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Progress Report: Notice of Commencement of Provincial Environmental Assessment

October 2022



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Acronyms

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

1. Introduction

1.1 Background

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

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

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

Each progress report is required to:

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

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

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

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

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

milestone. Note that government agencies and interested persons¹ 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)	<ul style="list-style-type: none"> ■ 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)	<ul style="list-style-type: none"> ■ Long Lake #58 First Nation**
Mushkegowuk Council (Nishnawbe Aski Nation)	<ul style="list-style-type: none"> ■ Attawapiskat First Nation ■ Fort Albany First Nation ■ Kashechewan First Nation
Shibogama First Nations Council (Nishnawbe Aski Nation)	<ul style="list-style-type: none"> ■ Kasabonika Lake First Nation* ■ Kingfisher Lake First Nation* ■ Wapekeka First Nation* ■ Wawakapewin First Nation** ■ Wunnumin Lake First Nation
Independent First Nations Alliance	<ul style="list-style-type: none"> ■ Kitchenuhmaykoosib Inninuwug First Nation
Independent First Nations (Nishnawbe Aski Nation)	<ul style="list-style-type: none"> ■ Mishkeegogamang First Nation*** ■ Weenusk First Nation
Nokiiwin Tribal Council	<ul style="list-style-type: none"> ■ Animbiigoo Zaagi'igan Anishinaabek First Nation (AZA)*
Métis Nation of Ontario (MNO)	<ul style="list-style-type: none"> ■ Métis Nation of Ontario (MNO), Region 2**
Independent Métis Nation	<ul style="list-style-type: none"> ■ 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*; | Kingfisher Lake First Nation; |
| Aroland First Nation; | Long Lake #58 First Nation; |
| Attawapiskat First Nation; | Neskantaga First Nation; |
| Constance Lake First Nation*; | Nibinamik First Nation; |
| Eabametoong First Nation (Fort Hope); | Webequie First Nation; |
| Fort Albany First Nation; | RSMIN; |
| Ginoogaming First Nation; | AZA; and |
| Kasabonika Lake First Nation; | Kitchenuhmaykoosib Inninuwug First Nation. |
| Kashechewan 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
<p>Specific Feedback Provided on Environmental Existing Conditions</p> <ul style="list-style-type: none"> ■ 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 	<ul style="list-style-type: none"> ■ 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
<p>Concerns Related to Environmental Existing Conditions; Additional Details Required</p> <ul style="list-style-type: none"> ■ 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 	<ul style="list-style-type: none"> ■ 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
<p>Interests Related to Environmental Existing Conditions; Additional Details Required</p> <ul style="list-style-type: none"> ■ 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 	<ul style="list-style-type: none"> ■ 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
<p>Route Alignment</p> <ul style="list-style-type: none"> ■ 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) 	<ul style="list-style-type: none"> ■ 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
<p>Cumulative Effects, Road Projects and Regional Assessment</p> <ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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.
<p>Impacts from COVID-19</p> <ul style="list-style-type: none"> Some communities expressed inability to effectively engage with their community members due to the COVID-19 pandemic. 	<ul style="list-style-type: none"> 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.
<p>Timeline Extensions</p> <ul style="list-style-type: none"> Some communities requested extended Project timelines, both on the provincial and federal processes. 	<ul style="list-style-type: none"> 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.
<p>Request for Funding</p> <ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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). <i>Note: Also captured under the IK Program section below</i>	✓		
■ Teleconference with Constance Lake First Nation (April 21, 2022). <i>Note: Also captured under the IK Program and Community Co-ordinator section below</i>	✓		
■ 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
<ul style="list-style-type: none"> ■ Circulated Field Study Notices & Discussion Guides: <ul style="list-style-type: none"> – 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.

3.1.16 Nibinamik First Nation

Community Profile	
Location:	Summer Beaver, Ontario, P0T 3B0
Tribal Council:	Matawa First Nations Management
Treaty:	9
Project Team Lead:	Afroz Hasan

Communication Distribution



Summary of Participation During Reporting Period	
Date of Last Outgoing Communication from MFFN CAR Project Team (Email or Phone)	June 20, 2022
Date of Last Incoming Communication from Community (Email or Phone)	N/A
Participating in IK Program: In Progress	Status of IK Sharing Agreement: In Progress
	Status of IK Funding Agreement: In Progress
	IK information provided: TBD

Summary of Participation During Reporting Period

Participating in Community Coordinator Program: In Progress	Offered, No expressed interest
Commented during The ToR	Commented on Draft ToR: No
	Commented on Final ToR: Yes

Key Consultation and Engagement Activities Undertaken During EA / IA (October 29, 2021 – June 30, 2022)

Date	Consultation and Engagement Activity
Oct 29, 2021	EA NoC distributed via email.
Nov 02, 2021	EA NoC distributed via mail (hard copy).
Nov 03, 2021	October 2021 MFFN CAR E-Blast distributed via email.
Nov 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 19, 2022	Furbearer Ground Track Survey update distributed via email.
Jan 21, 2022	Circulated a MFFN CAR IK Program update including updated schedule.
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 – 29, 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 28 – 29, 2022	Phone call and email to follow up on the IK / Community Coordinator Program letter and IK Program interest.
Apr 29, 2022	April 2022 MFFN CAR E-Blast distributed via email.
May 11, 2022	Terrain and Soils Field Notice distributed via email.
May 19, 2022	Phone call and email to follow up on the IK Program and Community Coordinator Program.
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	Notice for PIC #3 distributed via email.
Jun 20, 2022	Email and phone call invitation for PIC #3.
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 – Nibinamik 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	■ Issue—Feedback: No feedback during October 29, 2021 – June 30, 2022 reporting period.	■ N/A	■ N/A	■ Opportunities to provide feedback will continue throughout the EA / IA.

Consultation and Engagement Log– Nibinamik First Nation

Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Oct 29, 2021	Email		X	<ul style="list-style-type: none"> ■ Michael Sugarhead ■ Stanley Oskineegish ■ Sheldon Oskineegish ■ Richard Roundhead ■ Byron Wapoos 	<ul style="list-style-type: none"> ■ Chief ■ Community Communication Liaison Officer ■ Councillor ■ Councillor ■ Councillor 	■ MFFN CAR Project Team	■ The MFFN CAR Project Team issued the NoC for the provincial EA to Nibinamik 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	<ul style="list-style-type: none"> ■ Michael Sugarhead ■ Stanley Oskineegish ■ Sheldon Oskineegish ■ Richard Roundhead ■ Byron Wapoos 	<ul style="list-style-type: none"> ■ Chief ■ Community Communication Liaison Officer ■ Councillor ■ Councillor ■ Councillor 	■ MFFN CAR Project Team	■ The MFFN CAR Project Team mailed the NoC for the provincial EA to Nibinamik First Nation and included the English Ojibway, Oji-Cree and Cree versions.
Nov 03, 2021	Email		X	<ul style="list-style-type: none"> ■ Stanley Oskineegish ■ Sheldon Oskineegish ■ Lias Yellowhead 	<ul style="list-style-type: none"> ■ Community Communication Liaison Officer ■ Councillor ■ Advisor 	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Nibinamik First Nation with updated MFFN CAR Project Consultant contact information.
Nov 03, 2021	Email		X	<ul style="list-style-type: none"> ■ Michael Sugarhead ■ Stanley Oskineegish ■ Sheldon Oskineegish ■ Richard Roundhead ■ Byron Wapoos 	<ul style="list-style-type: none"> ■ Chief ■ Community Communication Liaison Officer ■ Councillor ■ Councillor ■ Councillor 	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent the October E-Blast to Nibinamik 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 Program, recently completed and upcoming field studies, the new

Consultation and Engagement Log– Nibinamik First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
							Ungulates educational video, and a profile of a MFFN CAR Project Team member.
Nov 30, 2021	Email		X	<ul style="list-style-type: none"> ■ Michael Sugarhead ■ Stanley Oskineegish ■ Sheldon Oskineegish ■ Richard Roundhead ■ Byron Wapoos 	<ul style="list-style-type: none"> ■ Chief ■ Community Communication Liaison Officer ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed the November E-Blast to Nibinamik 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 09, 2021	Email		X	<ul style="list-style-type: none"> ■ Michael Sugarhead ■ Stanley Oskineegish ■ Lias Yellowhead 	<ul style="list-style-type: none"> ■ Chief ■ Community Communication Liaison Officer ■ Advisor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant emailed the Chief of Nibinamik First Nation to introduce themselves as the new contact for Nibinamik First Nation's coordination on the Project.
Dec 10, 2021	Email		X	<ul style="list-style-type: none"> ■ Michael Sugarhead ■ Stanley Oskineegish ■ Sheldon Oskineegish ■ Richard Roundhead ■ Byron Wapoos 	<ul style="list-style-type: none"> ■ Chief ■ Community Communication Liaison Officer ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed the Winter Field Notice and Discussion Guide to Nibinamik 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	<ul style="list-style-type: none"> ■ Michael Sugarhead ■ Stanley Oskineegish ■ Sheldon Oskineegish ■ Richard Roundhead ■ Byron Wapoos 	<ul style="list-style-type: none"> ■ Chief ■ Community Communication Liaison Officer ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed the December E-Blast to Nibinamik 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.

