This approach does not match the reality of fish movement and habitat use. It does not allow us to assess impacts to rights and must be corrected.

It is highly simplistic and not scientifically defensible to consider the cumulative impact of a project only from the perspective of the points where it crosses water bodies, and not the potential of the proposed MFFN CAR, along with clearly foreseeable outcomes of the road, to transmit impacts upstream and downstream.

In the cumulative effects analysis for fish and fish habitat the proponent discusses the impacts of four projects (MFFN CAR and three other linear infrastructure projects) in terms of the direct impacts at waterbody crossings and increased angling pressure at waterbody crossings. The only indirect impacts considered in the cumulative effects analysis are "Changes to fish habitat quantity and quality due to changes in hydrology or groundwater that may alter drainage patterns and increase or decrease drainage flows and surface water levels" and "Changes to fish survival and reproduction from improved public access to recreational angling areas," but even these impacts are dismissed without any analysis of effects to the entire river system, and without an explanation of the "negligible," "local," and "not significant" labels the proponent assigns in their chart of residual impacts (Table 10-4, p. 834-835).

The sources of impacts considered by the proponent include such things as clearing of riparian vegetation, placement of structures below the high water mark, changes to water quality due to release of sediment, death of fish from blasting or spills during construction, and other direct impacts at proposed bridges and culverts. The proponent wants us to believe that mitigation measures involving standard construction practices for working in fish habitat, provincial regulations, and federal fisheries permitting requirements will be sufficient to deal with the cumulative impacts of the MFFN CAR and the handful of other linear infrastructure projects they considered.

Focusing on waterbody crossings only is an unacceptable approach to impact assessment. It does not reflect ecological reality, nor our Omushkegowuk way of thinking about water and the life cycles of fish. In fact, fish biologists have pointed out that drawing scientific conclusions based on observations made on short sections of a river is like looking at a landscape painting through small holes in a curtain draped over it. As they state: "a continuous view of the river is needed to understand how processes interacting among scales set the context for stream fishes and their habitat." [2]

We require an impact assessment that reflects the ecological processes occurring in rivers at multiple spatial scales. If the impact assessment does not match what our people know about the land, it will not be meaningful to us. Our people know that many fish species need entire river systems to develop, disperse, overwinter, and reproduce. Our people also know that there are unique habitat features that have population-level impacts if they are disturbed in rivers. The proponent must provide much more detail on the scales at which a particular population of fish in a particular river carries out its life stages,

[2] Fausch, Kurt D., et al. 2002. "Landscapes to Riverscapes: Bridging the Gap between Research and Conservation of Stream Fishes." BioScience 52(6): 483-498. P. 483.

and the spatial arrangement and connectivity of habitats in the relevant rivers and streams. We expect this information to be applied in a properly scoped cumulative effects analysis (not limited to just a few linear infrastructure projects), as described below.

2. **The cumulative effects analyses for water, fish, and fish habitat presented by the proponent do not include clearly foreseeable hydroelectric developments and mines. This goes against the Impact Assessment Agency's own guidance on cumulative effects, does not respond to our people's enormous concern for the impact of the MFFN CAR on water, and is completely unacceptable.**

The cumulative effects analysis for fish and fish habitat considers only three other linear infrastructure projects (Northern Road Link, the upgraded forestry access road at the start of the proposed MFFN CAR, and the Rapid Lynx Broadband project). This extremely narrow scope does not respect our people's concern for what is at stake if the Crown governments, Ontario and Canada, were to approve this road.

The Impact Assessment Agency (IAAC) *Policy Framework for Assessing Cumulative Effects under the Impact Assessment Act* ("Cumulative Effects Policy Framework") states that "The approach and level of effort applied to assessing cumulative effects in an impact assessment is established on a case-by-case basis," and that "the risks and uncertainties associated with the potential cumulative effects" must be taken into consideration, along with "the level of concern expressed by Indigenous communities or the public." The Cumulative Effects Policy Framework also makes clear that "the input of Indigenous communities should inform all parts of the cumulative effects assessment."[3] Despite this policy guidance, our input on the risks and our deep level of concern over the cumulative effects of the MFFN CAR are being ignored.