Consultation and Engagement Log– Nibinamik First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Dec 16, 2021	Phone		X	<ul style="list-style-type: none"> ■ Michael Sugarhead ■ Stanley Oskineegish ■ Lias Yellowhead 	<ul style="list-style-type: none"> ■ Chief ■ Community Communication Liaison Officer ■ Advisor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant called to follow-up on the December E-Blast, letter distributed to Nibinamik First Nation, Winter Field Program Discussion Guide and Field Notice. Spoke with reception, noted that all three contacts were out of office and would take a message. Nibinamik First Nation band office is closed for the holidays starting December 20, 2021.
Jan 19, 2022	Email		X	<ul style="list-style-type: none"> ■ Michael Sugarhead ■ Sheldon Oskineegish ■ Lias Yellowhead 	<ul style="list-style-type: none"> ■ Chief ■ Councillor ■ Advisor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ 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 21, 2022	Email and Letter		X	<ul style="list-style-type: none"> ■ Michael Sugarhead ■ Stanley Oskineegish ■ Lias Yellowhead 	<ul style="list-style-type: none"> ■ Chief ■ Community Communication Liaison Officer ■ Advisor 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFM CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant distributed an IK Program Timeline and Update letter to Nibinamik First Nation via email where she inquired about interest in the IK Program. The letter provided information on key IK Program and ATRI dates and deadlines.
Jan 31, 2022	Email		X	<ul style="list-style-type: none"> ■ Michael Sugarhead ■ Stanley Oskineegish ■ Lias Yellowhead 	<ul style="list-style-type: none"> ■ Chief ■ Community Communication Liaison Officer ■ Advisor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent the January E-Blast to Nibinamik 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	<ul style="list-style-type: none"> ■ Michael Sugarhead ■ Sheldon Oskineegish ■ Lias Yellowhead 	<ul style="list-style-type: none"> ■ Chief ■ Councillor ■ Advisor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team followed up from the Winter Field Notice with confirmed dates for the winter ungulate aerial field program taking place from February 7 to 14, 2022. A field notice with more information was attached.
Feb 07, 2022	Email		X	<ul style="list-style-type: none"> ■ Michael Sugarhead ■ Stanley Oskineegish ■ Lias Yellowhead 	<ul style="list-style-type: none"> ■ Chief ■ Community Communication Liaison Officer ■ Advisor 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent a follow up email to Nibinamik First Nation asking if the community 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.

Consultation and Engagement Log– Nibinamik First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Feb 14, 2022	Email		X	<ul style="list-style-type: none"> ■ Michael Sugarhead ■ Sheldon Oskineegish ■ Lias Yellowhead 	<ul style="list-style-type: none"> ■ Chief ■ Councillor ■ Advisor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ 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	<ul style="list-style-type: none"> ■ Michael Sugarhead ■ Sheldon Oskineegish ■ Lias Yellowhead 	<ul style="list-style-type: none"> ■ Chief ■ Councillor ■ Advisor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ 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	<ul style="list-style-type: none"> ■ Michael Sugarhead ■ Stanley Oskineegish ■ Lias Yellowhead 	<ul style="list-style-type: none"> ■ Chief ■ Community Communication Liaison Officer ■ Advisor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ 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.

Consultation and Engagement Log– Nibinamik First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Mar 15, 2022	Email		X	<ul style="list-style-type: none"> ■ Michael Sugarhead ■ Stanley Oskineegish ■ Lias Yellowhead 	<ul style="list-style-type: none"> ■ Chief ■ Community Communication Liaison Officer ■ Advisor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed the combined February / March E-Blast to Nibinamik 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	<ul style="list-style-type: none"> ■ Michael Sugarhead ■ Stanley Oskineegish ■ Lias Yellowhead 	<ul style="list-style-type: none"> ■ Chief ■ Community Communication Liaison Officer ■ Advisor 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant distributed an introduction letter and job posting for the Community Coordinator Program to Nibinamik 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	<ul style="list-style-type: none"> ■ Michael Sugarhead 	<ul style="list-style-type: none"> ■ Chief 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ 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 Nibinamik First Nation. The follow-up also included interest in the Community Coordinator Program and status of IK Sharing and Funding Agreements. There was no answer and no option to leave a voicemail.
Mar 29, 2022	Email		X	<ul style="list-style-type: none"> ■ Michael Sugarhead ■ Stanley Oskineegish ■ Lias Yellowhead 	<ul style="list-style-type: none"> ■ Chief ■ Community Communication Liaison Officer ■ Advisor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant emailed to follow-up on the February / March E-Blast, including the Project update video, and Bird and Spring Discussion Guides distributed to Nibinamik First Nation. The follow-up also included interest in the Community Coordinator Program and status of IK Sharing and Funding Agreements.

Consultation and Engagement Log– Nibinamik First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Mar 29, 2022	Email		X	<ul style="list-style-type: none"> ■ Michael Sugarhead ■ Sheldon Oskineegish ■ Lias Yellowhead 	<ul style="list-style-type: none"> ■ Chief ■ Councillor ■ Advisor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ 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.
Apr 28, 2022	Phone		X	<ul style="list-style-type: none"> ■ Michael Sugarhead 	<ul style="list-style-type: none"> ■ Chief 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant called to follow-up on Nibinamik First Nation potential interest in the Community Coordinator Program and the status of the IK Sharing and Funding Agreements. There was no answer and no option to leave a voicemail.
Apr 29, 2022	Email		X	<ul style="list-style-type: none"> ■ Michael Sugarhead ■ Stanley Oskineegish ■ Lias Yellowhead 	<ul style="list-style-type: none"> ■ Chief ■ Community Communication Liaison Officer ■ Advisor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent a follow-up email to Nibinamik First Nation regarding potential interest in the Community Coordinator Program and the status of the IK Sharing and Funding Agreements.
Apr 29, 2022	Email		X	<ul style="list-style-type: none"> ■ Michael Sugarhead ■ Stanley Oskineegish ■ Lias Yellowhead ■ Alexandria Winterburn ■ Wendy Koehler 	<ul style="list-style-type: none"> ■ Chief ■ Community Communication Liaison Officer ■ Councillor ■ Advisor ■ Legal Counsel 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed the April E-Blast to Nibinamik 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 11, 2022	Email		X	<ul style="list-style-type: none"> ■ Michael Sugarhead ■ Stanley Oskineegish ■ Alexandria Winterburn ■ Walter Oskineegish ■ Wendy Koehler 	<ul style="list-style-type: none"> ■ Chief ■ Community Communication Liaison Officer ■ Legal Counsel ■ Band Manager ■ Senior Program Manager 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team distributed the Physiography, Terrain & Soils Field Notice and an update for May field programs to Nibinamik 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

Consultation and Engagement Log– Nibinamik First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
							May 12 - 16, 2022. Questions, comments or feedback were requested about the programs.
May 19, 2022	Phone		X	<ul style="list-style-type: none"> ■ Michael Sugarhead 	<ul style="list-style-type: none"> ■ Chief 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant called to follow-up on Nibinamik First Nation's potential interest in the Community Coordinator Program and the status of the IK Sharing and Funding Agreements. There was no answer and no option to leave a voicemail.
May 19, 2022	Email		X	<ul style="list-style-type: none"> ■ Michael Sugarhead ■ Stanley Oskineegish ■ Lias Yellowhead 	<ul style="list-style-type: none"> ■ Chief ■ Community Communication Liaison Officer ■ Advisor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent a follow-up email to Nibinamik First Nation regarding potential interest in the Community Coordinator Program and the status of the IK Sharing and Funding Agreements and offered to set up a meeting to discuss.
May 27, 2022	Email		X	<ul style="list-style-type: none"> ■ Michael Sugarhead ■ Stanley Oskineegish ■ Alexandria Winterburn ■ Walter Oskineegish ■ Wendy Koehler 	<ul style="list-style-type: none"> ■ Chief ■ Community Communication Liaison Officer ■ Legal Counsel ■ Band Manager ■ Senior Program Manager 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed the May E-Blast to Nibinamik 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	<ul style="list-style-type: none"> ■ Michael Sugarhead ■ Stanley Oskineegish ■ Alexandria Winterburn ■ Walter Oskineegish ■ Wendy Koehler 	<ul style="list-style-type: none"> ■ Chief ■ Community Communication Liaison Officer ■ Legal Counsel ■ Band Manager ■ Senior Program Manager 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team distributed the Surface Water, Fish and Fish Habitat Field Notice to Nibinamik 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.
Jun 10, 2022	Email		X	<ul style="list-style-type: none"> ■ Michael Sugarhead ■ Stanley Oskineegish ■ Alexandria Winterburn ■ Walter Oskineegish 	<ul style="list-style-type: none"> ■ Chief ■ Community Communication Liaison Officer ■ Legal Counsel ■ Band Manager 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team distributed the Vegetation Field Notice to Nibinamik 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	<ul style="list-style-type: none"> ■ Michael Sugarhead ■ Stanley Oskineegish ■ Alexandria Winterburn 	<ul style="list-style-type: none"> ■ Chief ■ Community Communication Liaison Officer 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ 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