In deciding on the proper scooping for the cumulative effects assessment IAAC must not hide behind its working definition of "reasonably foreseeable," which is that the proponent has announced its intention to apply for regulatory approval for a project. This narrow approach is not consistent with IAAC's own policy guidance on the issue,[4] and clearly does not work in the case of the Ring of Fire mines in Ontario, which will be not be subject to environmental assessment at either provincial or federal levels, and which may require provincial and federal permits only once construction begins, or not at all.[5] Nor should IAAC hide behind the Regional Assessment, which has barely entered the conduct phase and will

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[3] https://www.canada.ca/en/impact-assessment-agency/services/policy-guidance/practitioners-guide-impact-assessment-act/policy-framework-assessing-cumulative-effects-under-impact-assessment-act.html

[4] In the *Policy Framework for Assessing Cumulative Effects under the Impact Assessment Act*, the definition of "reasonably foreseeable" given is that "the physical activity is expected to proceed, e.g. the proponent has publicly disclosed its intention to seek the necessary impact assessment or other authorizations required to proceed." In that definition, the proponent's intention to seek authorizations is an example ("e.g."), and not an exhaustive list of the types of projects that could be expected to proceed.

[5] As Mining Watch reported in its comments on the Terms of Reference for the Regional Assessment: "In the Ring of Fire, in 2011, Noront volunteered its Eagle's Nest project to undergo provincial environmental assessment as it would have required a federal EA anyway, and a provincial EA would exempt the mine from separate assessments for its water and transportation permits. However, when the criteria to include mines on the project list was raised to 5000 tpd from 2500 tpd under the new Impact Assessment Act, Noront withdrew its federal application." At the provincial level, "a comprehensive environmental assessment is no longer required for the project [the Eagle's Nest Mine]. The voluntary agreement has been terminated and the Terms of Reference approval revoked by the Protect Ontario by Unleashing our Economy Act, 2025, effective June 5, 2025." (See: https://www.ontario.ca/page/eagles-nest-multi-metal-mine)

not produce usable information in the time frame that Canada and Ontario have set for the approval of MFFN CAR.

We remind Ontario and Canada that cumulative effects assessment is a required part of project-level impact/environmental assessments, and that it is especially important to consider cumulative effects in the case of a frontier development such as the MFFN CAR.

Ontario's premier and ministers have been enthusiastic boosters for road access as the key to pushing the mining frontier into the far north of Ontario. As Minister Pirie said in a 2024 interview with NetNewsLedger in Thunder Bay, "permanent roads will have to be developed, so we've been focusing on one road, or three roads, but there'll be lots of roads that have to be developed … and when that happens you're going to see an incredible boom in mining."[6] In that interview, he also referred to our Omushkegowuk territory as "largely empty and begging for exploration drillholes."

The proponent has not considered this "boom in mining" in the cumulative effects assessment of the aquatic "valued components," let alone the Eagle's Nest or the chromite mines that have already been named and announced by Wyloo to proceed. We require that a cumulative effects assessment consider the impact of these mines, including the routine release of mining wastewater and the routine, unavoidable leaching of soluble toxic compounds from wastes such as mine tailings, waste rock, dust and slag piles.

The record of Indigenous input included in the draft IS shows that concern about contamination from foreseeable mines in the Ring of Fire has been was raised by other First Nations, but that these concerns were deemed to be "outside of the scope of the Community Access Road" by the proponent (Table 11-9, p. 951-954). This attitude on the part of the proponent is unacceptable. We wish to make it clear that it is not just "spills" we are concerned about, but also the everyday, slowly accumulating nature of mining contamination that is seen in places to the south of Omushkegowuk territory, where mining is widespread. Our Anishinabek brothers and sisters living in the Sudbury basin area or the Abitibi will have to live with soil and water contamination in their homeland until the end of time. Our Kattawapiskak people are not willing to accept that as an outcome of this road.

The proponent must consider the obvious link between the road, the mining industry that is waiting for the road to be built, and the supporting infrastructure, including transmission lines and hydroelectric generating stations, that both the mining industry and Ontario expect to be developed. Just as Wyloo is waiting for the road to be built in order to develop the Eagle's Nest mine, it also considers a transmission line to bring power to the mine as "essential for the development of the Eagle's Nest project."[7]

This transmission line, in the words of Ontario's Independent Electricity Operator, "enables connection of new resources including hydro-electric resources (Little Jack Fish and Upper Albany-Attawapiskat river area) through reduced connection costs and providing transfer capability of power to the main

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[6] https://www.youtube.com/watch?v=CynB8CxEgys

[7] Wyloo's May 2025 feedback on the Northern Ontario Connection Study is available here: https://www.ieso.ca/Sector-Participants/Engagement-Initiatives/Engagements/Northern-Ontario-Connection-Study

transmission network."[8] Hydroelectric development on the Attawapiskat River would therefore be enabled and supported by the existing right-of-way and transportation corridor provided by the MFFN CAR and its connector, the Northern Road Link. Therefore, there is no question that potential new hydroelectric dams on the upper Attawapiskat River must be included in the analysis of the cumulative effects of the MFFN CAR to water, peatlands, fish, and fish habitat.

For our people, it is unthinkable that a dam would be built on our river. It would devastate our people and their relationship with the land if river diversions and/or dams, of the type that have already been built on the Albany and Moose river systems, were to be built. The impact to future generations would be unacceptable to our Kattawapiskak people. There would be very significant downstream impacts to water flows and water quality, and possibly changes in circulation in the estuary – an incredibly rich and biodiverse environment with extensive coastal wetlands, inhabited by many different animals including beluga, seal, ocean-run whitefish, migratory waterfowl, and shorebirds. Among the myriad of impacts to our non-human relatives and the water, we must also consider the sturgeon (*namew*), who is highly sensitive to river fragmentation and requires the entire length of the river to live.

As we have already described in detail in our letter of June 11, 2025, the road is likely to bring on the expansion of forestry, mining exploration and outfitting camps as part of the induced development stemming from the road.[9] With road access, commercial outfitters and their customers would acquire permanent access to what are now considered remote lakes and rivers. The expansion of the sport fishing industry could cause significant declines in species valued by our people and would interfere with the ways we use the land. This is a serious impact that has been brushed off by the proponent as "residual" and "not significant" without any explanation or analysis.

3. **The vulnerability of fish, waters, and peatlands to the interactive effect of development and climate change is not considered in the proponent's cumulative effects assessment. The resulting cumulative effects assessment does not meaningfully address impacts to the water "valued components."**

The cumulative developments that are the intended outcome of the MFFN CAR would occur alongside catastrophic climate change in our Omushkegowuk homelands.

Climate change does not add to the cumulative impact of the road: it will multiply the impacts we experience from development. For example, the combined effect of impacts from development (mining, road construction, etc.) and climate change has the potential to irreversibly destabilize the hydrological functions of peatland ecosystems. This in turn has implications for wildfire frequency and severity, the stability of subsistence fisheries, and the efficacy of carbon sequestration of bogs and fens.[10] Nowhere is this mentioned by the proponent in their discussion of cumulative effects to water components.

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[8] Northern Ontario Connection Study, Webinar #1 - Technical and Economic Option Analysis. May 7, 2025. Available at: https://www.ieso.ca/Sector-Participants/Engagement-Initiatives/Engagements/Northern-Ontario-Connection-Study

[9] Nibinimik community members are already observing the impacts of guiding resorts for fishing and hunting. See: *Nibinamik First Nation Review and Recommendations on the draft Environmental Assessment/Impact Statement for the Marten Falls Community Access Road*. Available at: https://iaac-aeic.gc.ca/050/evaluations/proj/80184/contributions/id/63379

[10] Sutton, O. F., Balliston, N. E., & Price, J. S. 2024. Mining and climate change alters water storage and streamflow dynamics of northern peatland-dominated catchments. Water Resources Research 60 (12), e2024WR0373 I 0. P. 16.