Consultation and Engagement Log– Nibinamik First Nation

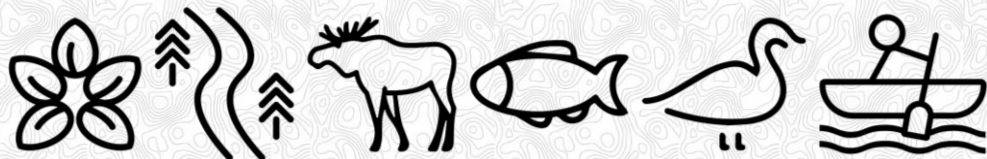
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
				<ul style="list-style-type: none"> ■ Walter Oskineegish 	<ul style="list-style-type: none"> ■ Legal Counsel ■ Band Manager 		share feedback, ideas and values related to the Project. Indigenous 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.
Jun 14, 2022	Email		X	<ul style="list-style-type: none"> ■ Michael Sugarhead ■ Stanley Oskineegish ■ Alexandria Winterburn ■ Walter Oskineegish ■ Wendy Koehler 	<ul style="list-style-type: none"> ■ Chief ■ Community Communication Liaison Officer ■ Legal Counsel ■ Band Manager ■ Senior Program Manager 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant emailed Nibinamik First Nation to confirm key contacts have been added as key contacts for Nibinamik First Nation. In addition, it was mentioned that Richard Roundhouse, Byron Wapoos, Sheldon Oskineegish and Lias Yellowhead were removed as key contacts. The MFFN CAR Project Consultant noted they will follow up with the contacts removed the following week to confirm with them directly and ask if they would like to stay on the mailing list as general recipients.
Jun 20, 2022	Phone		X	<ul style="list-style-type: none"> ■ Michael Sugarhead 	<ul style="list-style-type: none"> ■ Chief 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant called to invite Nibinamik First Nation to PIC #3. There was no answer and no option to leave a voicemail.
Jun 20, 2022	Email		X	<ul style="list-style-type: none"> ■ Michael Sugarhead ■ Stanley Oskineegish ■ Alexandria Winterburn ■ Walter Oskineegish ■ Wendy Koehler 	<ul style="list-style-type: none"> ■ Chief ■ Community Communication Liaison Officer ■ Legal Counsel ■ Band Manager ■ Senior Program Manager 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant emailed to invite Nibinamik First Nation to PIC #3.
Jun 24, 2022	Email		X	<ul style="list-style-type: none"> ■ Michael Sugarhead ■ Stanley Oskineegish ■ Alexandria Winterburn ■ Walter Oskineegish 	<ul style="list-style-type: none"> ■ Chief ■ Community Communication Liaison Officer ■ Legal Counsel ■ Band Manager 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed the June E-Blast to Nibinamik 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.
Jun 30, 2022	Email		X	<ul style="list-style-type: none"> ■ Michael Sugarhead ■ Stanley Oskineegish ■ Alexandria Winterburn 	<ul style="list-style-type: none"> ■ Chief ■ Community Communication Liaison Officer 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed Nibinamik First Nation to thank those who joined PIC #3 in Thunder Bay and Geraldton. A link to all PIC #3

Consultation and Engagement Log– Nibinamik First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
				<ul style="list-style-type: none"> ■ Walter Oskineegish 	<ul style="list-style-type: none"> ■ Legal Counsel ■ Band Manager 		materials on the website was shared, as well as an online feedback form with a deadline of July 13, 2022.

DRAFT

B16. Nibinamik First Nation

B16.1 Outgoing Community Specific Correspondence



B16.1 Outgoing Community Specific Correspondence



From: Cloutis, Geneva
Sent: Wednesday, November 3, 2021 1:29 PM
To: Chief Sheldon Oskineegish
Cc: Iias yellowhead; [REDACTED]; Ross, Kathryn
Subject: MFFN Community Access Road - New Contact

Good afternoon Chief Oskineegish,

I hope this email finds you and your community well. I wanted to take this opportunity to let you know that Kathryn Ross (CC'ed) here will be the main point of contact for Nibinamik 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: Hasan, Afroz
Sent: December 9, 2021 11:55 AM
To: michaelssugarhead@summerbeaver.com; [REDACTED]
Subject: Introduction – Marten Falls First Nation Community Access Road

Hello Chief Michael Sugarhead,

I hope this email finds you well. I am emailing you today to introduce myself, my name is Afroz Hasan, I will be the new contact for Nibinamik First Nation's coordination on the Marten Falls First Nation Community Access Road.

To provide you a little bit of background on myself, I live in Mississauga, Ontario which is on the Traditional Territory of the Mississauga's of the Credit First Nation, the Haudenosaunee Confederacy the Huron-Wendat and Wyandot Nations. I am very honored to be working with the Nibinamik First Nation. I look forward to learning more about your community and continuing the engagement relationship that that others on the Project have built with you and your community.

I will keep you up to date on the progress of the Project from here onwards, in addition to emails you already receive from info@martenfallsaccessroad.ca. I will be taking time to familiarize myself with your involvement so far and may follow up soon, as needed. In the meantime, please feel free to reach out to me if you have any questions including if you are interested in an update meeting with the MFFN CAR Project Team. Please note I will be out of the office between December 24th-January 3rd (inclusive).

I do hope that you and your community stay safe and warm during these trying times of COVID.

Best,

Afroz Hasan, B.U.R.PI (*she/her*)
Environmental Planner I
Impact Assessment and Permitting, Environment
D +1-905-206-8153
afroz.hasan@aecom.com

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Delivering a better world

[Click here to connect with me on LinkedIn](#)



Please note: As part of AECOM's health & safety guidance against COVID-19, I will be working from home for the foreseeable future and will be accessible via email.

From: Nokleby, Andrea <anokleby@dillon.ca>
Sent: January 21, 2022 10:13 AM
To: michaelssugarhead@summerbeaver.com; [REDACTED]
Cc: Bob Baxter; Qasim Saddique; Lawrence Baxter; Hasan, Afroz
Subject: [EXTERNAL] MFFN CAR IK Program Timeline Update
Attachments: Letter-2022-01-21- Nibinamik First Nation MFFN CAR IK Program Timeline.pdf

Dear Chief Sugarhead,

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

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

Thank you and have a great day,

Andrea



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

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

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



January 21, 2022

Chief Michael Sugarhead
Nibinamik First Nation
P.O. Box 125
Summer Beaver, Ontario
P0T 3B1

Re: Indigenous Knowledge Program Timeline and Update

Dear Chief Michael Sugarhead:

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 those communities who have expressed an interest in participating in the Indigenous Program 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.

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. If your community has Indigenous Knowledge or information on Indigenous Land and Resource Use related to the Project that you would like to share or if you would like to learn more about the





Indigenous Knowledge Program please do not hesitate to reach out to Bob Baxter at 1-807-628-7553 or bbaxter48@gmail.com or Andrea Nokleby at 1-604-417-5332 or anokleby@dillon.ca.

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

Sincerely,

Qasim Saddique
Project Director

Lawrence Baxter
Senior Community Member Advisor

Encl.: Indigenous Knowledge Program Timeline

CC:

- Stanley Oskineegish, Community Communication Liaison Officer, Nibinamik First Nation
- Lias Yellowhead, Nibinamik First Nation
- Bob Baxter, MFFN CAR Senior Community Member Advisor
- Andrea Nokleby, MFFN CAR Project Consultant





MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Figure 1: Indigenous Knowledge Program Timeline



From: Nokleby, Andrea <anokleby@dillon.ca>
Sent: February 7, 2022 3:32 PM
To: [REDACTED]
Cc: Bob Baxter; Qasim Saddique; Lawrence Baxter; Hasan, Afroz
Subject: [EXTERNAL] Re: MFFN CAR IK Program Timeline Update

Good Afternoon Chief Sugarhead,

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

Thank you and have a great afternoon,

Andrea



Andrea Nokleby
Partner
Dillon Consulting Limited
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
  

From: Hasan, Afroz
Sent: March 17, 2022 1:20 PM
To: [REDACTED]
Cc: [REDACTED]; lawrencebax@gmail.com; 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 Nibinamik FN.pdf; FINAL-2022-01-27-MFFN Community Coordinator Job Posting-60593122.pdf

Good Afternoon Chief Michael Sugarhead,

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 Nibinamik 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 Nibinamik 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,

Afroz Hasan
On behalf of the MFFN Community Access Road Project Team

Afroz Hasan, B.U.R.PI *(she/her)*
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Impact Assessment and Permitting, Environment
D +1-905-206-8153
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Please note: As part of AECOM's health & safety guidance against COVID-19, I will be working from home for the foreseeable future and will be accessible via email.



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.



Chief Michael Sugarhead
Nibinamik First Nation
General Delivery, via Pickle Lake, Summer Beaver, ON, P0T 3B1

Date: March 17, 2022

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

Dear Chief Michael Sugarhead,

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 Nibinamik 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 Nibinamik 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. Do you have someone in mind that would fit the role of a Community Coordinator? If not, please let us know if we can support you by reaching out to your members to see if someone 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 more open and responsive consultation and engagement between Nibinamik First Nation and the MFFN Community Access Road Project Team. If you have any questions or would like to setup a meeting, please contact afroz.hasan@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:

- Stanley Oskineegish, Community Communication Liaison Officer, Nibinamik First Nation
- Lias Yellowhead, Nibinamik First Nation
- Lawrence Baxter, Senior Community Member Advisor, MFFN Community Access Road Project Team
- Qasim Saddique, Project Director, MFFN Community Access Road Project Team
- Afroz Hasan, Consultant, MFFN Community Access Road Project Team



From: Hasan, Afroz
Sent: March 29, 2022 9:51 AM
To: michaelssugarhead@summerbeaver.com; [REDACTED]
Subject: MFFN Community Access Road: E-Blast and Discussion Guide Follow Up

Hello Chief Sugarhead,

Hope this email finds you well. I am reaching out as I had attempted calling you to follow up on the E-Blast and Bird and Spring Discussion Guides that were distributed recently.