The proponent's technical appendices on Fish/Fish Habitat and Surface Water, despite each being more than 800 pages in length, barely mention climate change. Appendix G (Fish and Fish Habitat) contains no discussion of how climate change interacts with the cumulative impacts of the project to fish; and Appendix H (Surface Water) mentions climate change only on p. 76, in relation to reduced ice cover.

Appendix I (Peatlands) briefly mentions climate change on p. 222-223, but concludes that "the magnitude of climate change effects on peatland ecosystems is difficult to predict." In the Assessment of Significance section for cumulative effects on p. 230-231, the proponent claims that

> …climate change is not expected to significantly influence the availability and distribution of peatland ecosystems relative to existing conditions and does not alter the assessment of no significant cumulative residual effects from the Project and other reasonably foreseeable development as climate change effects are expected to occur regardless of whether the Project and other reasonably foreseeable projects are constructed.

This statement from the proponent is shocking in its disregard for the interactive effects we outline above. It also sidesteps the fact that reducing non-climate stressors and limiting development in watersheds is understood to be the primary way in which climate-related impacts can be mitigated.

The point of a cumulative effects analysis is not to dismiss certain impacts because they "are expected to occur regardless of whether the Project and other reasonably foreseeable projects are constructed" (Appendix I, p. 231). Instead, the analysis should examine whether the Project, in combination with climate change and other foreseeable projects, may cause impacts that exceed environmental, social, and cultural thresholds.

Our territory is warming at between two and three times the rate of the planet as a whole.[11] Our Kattawapiskak people are already seeing dramatic changes in the timing of seasonal freeze-up and thaw events, drought conditions on our rivers, changes in animal behaviours, and new species in our territory. The proponent ignores the fact that many of our cold-water fish species are threatened by climate change in the next 50 years.[12]

Climate change-induced shifts in the ranges of warmer-water species, such as walleye and smallmouth bass, will change the distribution and abundance of fish we are able to harvest. There are already indications that smallmouth bass, for example, are moving into the river systems of Omushkegowuk territory. The spread of invasive species is another consequence of climate change that must be considered. Again, as just one example, Eurasian watermilfoil was found this summer in the Albany River near Kashechewan.

It is unacceptable for the proponent to avoid any serious analysis of the impacts of climate change to fish and fish habitat, water, and peatlands, with the excuse that these effects are "unpredictable," or that they would "occur anyways." The proponent's cumulative effects predictions for these components are fundamentally flawed and must not be relied upon by Canada and Ontario in making regulatory decisions about the MFFN CAR.

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[11] https://www.cbc.ca/news/canada/sudbury/climate-change-international-court-united-nations-1.7593323

[12] Chetkiewicz, C-L B., Carlson, M., O'Connor, C.M., Edwards, B., Southee, F.M., and Sullivan, M. *Assessing the Potential Cumulative Impacts of Land Use and Climate Change on Freshwater Fish in Northern Ontario*. Wildlife Conservation Society Canada Conservation Report No. 11. Toronto, Ontario, Canada. 150pp. p. 78.

4. **Our Kattawapiskak peoples' thresholds for decline of the species we harvest, and for loss of water quality, are much more sensitive than the thresholds used by the proponent. The proponent's view of the magnitude and significance of impacts to the water "valued components" does not reflect our Kattawapiskak peoples' understanding of these impacts.**

In their analysis of significance of impacts to the water "valued components," the proponent relies on definitions of "magnitude" that do not accord with our Kattawapiskak people's cultural values, our ways of using the land, or our governance and stewardship rights.