Have you had the opportunity to read the E-Blast? Did you have any questions about the upcoming spring and summer field programs? For your information, if you complete the survey at the end of the Project Update video by March 31, you could win one of five \$50 gift cards. Have you had the opportunity to read the Discussion Guides? If you have any input regarding them such as questions or feedback, kindly let me know.

Did you have any questions regarding the Community Coordinator Program? Please note the March 31st deadline however if you need more time to decide please let me know.

If you would like to discuss further, please contact me via email and we can always set a meeting to discuss the Project.

Take care,

Afroz Hasan, B.U.R.PI (she/her)
Environmental Planner
Impact Assessment and Permitting, Environment
D +1-905-206-8153
afroz.hasan@aecom.com

AECOM
1000-5090 Explorer Drive
Mississauga, ON L4W 4X6, Canada
aecom.com

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Please note: As part of AECOM's health & safety guidance against COVID-19, I will be working from home for the foreseeable future and will be accessible via email.

From: Hasan, Afroz
Sent: April 29, 2022 3:42 PM
To: michaelssugarhead@summerbeaver.com; [REDACTED]

Subject: MFFN Community Access Road: Community Coordinator and IK Program Follow Up

Hello Chief Michael Sugarhead,

I hope you well and the community are doing well. I am reaching out as I had attempted calling you to follow up on the Community Coordinator Program materials that were distributed in March and the status of the IK Sharing and Funding Agreements.

Have you decided who you and the council members are comfortable with being hired in the Community Coordinator role for the MFFN Community Access Road Project? Please let me know if you have any other questions regarding the program. I have provided some key responsibilities for the role below for your reference.

Key responsibilities of the Community Coordinator are:

- Coordinate between the MFFN CAR Project Team and community members, in collaboration with Chief and Council;
- Provide advice and guidance on appropriate ways to engage your community;
- Keep informed on Community Access Road Project activities and communicate Project information to community members;
- Provide community engagement support on Project activities; and
- Assist in collecting data (e.g., Indigenous Knowledge and socio-economic information) in your community.

If you would like to discuss the Community Coordinator or Indigenous Knowledge Programs further, please contact me via email and we can setup a meeting.

Take care,

Afroz Hasan

On behalf of the MFFN Community Access Road Project Team

Afroz Hasan, B.U.R.PI (she/her)

Environmental Planner

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Please note: As part of AECOM's health & safety guidance against COVID-19, I will be working from home for the foreseeable future and will be accessible via email.

From: Hasan, Afroz
Sent: Thursday, May 19, 2022 4:59 PM
To: michaelssugarhead@summerbeaver.com; [REDACTED]
Subject: MFFN Community Access Road: Community Coordinator and IK Program Follow Up
Attachments: FINAL Template - Indigenous Knowledge Program Funding Agreement.docx; 2022-03-17-MFFN CAR Community Coordinator Program Letter to Nibinamik FN.pdf; FINAL-2022-01-27-MFFN Community Coordinator Job Posting-60593122.pdf

Hello Chief Michael Sugarhead,

I hope you well and the community are doing well. I am following up after I attempted calling on my previous follow up on April 29, 2022 in regards to the Marten Falls First Nation Community Access Road Project, specifically the Community Coordinator Program materials that were distributed in March and the status of the IK Sharing and Funding Agreements.

Indigenous Knowledge Program

Do you have any comments on the IK Sharing and Funding Agreements? Both documents are attached again for your reference.

Community Coordinator Program

Have you decided who you and the council members are comfortable with being hired in the Community Coordinator role for the MFFN Community Access Road Project? Please let me know if you have any questions regarding the program. The job posting is attached again for your reference.

If you would like to discuss the Community Coordinator or Indigenous Knowledge Program further, please contact me via email and we can setup a meeting.

Take care,

Afroz Hasan

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

Afroz Hasan, B.U.R.PI (she/her)

Environmental Planner

Impact Assessment and Permitting, Environment

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Please note: As part of AECOM's health & safety guidance against COVID-19, I will be working from home for the foreseeable future and will be accessible via email.

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

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

Marten Falls First Nation Project Team

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

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

Dillon Consulting Limited

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

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

From: Hasan, Afroz
Sent: Tuesday, June 14, 2022 5:18 PM
To: [REDACTED]

Subject: Marten Falls First Nation Community Access Road: Contact List Update

Good afternoon Chief Michael Sugarhead,

Hope this email finds you well. I'm part of the Marten Falls First Nation Community Access Road Project Team, and I am emailing to confirm that you have been added to the Community Access Road Project's mailing list, along with Alexandria, Walter and Wendy as key contacts for Nibinamik First Nation (in addition to Stanley and Lias who are already on our list). Your contact information was provided by Paul MacInnis from the Ministry of Northern Development, Mines, Natural Resources and Forestry.

We have also removed Richard Roundhouse, Byron Wapoos, Sheldon Oskineegish and Lias Yellowhead as key contacts, however we will follow up next week with them to ask if they would like to stay on the mailing list as general recipients.

Please let me know if you have any issues with being added to our mailing list or if you would like anyone else added as key contacts for Nibinamik First Nation.

Thank you.

Best,

Afroz Hasan, B.U.R.PI *(she/her)*
Environmental Planner
Impact Assessment and Permitting, Environment
D +1-905-206-8153
afrozhasan@aecom.com

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Please note: As part of AECOM's health & safety guidance against COVID-19, I will be working from home for the foreseeable future and will be accessible via email.

From: Hasan, Afroz
Sent: Monday, June 20, 2022 12:37 PM
To: [REDACTED]

Subject: Join us at the Public Information Centre #3 for the Community Access Road
Attachments: MFFN-PIC3 Poster.pdf

Good afternoon Chief Michael Sugarhead,

I'm following up on a phone call made today 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 Nibinamik 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.

I also wanted to follow up on my previous email regarding contact lists to see if you have any issues with being added to our mailing list or if you would like anyone else added as key contacts for Nibinamik First Nation.

Please reach out if you have any questions.

Sincerely,

Afroz Hasan, B.U.R.PI (she/her)
Environmental Planner
Impact Assessment and Permitting, Environment
D +1-905-206-8153
afroz.hasan@aecom.com

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Please note: As part of AECOM's health & safety guidance against COVID-19, I will be working from home for the foreseeable future and will be accessible via email.



DRAFT

Progress Report 2: Effects Assessment Methods Milestone

November 2023



Statement of Qualifications and Limitations: AECOM

The attached Report (the "Report") has been prepared by AECOM Canada Ltd. ("AECOM") for the benefit of the Client ("Client") in accordance with the agreement between AECOM and Client, including the scope of work detailed therein (the "Agreement").

The information, data, recommendations and conclusions contained in the Report (collectively, the "Information"):

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

AECOM shall be entitled to rely upon the accuracy and completeness of information that was provided to it and has no obligation to update such information. AECOM accepts no responsibility for any events or circumstances that may have occurred since the date on which the Report was prepared and, in the case of subsurface, environmental or geotechnical conditions, is not responsible for any variability in such conditions, geographically or over time.

AECOM agrees that the Report represents its professional judgement as described above and that the Information has been prepared for the specific purpose and use described in the Report and the Agreement, but AECOM makes no other representations, or any guarantees or warranties whatsoever, whether express or implied, with respect to the Report, the Information or any part thereof.

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This Statement of Qualifications and Limitations is attached to and forms part of the Report and any use of the Report is subject to the terms hereof.

AECOM: 2015-04-13

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Disclaimer: Dillon Consulting Limited

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DRAFT

Authors

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Insert electronic signature

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Report Approved By:

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

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 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.

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 persons¹ 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

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

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)	<ul style="list-style-type: none"> ■ 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)	<ul style="list-style-type: none"> ■ Long Lake #58 First Nation* +
Mushkegowuk Council (Nishnawbe Aski Nation)	<ul style="list-style-type: none"> ■ Attawapiskat First Nation* + ■ Fort Albany First Nation* + ■ Kashechewan First Nation*

Tribal Council Affiliation	Community or Organization
Shibogama First Nations Council (Nishnawbe Aski Nation)	<ul style="list-style-type: none"> ■ Kasabonika Lake First Nation* + ■ Kingfisher Lake First Nation ■ Wapekeka First Nation ■ Wawakapewin First Nation ■ Wunnumin Lake First Nation
Independent First Nations Alliance	<ul style="list-style-type: none"> ■ Kitchenuhmaykoosib Inninuwug First Nation
Independent First Nations (Nishnawbe Aski Nation)	<ul style="list-style-type: none"> ■ Mishkeegogamang First Nation ■ Weenusk First Nation +
Nokiiwin Tribal Council	<ul style="list-style-type: none"> ■ Animiigoo Zaagi'igan Anishinaabek First Nation (AZA)
Métis Nation of Ontario (MNO)	<ul style="list-style-type: none"> ■ Métis Nation of Ontario (MNO), Region 2
Independent Métis Nation	<ul style="list-style-type: none"> ■ 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.

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-specific 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;

- 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
<p>Specific Feedback Provided on Environmental Existing Conditions</p> <ul style="list-style-type: none"> ■ 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. 	<ul style="list-style-type: none"> ■ 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
<p>Concerns Related to Environmental Existing Conditions; Additional Details Required</p> <ul style="list-style-type: none"> ■ 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. 	<ul style="list-style-type: none"> ■ 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.
<p>Interests Related to Environmental Existing Conditions; Additional Details Required</p> <ul style="list-style-type: none"> ■ 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 	<ul style="list-style-type: none"> ■ 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.
<p>Route Alignment</p> <ul style="list-style-type: none"> ■ 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) 	<ul style="list-style-type: none"> ■ 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.
<p>Cumulative Effects, Road Projects and Regional Assessment</p> <ul style="list-style-type: none"> ■ 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. 	<ul style="list-style-type: none"> ■ 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.
<p>Impacts from COVID-19</p> <ul style="list-style-type: none"> ■ Some communities expressed inability to effectively engage with their community members due to the COVID-19 pandemic. 	<ul style="list-style-type: none"> ■ 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.
<p>Timeline Extensions</p> <ul style="list-style-type: none"> ■ Some communities requested extended Project timelines, for both the provincial and federal processes. 	<ul style="list-style-type: none"> ■ 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. Communities were advised of the IS timeline extension approval on January 13, 2023 by IAAC.
<p>Request for Funding</p> <ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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.

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: <ul style="list-style-type: none"> – 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). <i>Note: Also captured under the IK Program section below</i>	✓		
■ Teleconference with Constance Lake First Nation (April 21, 2022). <i>Note: Also captured under the IK Program and Community Coordinator section below</i>	✓		
■ 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)	✓	✓	✓

Project Phases: NoC of EA and Effects Assessment

Activity	Audience		
	Indigenous Communities	Interested Persons	Agencies & Government Bodies
<ul style="list-style-type: none"> ■ Circulated Field Study Notices & Discussion Guides: <ul style="list-style-type: none"> – 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) 	✓	✓	✓
<ul style="list-style-type: none"> ■ 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) 	✓	✓	✓
<ul style="list-style-type: none"> ■ Webinar Series: <ul style="list-style-type: none"> – 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			
<ul style="list-style-type: none"> ■ 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) 	✓		
<ul style="list-style-type: none"> ■ Teleconference with Métis Nation of Ontario (MNO) to discuss the IK Program (February 4, 2022) 	✓		
<ul style="list-style-type: none"> ■ Teleconference with Constance Lake First Nation to discuss the IK Program (and Community Coordinator Program) (April 21, 2022) 	✓		
<ul style="list-style-type: none"> ■ IK Program Update on the Proposed ATRI Study Areas Memo and ATRI Shapefiles were distributed via email. (August 2022) 	✓		
<ul style="list-style-type: none"> ■ Distributed a Save the Date for the upcoming ATRI Forum and Cultural Heritage Workshop via email (December 20, 2022) 	✓		
<ul style="list-style-type: none"> ■ Invitation to ATRI Forum distributed (January 13, 2023, and February 1, 2023) 	✓		
<ul style="list-style-type: none"> ■ ATRI Forum and Cultural Heritage Workshop in Thunder Bay (February 8 – 9, 2023) 	✓		
<ul style="list-style-type: none"> ■ IK Program timeline and update letter (March 22, 2023) 	✓		

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	✓	✓	✓

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

3.1 Consultation and Engagement with Indigenous Communities

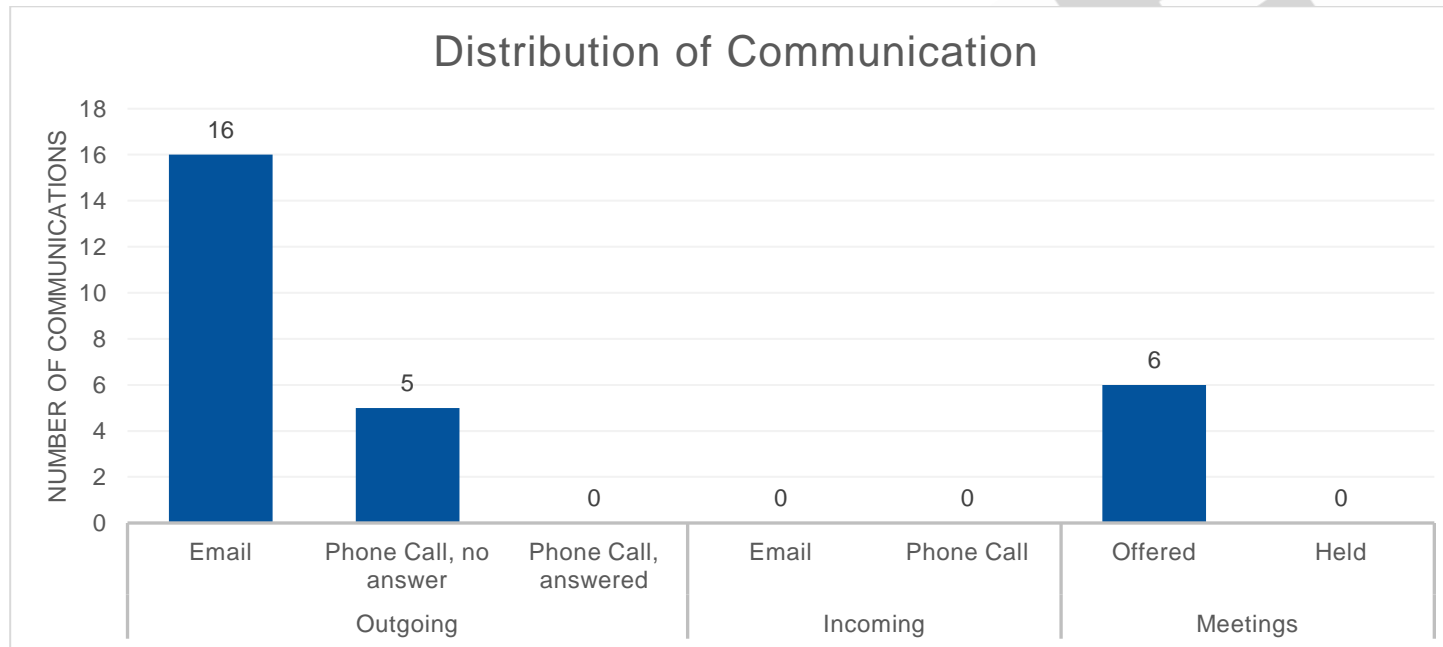
To summarize overall engagement with each Indigenous community, the following analytics were performed:

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.

3.1.16 Nibinamik First Nation

Community Profile	
Location:	Summer Beaver, ON P0T 3B0
Tribal Council:	Matawa First Nations Management
Treaty:	9
Project Team Lead:	Kathryn Ross



Summary of Participation During Reporting Period	
Date of Last Outgoing Communication from MFFN CAR Project Team or Consultant (Email or Phone)	<i>May 29, 2023 (Email)</i>
Date of Last Incoming Communication from Community (Email or Phone)	<i>No communication during reporting period</i>
Participating in IK Program:	<i>Status of IK Sharing Agreement: Offered</i>
	<i>Status of IK Funding Agreement: Offered</i>
	<i>IK information provided: No</i>
Participating in Community Coordinator Program	<i>Offered</i>

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.
Nov 02, 2022	October 2022 MFFN CAR E-Blast distributed via email.
Nov 10, 2022	Webinar Series notice distributed via email.
Nov 22, 2022	Notice for PIC #4 distributed via email.
Nov 25, 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 15, 2023	Follow-up on ungulate aerial survey notice distributed via email.
Feb 21, 2023	Reminder for the Socio-Economic Studies Part I Webinar distributed via email.
Feb 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.

Key Consultation and Engagement Activities Undertaken During the Reporting Period

Date	Consultation and Engagement Activity
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, IK Program 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 follow up email on IK Program and upcoming key milestone
May 26, 2023	Phone call to discuss IK Program updates.
May 29, 2023	Email sent to provide IK Program updates.

Summary of Feedback Received and Response / Action – Nibinamik First Nation

Topic / Issue Raised	Specific Issue / Comment Raised	Communication Channel	Response / Action	Addressed in the EA / IA
Consultation Methods	■ No issues during July 1, 2022 – May 31, 2023 reporting period.	■ N/A	■ N/A	■ Opportunities to provide feedback will continue throughout the EA / IA.

Consultation and Engagement Log - Nibinamik First Nation

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
July 14, 2022	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Stanley Oskineegish (Community Communication Liaison Officer) ■ Walter Oskineegish (Band Manager) 	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed Nibinamik 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.
July 26, 2022	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Stanley Oskineegish (Community Communication Liaison Officer) ■ Walter Oskineegish (Band Manager) 	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the July E-Blast to Nibinamik 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.