Subsistence harvesting requires a sufficient quantity of resources, i.e., high population levels of fish and game. Unlike in market economies, where rarity increases the value of a resource, our people are concerned with having sufficiently abundant resources, the ability to share widely within the community, and the security of having "back up" species and harvesting locations during times of scarcity. We do not fully utilize the "harvestable surplus," as is commonly done in non-indigenous fisheries and wildlife management. Maintaining high population levels is part of our conservation ethic and it is a harvest management strategy used to sustain our resources for seven generations into the future.

In order for subsistence harvesting to remain viable, including the transmission of knowledge to younger generations, a range of resources must be reliably available for harvest throughout the territory. This requirement has not changed over time. Even as our ancestors experienced periodic downturns in particular animal populations, a variety of species and harvesting spots produced enough for harvesters' families and to share with the wider community. In fact, having large quantities of fish available to us is important to compensate for the periodic lack of larger game.

The requirement for a high quantity of resources is not reflected in the proponent's magnitude definition for fish and fish habitat, which defines "low impact" as "habitat of valued components remains suitable and functional but decrease in productivity." The proponent defines "medium impact" as meaning that "local productivity" is impacted but "overall population dynamics" are not likely to be disrupted (p. 453). Not only do these definitions not make sense in view of what we shared above in point 1, regarding the need for a holistic view of rivers and fish populations, they do not speak to the high abundance of resources our harvesters require and the fact that even small downturns in abundance would have very discernable impacts to our harvesters.

Subsistence harvesting also requires sufficient quality of resources. The harvested resources must be of high nutritional quality, meaning that they are sourced from healthy plants and animals and are free of contamination. The variety of species we are able to harvest is also important, as it allows for temporary pivoting away from more heavily utilized species, especially during times of scarcity.

The health risks of contaminants are understood by harvesters, and this damages their confidence in the ability of the lands and waters to provide for them, endangering harvesting as cultural practice. Even the risk of contamination can cause harvesters to abandon large areas, when they know that industrial activity is in the area, or they see the remains of industrial equipment left behind. Our people often say that if something were to contaminate the headwaters of the Attawapiskat River, "there's no going back." Our people have a very sophisticated understanding of how water moves through the peatlands at both micro and macro levels. This in turn informs our thresholds for changes to hydrology and contamination.

The requirement of our people for water quality is not reflected in the proponent's magnitude definitions for surface water quality and hydrology, which assumes a "low" magnitude of impact even when up to 20 percent of a contributing drainage area is disturbed (p. 432). A 20 percent disturbance of the drainage area of the Attawapiskat River would result in an extremely high impact on our people.

Our people's thresholds for water quality are also not reflected in the proponent's use of federal and provincial water quality guidelines (p. 433), which are arrived at using chronic toxicity tests on laboratory animals, and which do not consider the multiple, intersecting, and non-linear pathways that keep the land alive over an extended period of time.

The definition of water quality adopted by the proponent therefore bears no resemblance to how our Kattawapiskak people view our responsibilities to the water. Our people also know that the proponent has no basis for claiming that the Crown's water quality standards will be respected once the cumulative effects of the MFFN CAR are brought to bear on our territory. It is important for the Crown to understand that even if governmental water quality standards were to be respected in future development, those standards do not always consider the things that matter to our people, such as effects that occur slowly, that occur from the interaction of multiple stressors, and that are not observable in laboratory settings.

5. **We are alarmed by the lack of information in the draft IS on road construction methodologies, given the potential serious impact on peatlands of building a road perpendicular to the direction of water flow. Attawapiskat First Nation requires credible and comprehensive information on this issue. We request that Environment and Climate Change Canada (ECCC) provide further comments once the proponent has provided the missing information.**

One claim the proponent has repeated in all kinds of consultation forums, including webinars and in-person conferences, and now in the draft IS, is that the road will "float" on the muskeg. We are told that thanks to a unique floating road construction technique there would be insignificant impacts to water flows from one side of the road to the other. As the proponent states:

> The construction of the Community Access Road may cause alteration to drainage patterns and increased/decreased drainage flows and surface water levels, thereby affecting associated peatland communities. However with the effective implementation of the mitigation measures (detailed in Section 7.3.1 and Table 7-4) and the use of best management practices, it is anticipated that residual changes to peatland ecosystems from changes to hydrology will be reduced or moderated, as well as regulated through permitting. (Appendix I, p. 196).