Consultation and Engagement Log - Nibinamik First Nation

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
July 27, 2022	Phone		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant phoned Nibinamik First Nation requesting participation in the Engagement Questionnaire to understand the topics of most interest to Nibinamik First Nation (e.g., valued components) and gather input on the best ways to keep Nibinamik First Nation informed on Project updates and activities. There was no answer and no option to leave a voicemail.
July 27, 2022	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Stanley Oskineegish (Community Communication Liaison Officer) ■ Walter Oskineegish (Band Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent a follow-up email to Nibinamik First Nation requesting participation in the Engagement Questionnaire to understand the topics of most interest to Nibinamik First Nation (e.g., valued components) and gather input on the best ways to keep Nibinamik 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. The MFFN CAR Project Consultant also confirmed the best phone number to reach the key contacts.
July 29, 2022	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Stanley Oskineegish (Community Communication Liaison Officer) ■ Walter Oskineegish (Band Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed the Groundwater and Geochemistry Field Program Notice to Nibinamik 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	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Stanley Oskineegish (Community Communication Liaison Officer) ■ Walter Oskineegish (Band Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant distributed an IK Program Update on the Proposed ATRI Study Areas Memo and ATRI Shapefiles to the Nibinamik 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.
August 19, 2022	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Stanley Oskineegish (Community Communication Liaison Officer) ■ Walter Oskineegish (Band Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed the August E-Blast to Nibinamik 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,

Consultation and Engagement Log - Nibinamik First Nation

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
						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	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant called Chief Michael Sugarhead 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 09, 2022	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Stanley Oskineegish (Community Communication Liaison Officer) ■ Walter Oskineegish (Band Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant emailed in follow up to a phone call to Chief Michael Sugarhead 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. The MFFN CAR Project Consultant also noted that funding for hiring a Community Coordinator in Nibinamik First Nation is still available and provided the Community Coordinator job posting. The MFFN CAR Project Consultant asked if Nibinamik First Nation is interested in setting up a meeting or have any comments or questions about the Project.
September 16, 2022	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Stanley Oskineegish (Community Communication Liaison Officer) ■ Walter Oskineegish (Band Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed a field programs update to Nibinamik 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

Consultation and Engagement Log - Nibinamik First Nation

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
						Geochemistry, Physiography and Terrain, and Aerial Waterfowl Migration. Field programs will continue in 2023, with more updates to follow. Links were provided for Discussion Guides where knowledge can be shared in relation to the field programs.
September 29, 2022	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Stanley Oskineegish (Community Communication Liaison Officer) ■ Walter Oskineegish (Band Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed the September E-Blast to Nibinamik 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.
November 02, 2022	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Stanley Oskineegish (Community Communication Liaison Officer) ■ Walter Oskineegish (Band Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed the October E-Blast to Nibinamik 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 Furbearer Aerial / Ground Track Surveys will

Consultation and Engagement Log - Nibinamik First Nation

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
						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	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent a notice to Nibinamik 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 22, 2022	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Stanley Oskineegish (Community Communication Liaison Officer) ■ Walter Oskineegish (Band Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed an invitation for PIC #4 to Nibinamik 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 25, 2022	Phone		x	<ul style="list-style-type: none"> ■ Stanley Oskineegish (Community Communication Liaison Officer) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant called Nibinamik First Nation Community Communication Liaison Officer Stanley Oskineegish 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 Community Coordinator Program and the IK Program. There was no answer and no option to leave a voicemail. A follow up email was sent after the call.

Consultation and Engagement Log - Nibinamik First Nation

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
November 25, 2022	Mail - Outgoing			<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Stanley Oskineegish (Community Communication Liaison Officer) ■ Walter Oskineegish (Band Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent a follow up email to Nibinamik 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, the Community Coordinator Program and the IK Program sharing agreement sent on October 26, 2022.
November 25, 2022	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Stanley Oskineegish (Community Communication Liaison Officer) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed the November E-Blast to Nibinamik 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.
December 01, 2022	Email		x	<ul style="list-style-type: none"> ■ Wendy Koehler (Senior Program Manager) ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Stanley Oskineegish (Community Communication Liaison Officer) ■ Walter Oskineegish (Band Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed a Winter / Spring 2023 Field Notice to Nibinamik 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.

Consultation and Engagement Log - Nibinamik First Nation

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
December 06, 2022	Email		x	<ul style="list-style-type: none"> ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team apologized for missing a contact in the first email and sent the draft Interim RoCE and Milestone #1 Progress Report to the missing Nibinamik First Nation contact 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. Nibinamik 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 06, 2022	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Stanley Oskineegish (Community Communication Liaison Officer) ■ Walter Oskineegish (Band Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent the draft Interim RoCE and Milestone #1 Progress Report to Nibinamik 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. Nibinamik 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	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Stanley Oskineegish (Community Communication Liaison Officer) ■ Walter Oskineegish (Band Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed a reminder for PIC #4 to Nibinamik 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

Consultation and Engagement Log - Nibinamik First Nation

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
						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.
December 14, 2022	Email		x	<ul style="list-style-type: none"> ■ Wendy Koehler (Senior Program Manager) ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Stanley Oskineegish (Community Communication Liaison Officer) ■ Walter Oskineegish (Band Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed Nibinamik 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	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Stanley Oskineegish (Community Communication Liaison Officer) ■ Walter Oskineegish (Band Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed the December E-Blast to Nibinamik 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	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Stanley Oskineegish (Community Communication Liaison Officer) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ 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 three community representatives to attend.
January 10, 2023	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed a reminder for the Archaeology and Cultural Heritage Webinar to Nibinamik 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.

Consultation and Engagement Log - Nibinamik First Nation

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
January 13, 2023	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent a follow up email to Nibinamik First Nation Chief Michael Sugarhead to follow up on the status of the Nibinamik First Nation's review of the 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 13, 2023	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Stanley Oskineegish (Community Communication Liaison Officer) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an invitation for an upcoming ATRI Forum. The ATRI Forum is to be held in Thunder Bay on February 8 and 9, 2023. The invitation provided information on the Forum including purpose, funding, contact information, the preliminary agenda and how to RSVP. The purpose is to create a respectful, culturally-sensitive, and collaborative space to develop an understanding of ATRI in the Project area. Funding would be provided by the Province for up to 3 community representatives to attend. Cultural Heritage and Archaeology members of the team will be at the Forum to discuss the Cultural Heritage and Archaeology Program with participations.
January 13, 2023	Phone		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant called Nibinamik First Nation Chief Michael Sugarhead to follow up on the status of the Nibinamik First Nation's review of the Interim RoCE and the Milestone #1 Progress Report. There was no answer and no option to leave a voicemail.
January 17, 2023	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed a reminder for the Vegetation & Physiography Webinar to Nibinamik 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	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ 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.

Consultation and Engagement Log - Nibinamik First Nation

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
January 27, 2023	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ 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.
January 30, 2023	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed the January E-Blast to Nibinamik 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	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent a reminder about the upcoming ATRI Forum. The ATRI Forum is to be held in Thunder Bay on February 8 and 9, 2023. The invitation provided information on the Forum including purpose, funding, contact information, the preliminary agenda and how to RSVP. The purpose is to create a respectful, culturally-sensitive, and collaborative space to develop an understanding of ATRI in the Project area. Funding would be provided by the Province for up to 3 community representatives to attend. Cultural Heritage and Archaeology members of the team will be at the Forum to discuss the Cultural Heritage and Archaeology Program with participations.

Consultation and Engagement Log - Nibinamik First Nation

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
February 02, 2023	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent a follow up email to Nibinamik First Nation Chief Michael Sugarhead asking if Nibinamik 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 Nibinamik First Nation's sections of the report. It was noted the MFFN CAR Project Consultant will follow up again the week of February 13, 2023.
February 03, 2023	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team distributed the Archaeology and Cultural Heritage Reports to Nibinamik 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 15, 2023	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed a follow up to the Winter Field Notice issued in December 2022. It was noted that field crews are set to begin the ungulate aerial surveys on February 16, 2023. Field crews will be in the field for eight days, however, the program may be extended in the event of weather delays. These surveys are to determine survival of calves from caribou collared during the caribou

Consultation and Engagement Log - Nibinamik First Nation

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
						collaring field program in 2021, to gather caribou population and distribution data in the study area and to observe signs of other wildlife such as moose, wolves and wolverines. Links to the field notice, video on ungulates and webinar recording on animals and wildlife were included.
February 21, 2023	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed a reminder for the Socio-Economic Studies Part I Webinar to Nibinamik 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	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to Nibinamik First Nation noting that the community's section of the Interim RoCE and the Milestone #1 Progress Report will be finalized. 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	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed the February E-Blast to Nibinamik 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

Consultation and Engagement Log - Nibinamik First Nation

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
March 09, 2023	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed updates for upcoming field programs. The Wolverine Hair Snag Program noted in the Winter / Spring Field Notice is continuing and field crews are rebaiting wolverine hair snag traps until March 16, 2023. The Wolverine Denning Surveys will be conducted in March, prior to the Groundwater and Geochemistry Program in the spring. It was noted that there will be increased air traffic in the study area during the program. More details were attached in the field notice, along with a map. Links were also provided to relevant videos and webinar recordings.
March 14, 2023	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed a reminder for the Groundwater and Geochemistry Webinar to Nibinamik 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	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed a reminder for the Birds Webinar to Nibinamik 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	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant distributed an IK Program Timeline and Update letter to Nibinamik First Nation via email where the key Project schedule updates was highlighted, including upcoming draft existing conditions reporting that will start in the Summer 2023 and the route selection which will begin in September 2023. The MFFN CAR Project Consultant advised the importance of receiving IK and information on ILRU by June 30, 2023. It was also advised that the MFFN CAR Project Team will continue to support communities in sharing IK beyond this date and to incorporate this information in subsequent steps of the assessment process (e.g., updates to the existing conditions, effects assessment, impact management and Project design).

Consultation and Engagement Log - Nibinamik First Nation

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
March 28, 2023	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed a reminder for the Reptiles, Amphibians, Insects and Bats Webinar to Nibinamik 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 31, 2023	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant emailed Nibinamik First Nation to follow up on the Archaeology Report deadline for feedback of March 31 with the offer to extend the review period if more time is required or to schedule a meeting. It was noted there is an opportunity to join the IK Program, with funding available. Additional funding for the Community Coordinator Program was offered to the community.
April 04, 2023	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed the March E-Blast to Nibinamik 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	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed the Spring 2023 Field Notice to Nibinamik 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.

Consultation and Engagement Log - Nibinamik First Nation

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
April 28, 2023	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed the April E-Blast to Nibinamik 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.
May 02, 2023	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent a follow up email to Nibinamik 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 Nibinamik First Nation has.
May 26, 2023	Phone		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant called Nibinamik First Nation to discuss the June 30 milestone for the IK Program and interest in the Community Coordinator Program. The phone went directly to voicemail, where the MFFN CAR Project Consultant left their contact information for the Nibinamik First Nation contact to return the call.
May 29, 2023	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Chief) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant emailed Nibinamik First Nation and provided an update regarding the Community Coordinator Program and the IK Program, including the upcoming June 30, 2023 milestone for providing IK. It was noted that more information could be shared if Nibinamik First Nation required.

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



MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

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



B16. Nibinamik First Nation

B16.1 Outgoing Community Specific Correspondence



B16.1 Outgoing Community Specific Correspondence



From: Hasan, Afroz
Sent: Wednesday, July 27, 2022 5:15 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: MFFN: Engagement Questionnaire Follow Up

Good afternoon Chief Sugarhead,

I hope you are doing well. I am following up on my call earlier today as I was unable to reach you. The MFFN CAR Project Team has prepared a short questionnaire to understand the topics of most interest to your community (e.g., wildlife, fish, water) for the Marten Falls First Nation Community Access Road Project. We also want input on the best ways to keep your community informed and gather your insights, feedback and perspectives throughout the Environmental Assessment and Impact Statement planning processes for the Community Access Road. A link to the full survey is provided at the bottom of this email, and we wanted to ask you four key questions today. Please feel free to give me a call back or respond via email to the questions below:

1. How does your community like to share and communicate information?

- Email updates
- In-community posters / billboards
- In-community meetings / gatherings
- Focus / family groups
- Virtual meetings / webinars
- Community newsletters
- Radio broadcasting
- Social media,
 - If yes, tell us which are best for your community (e.g., Facebook, Twitter)
- Other (please describe): _____

2. Is your community organizing and/or having face-to-face events and/or community activities (e.g., culture week, outdoor activities, elections)?

- Yes
- No

A. If yes, how are people participating and where are the events or activities held?

- Online / virtually
- In person small groups (10 or less people)
- In person medium groups (10-25 people)
- In person large groups (more than 25 people)

3. When the MFFN Community Access Road Project Team is not able to attend meetings face-to-face with your community, what is your preferred way of discussing the Marten Falls First Nation Community Access Road?

- Online / virtual information sessions (with representatives from many communities attending)
- Online / virtual information sessions (with only your community attending)
- Telephone calls
- Virtual open house (information presented online with an online survey)
- Facebook / YouTube Live

4. We will be delivering a series of webinars about the valued components (what we are studying) identified for the Community Access Road Project. We are primarily focused on the lands, waterways and land use in the vicinity of the proposed Project. Please note these topics may or may not align with where your community members are involved in land use activities and/or Aboriginal and Treaty Rights and Interests. Is your community interested in participating in webinars about any of the following valued components:

- Aboriginal and Treaty Rights and Interests
 - Surface Water (e.g., rivers, lakes)
 - Groundwater (e.g., wells, aquifers)
 - Fish and Fish Habitat
 - Wildlife (e.g., moose, caribou, birds) and their habitats
 - Air and Climate Change (e.g., greenhouse gases)
 - Noise (e.g., vibrations and noise from construction)
 - Human Health and Community Safety
 - Socio Community
 - Economics
 - Land & Resource Use
 - Archaeology and Cultural Heritage
 - Visual Aesthetics
 - Peatlands / Wetlands / Vegetation
 - Earth Sciences (e.g., rocks and soils)
- Yes
 - No

The link to the questionnaire is linked for you [here](#) and we request for you to fill it out by August 12, 2022. If you have any questions, or if you'd like assistance filling out the questionnaire over the phone, please let me know.

I also wanted to confirm that the best phone number to reach you, that we currently have on file, is 807-593-2131? If this has changed, please let me know and I will update this accordingly.

Have a great day,

Afroz Hasan, B.U.R.Pl (she/her)
Environmental Planner
Impact Assessment and Permitting, Environment
[REDACTED]

AECOM
[REDACTED]

From: Meyer, James
Sent: September 9, 2022 1:56 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: Marten Falls Community Access Road Project
Attachments: 2022-09-08-MFFN Community Coordinator Job Posting.pdf

Good afternoon Chief Sugarhead,

I hope you and Nibinamik are doing well. My name is James Meyer and I am part of the Marten Falls Community Access Road Project Team and I am just following up on a phone call I attempted earlier today.

You were previously receiving email and phone call updates from Afroz Hasan, however she has transitioned off the Community Access Road Project and I will be Nibinamik First Nations primary contact moving forward.

A short tidbit about myself, I was born and raised in Winnipeg, Manitoba and a proud citizen of the Red River Metis and Manitoba Metis Federation here in the province. I have had the pleasure of working on the Marten Falls First Nation Community Access Road Project for over a year now and I'm looking forward to working with Nibinamik First Nation.

I am also following up on a few updates that were sent out over the past month to see if you have any questions or comments:

The Aboriginal and Treaty Rights and Interests study areas for the Community Access Road Project have recently been updated: [Updated ATRI Study Areas](#)

The Indigenous Knowledge Program schedule has been updated: [Indigenous Knowledge Program](#)

Is Nibinamik First Nation interested in participating in the Indigenous Knowledge Program?

Our August 2022 E-Blast provided an update on upcoming field studies occurring Fall 2022 including the Groundwater and Geochemistry Program, Fall Aerial Waterfowl Migration Surveys,

Physiography and Terrain Program, potential Ungulates Remote Camera Check and a Caribou Mortality Investigation: [August 2022 E-blast](#)

Our July 2022 Engagement Questionnaire and is still available if you are interested in providing feedback or information on how best to engage with Nibinamik First Nation representatives and members: [Engagement Questionnaire](#)

The Community Access Road Project is still actively hoping to provide funding for a part time Community Coordinator from Nibinamik First Nation to support your communities' engagement and consultation activities related to the Community Access Road. The job posting is attached.

If you would like to setup a meeting or have any questions or comments to share about the Community Access Road Project, please let me know.

Sincerely,

James Meyer

On behalf of the Marten Falls Community Access Road Project Team

From: Meyer, James
Sent: November 25, 2022 10:19 AM
To: [REDACTED]
Cc: [REDACTED] MFFN Community Access Road Project Team
Subject: Marten Falls First Nation Community Access Road Project Update

Good morning Chief Sugarhead,

Hope you are doing well. Just following up on a voicemail I left earlier regarding some upcoming MFFN Community Access Road Project updates and activities seen below:

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. The notice for the Public Information Centre is available in English, Ojibway, Oji-Cree, Cree and French versions on our website. <https://www.martenfallsaccessroad.ca/get-involved/#pic4> Please feel welcome to share this notice with others you think may be interested.

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 Nibinamik 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 held in Thunder Bay, please stay tuned for more details.

Community Coordinator Program

We still have funding available for hiring a Community Coordinator in Nibinamik First Nation and we think it would be great to start the dialogue about this again. Please let me know if you would like me to re-send over the details about the Community Coordinator position and I can answer any questions you may have.

Indigenous Knowledge Program

On October 26, 2022 a Confidential Indigenous Knowledge Sharing Agreement was sent to out, I just want to confirm you have received it and if you have any questions or comments on the agreement? Please let me know if you need the document resent.

Let me know if you have any further questions or comments.

Have a great weekend,
James Meyer

On behalf of the MFFN Community Access Road Project Team

[REDACTED]

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

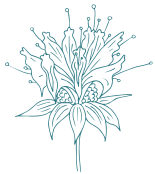
February 8 & 9

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



Ontario

From: Meyer, James
Sent: January 13, 2023 2:07 PM
To: [REDACTED]
Cc: [REDACTED] MFFN Community Access Road Project Team
Subject: MFFN Community Access Road Consultation and Engagement Reports

Good afternoon Chief Michael Sugarhead,

Happy new years! Hope you enjoyed the holidays.

I am following up on a phone call and voicemail I left this morning regarding the Nibinamik 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/1gPqW2LFniSLAeeMTFj4a_I9LhuG--Xis?usp=sharing

We welcome any edits or comments to the Nibinamik First Nation section by January 31, 2023, before the reports are finalized and shared publicly with the Draft Environmental Assessment Report / Impact Statement.

If you have any questions or comments about the Community Access Road please do not hesitate to give me a call at 431-278-3059 or reply to this email.

Have a great weekend,
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, 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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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

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ABORIGINAL AND/OR TREATY RIGHTS AND INTERESTS

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

YOU ARE INVITED!