Building a road perpendicular to the direction of water flow disrupts water flows – a fact that is well understood by our people who lived all their lives in peatland environments. Their concerns over the impact of roads on the hydrology of peatlands are shared by professional hydrologists, including those at Environment and Climate Change Canada (ECCC). When asked by IAAC to "describe your department's views and any uncertainty regarding how much noticeable loss in key functions of peatland ecosystems in the LSA and RSA over the long-term could occur," ECCC responded by warning that:

> While mitigation measures and effects on valued components are independently discussed in each Appendix, the lack of clarity about which construction method will be used creates

> significant uncertainty for predicting long-term hydrological impacts on peatlands. Since each construction method can affect peatland hydrology differently, an accurate assessment of potential changes is not possible without consistency between assumed construction methods used to complete the effect assessment for different valued components. There is additional uncertainty regarding the long-term viability when using a floating road as a mitigation measure, given the potential for high vehicle traffic and heavy payloads. Appendix F anticipates peak traffic levels of 100 to 700 vehicles in 2046, which may compromise the effectiveness of a floating road over time. [underlining added] [13]

The level of uncertainty flagged by ECCC is alarming to Attawapiskat First Nation, because even small changes to the water table can have major impacts on carbon cycling, carbon storage, the frequency and magnitude of flooding, water quality, and upstream and downstream wildlife habitats. The potential impacts to peatland hydrology may translate into serious impacts to the exercise of our inherent and Treaty rights.

When our environment advisor flagged this issue in a meeting with IAAC on August 7, 2025, IAAC stated that it would not be asking the proponent to provide the missing information. To dismiss our concerns in this way, and to instead rely on the proponent's half-baked construction plans, references to "best practices," future permitting decisions, and discussions with provincial authorities on "mitigation measures," is completely unacceptable. The Crown must work with us to ensure we are provided with comprehensive, credible information on the potential impacts of the project.

Finally, we remind Canada that IAAC's commitments under Canada's UNDRIP Action Plan include "mandatory consideration of Indigenous knowledge," and "maximizing Indigenous collaboration and partnership." These commitments mean respecting the information and the time we require to exercise our free, prior, and informed consent.[14]

Yet information and time are precisely what are being sacrificed, in the Crown governments' rush to push forward with unilateral approval of an industrial access road to the Ring of Fire. Bill C-5, the *Building Canada Act* allows Canada to dispense with certain statutory requirements in the Impact Assessment Act, and also to dispense with the need for proponents to obtain regulatory approvals. Bill 5, the *Protect Ontario by Unleashing our Economy Act*, allows Ontario to declare special economic zones where major projects can be approved without meaningful or any engagement with First Nations. This is a path toward expedited, unilateral approval of projects without the possibility for meaningful consultation, and without seeking our free, prior, and informed consent. Unless this path is changed, the Crown will fail to uphold the honour of the Crown and seriously damage the project of reconciliation.

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[13] From Environment and Climate Change Canada to Impact Assessment Agency of Canada re: Response to Targeted Questions. Response to question PIF-02. Available at: https://iaac-aeic.gc.ca/050/evaluations/proj/80184/contributions/id/63251

[14] Information and time are key themes in the 2016 United Nations' manual on good practices for implementing FPIC, entitled: *Free Prior and Informed Consent – An Indigenous Peoples' right and a good practice for local communities – FAO*. Available at: https://www.un.org/development/desa/indigenouspeoples/publications/2016/10/free-prior-and-informed-consent-an-indigenous-peoples-right-and-a-good-practice-for-local-communities-fao/

Regarding our above-stated concerns, please respond to us, and those copied here, as soon as possible.

Sincerely,

[redacted]

Chief Sylvia Koostachin-Metatawabin

Attawapiskat First Nation

[redacted]

Deputy Chief Kara Fireman

Attawapiskat First Nation

cc.

Pauline Tookate, Attawapiskat Director of Operations, [redacted]
Tricia Isaac, CEO Attawapiskat First Nation, [redacted]
Noel Tookate, Attawapiskat First Nation Lands & Resources, [redacted]
Stephen O'Neill, Legal Counsel, [redacted]
Dorothee Schreiber, Environment Advisor, [redacted]
Marten Falls FN CAR proponent team, info@martenfallsaccessroad.ca
Bruce Achneepineskum, Chief Marten Falls First Nation, [redacted]

B3.3 Community Specific Meeting Materials

Project Name:	Marten Falls First Nation (MFFN) All Season Community Access Road (CAR)	**Date of Meeting:**	February 25, 2025
		Time:	4:00-4:30 pm EST
		Project #:	[redacted]
Attendees:	Dorothee Schreiber, Attawapiskat First Nation Environmental Consultant Jennifer Bruin, MFFN CAR Project Team Member Rowena Baxter, MFFN CAR Community Coordinator Advisor Ingrid Trimble, MFFN CAR Project Consultant Erin Greenaway, MFFN CAR Project Consultant Gabbie Ratajczak, MFFN CAR Project Consultant	**Location:**	Timmins, Three Road Projects Gathering and Expo
		Prepared By:	Gabbie Ratajczak (MFFN CAR Project Consultant)

Regarding: **MFFN CAR Breakout Session at Three Road Projects Gathering and Expo – Attawapiskat First Nation**

Notes of Meeting

Meeting Summary

The MFFN CAR Project Team (Project Team) and a representative of Attawapiskat First Nation privately met to discuss the CAR and the Draft Environmental Assessment / Impact Statement (EA / IS) during the Three Road Projects Gathering and Expo.

Summary of Meeting Action Items

- Project Team to mail 10 copies of the Assessment Summary Package to Attawapiskat First Nation band office. (Completed)
- Project Team to advise MFFN Chief and Council of Attawapiskat First Nation's request for a Nation-to-Nation meeting. (Completed)

Item #	Topic / Theme	Comments / Questions	Response / Action Items
1	Consultation Methods	• Attawapiskat First Nation had requested a hard copy of the Draft EA/IS and appendices to be sent to the band office. However, based on the size of the hard copy at the breakout room, Attawapiskat First Nation changed the request and asked for 10 copies of the Assessment Summary Package to be mailed to Attawapiskat First Nation band office instead.	• **Action Item:** Project Team to mail 10 copies of the Assessment Summary Package to Attawapiskat First Nation band office.
2	Consultation Methods	• Attawapiskat First Nation requested Cree translations of the Assessment Summary and will compare the Plain Language Summaries with the main document.	• Project Team went over the contents included in the Draft EA / IS document, Technical Support Documents, appendices and the Assessment Summary.
3	Cumulative Effects	• Has a cumulative effects analysis been done, and is there a Plain Language Summary for it?	• Yes. Each Plain Language Summary has a cumulative effects analysis. • Section 10 of the Draft EA / IS includes a summary of cumulative effects covered in the Technical Support Documents.
4	Consultation Methods, General Project	• Attawapiskat First Nation is not interested in consultants visiting the community. • Attawapiskat First Nation Chief and Council directed their consultant to indicate that Attawapiskat First Nation would like for MFFN Chief and Council to come to the community for a Nation-to-Nation meeting.	• **Action Item:** Project Team to advise MFFN Chief and Council of Attawapiskat First Nation's request for a Nation-to-Nation meeting.
5	Federal IA Process, Provincial EA Process	• Attawapiskat First Nation clarified timelines for the submission and approval of the EA/ IS.	• Project Team had a conversation with Attawapiskat First Nation about the Impact Assessment Agency of Canada timelines.

Any errors or omissions please contact Niki Angelis within 2 weeks of distribution. Finalized meeting minutes will be included in the public Record of Consultation.