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

HOSTED BY
THE PROVINCE OF ONTARIO



Thunder Bay

Victoria Inn Hotel and Convention Centre
555 Arthur Street West

February, 8 & 9
2023



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)



MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD



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 separate meeting spaces for individual community representatives to discuss Aboriginal and/or Treaty Rights and Interests related to each Project.



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

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

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

For further information please contact:

The Province of Ontario: [Redacted]
MFFN CAR: Andrea Nokleby: [Redacted]

WSR: Michael Fox: [Redacted]
NRL: Mishal Naseer: [Redacted]

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



MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD



From: Meyer, James [REDACTED]
Sent: Wednesday, January 25, 2023 12:01 PM
To: [REDACTED]
Cc: [REDACTED] Andrea Nokleby; MFFN Community Access Road Project Team
Subject: Invitation: Aboriginal and 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 Michael Sugarhead,

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 Nibinamik 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

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!

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Thunder Bay

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February, 8 & 9
2023



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Marten Falls First Nation Community Access Road (MFFN CAR)



Participant Funding

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(note that you can still attend without an RSVP)

WSR
WEBEQUIE
SUPPLY ROAD



MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD



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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- *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 separate meeting spaces for individual community representatives to discuss Aboriginal and/or Treaty Rights and Interests related to each Project.



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

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

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

For further information please contact:

The Province of Ontario: [REDACTED]

MFFN CAR: Andrea Nokleby: [REDACTED]

WSR: Michael Fox: [REDACTED]

NRL: Mishal Naseer: [REDACTED]

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

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
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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 11:10 AM
To: [REDACTED]
Cc: [REDACTED] MFFN Community Access Road Project Team
Subject: RE: MFFN Community Access Road Consultation and Engagement Reports

Good morning Chief Michael Sugarhead,

I am just following up on the two Consultation and Engagement Reports linked below for the Marten Falls First Nation Community Access Road. Will Nibinamik 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 2:35 PM
To: [REDACTED]
Cc: [REDACTED] MFFN Community Access Road Project Team; Ross, Kathryn
Subject: RE: MFFN Community Access Road Consultation and Engagement Reports

Good afternoon Chief Michael Sugarhead,

Hope you are doing well. Just wanted to follow up to let you know we will be finalizing Nibinamik 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 Nibinamik 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 1:41 PM
To: [REDACTED]
Subject: Fwd: Archaeology and Cultural Heritage Reports for Review

Good afternoon Chief Michael Sugarhead,

I hope you are doing well. I'm reaching out to follow up on few items for the Marten Falls First Nation Community Access Road. I called today and was not able to leave a voicemail.

Has Nibinamik First Nation had a chance to review the Archaeology reports for the Community Access Road (see below and linked here: https://drive.google.com/drive/folders/1_8IWWg_4-ZNINraqIROygSVkwvYeoCmO?usp=sharing)? If you have any questions, comments, would like to meet with our team or need additional time to review please let us know.

There is still opportunity to join the Indigenous Knowledge Program, with funding available. A recent schedule update was provided asking for Indigenous Knowledge by June 2023 for consideration in existing conditions reports. If Nibinamik First Nation would like to meet to discuss this program and funding please let us know.

There is also additional funding for a Community Coordinator from Nibinamik First Nation to help with consultation and engagement efforts related to the Community Access Road. Let us know if you would like to discuss further

Sincerely,

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

MFFN Community Access Road Project Team

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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; Qasim Saddique; Lawrence Baxter; 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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Good Morning Chief Sugarhead,

I hope this email finds you well.

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) Nibinamik First Nation n 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



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

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

Marten Falls First Nation Project Team

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

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

Dillon Consulting Limited

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

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

From: Poulakas, Demetri
Sent: May 29, 2023 1:23 PM
To: [REDACTED]
Cc: info@martenfallsaccessroad.ca; Ross, Kathryn
Subject: Community Access Road Follow-up

Good Afternoon Chief Michael Sugarhead,

I hope this email finds you well. I attempted to call on Friday, however, was unable to reach you.

I am emailing on behalf of the Marten Falls First Nation (MFFN) Community Access Road (CAR) Project Team regarding the Community Coordinator and Indigenous Knowledge Program.

Community Coordinator Program

Your community has been invited to participate in the Community Coordinator Program with access to funding to help with consultation and engagement efforts. The Community Coordinator will be a primary point of contact between your community and the MFFN CAR Project Team. We will work closely with you as you help to involve your community in the environmental assessment processes. Are you interested in the funding opportunity, and would you like to set up a meeting to discuss further?

Indigenous Knowledge (IK) Program

A reminder that the following key milestones are coming up:

- 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.
- The evaluation of the alternative routes to select a preferred route is to be completed by the end of this year (2023).

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

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

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

Thank you,

Demetri Poulakas
Senior Indigenous Engagement Specialist, Communication and Community Engagement
[REDACTED]

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FINAL

Progress Report 3: Identification of the Preferred Alternatives Milestone

November 2024



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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 persons¹ 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 communities²:**

- 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 in an 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 approximately³ 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	<ul style="list-style-type: none"> ■ 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	<ul style="list-style-type: none"> ■ Offered ■ Has not responded to offer 	■ Yes	<ul style="list-style-type: none"> ■ Indicated they do not want to participate in the Indigenous Knowledge Program
3.	■ Animbiigoo Zaagi'igan Anishinaabek First Nation	■ Yes	<ul style="list-style-type: none"> ■ Offered ■ Has not responded to offer 	■ Yes	<ul style="list-style-type: none"> ■ 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	<ul style="list-style-type: none"> ■ Offered ■ Community Co-ordinated funding agreement with the community for review 	■ Yes	<ul style="list-style-type: none"> ■ The sharing agreement is with the community to sign ■ The updated funding agreement is with the community for review
5.	■ Eabametoong First Nation	■ Yes	<ul style="list-style-type: none"> ■ Offered ■ Has not responded to offer 	■ Yes	<ul style="list-style-type: none"> ■ Updated versions of the sharing and funding agreements are with the community for review
6.	■ Fort Albany First Nation	■ Yes	<ul style="list-style-type: none"> ■ Offered ■ Acknowledged offer 	■ Yes	<ul style="list-style-type: none"> ■ 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	<ul style="list-style-type: none"> ■ Offered ■ Have expressed interest in program; actively recruiting. 	■ Yes	<ul style="list-style-type: none"> ■ 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	<ul style="list-style-type: none"> ■ Offered ■ Has not responded to offer 	■ Yes	<ul style="list-style-type: none"> ■ 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;
- Nokiwin 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
<p>Specific Feedback Provided on Environmental Existing Conditions</p> <ul style="list-style-type: none"> ■ 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. 	<ul style="list-style-type: none"> ■ 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.
<p>Concerns Related to Environmental Existing Conditions; Additional Details Required</p> <ul style="list-style-type: none"> ■ 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 	<ul style="list-style-type: none"> ■ 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.
<p>Interests Related to Environmental Existing Conditions; Additional Details Required</p> <ul style="list-style-type: none"> ■ 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 	<ul style="list-style-type: none"> ■ 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
<p>Route Alignment</p> <ul style="list-style-type: none"> ■ 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. 	<ul style="list-style-type: none"> ■ 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,
<p>Cumulative Effects, Road Projects and Regional Assessment</p> <ul style="list-style-type: none"> ■ 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. 	<ul style="list-style-type: none"> ■ 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.
<p>Impacts from COVID-19</p> <ul style="list-style-type: none"> ■ Some communities expressed inability to effectively engage with their community members due to the COVID-19 pandemic. 	<ul style="list-style-type: none"> ■ 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
<p>Timeline Extensions</p> <ul style="list-style-type: none"> Some communities requested extended Project timelines, for both the provincial and federal processes. 	<ul style="list-style-type: none"> 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.
<p>Request for Funding</p> <ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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.
<p>Revision to ATRI Study Areas for the Impact Assessment</p> <ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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		
	<i>Indigenous Communities</i>	<i>Interested Persons</i>	<i>Agencies & Government Bodies</i>
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) <ul style="list-style-type: none"> – 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: <ul style="list-style-type: none"> – 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
<ul style="list-style-type: none"> – 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) 			
<ul style="list-style-type: none"> ■ 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) 	✓	✓	✓
<ul style="list-style-type: none"> ■ Webinar Series: <ul style="list-style-type: none"> – 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) 	✓	✓	✓
<ul style="list-style-type: none"> ■ Stage 1 Archaeological Assessment Report (June 3, 2024) 	✓		
Indigenous Knowledge (IK) Program			
<ul style="list-style-type: none"> ■ 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) 	✓		
<ul style="list-style-type: none"> ■ Teleconference with Métis Nation of Ontario (MNO) to discuss the IK Program (February 4, 2022) 	✓		
<ul style="list-style-type: none"> ■ Teleconference with Constance Lake First Nation to discuss the IK Program (and Community Co-ordinator Program) (April 21, 2022) 	✓		
<ul style="list-style-type: none"> ■ IK Program Update on the Proposed ATRI Study Areas Memo and ATRI Shapefiles were distributed via email. (August 2022) 	✓		
<ul style="list-style-type: none"> ■ Distributed a Save the Date for the upcoming ATRI Forum and Cultural Heritage Workshop via email (December 20, 2022) 	✓		
<ul style="list-style-type: none"> ■ Invitation to ATRI Forum distributed (January 13, 2023, and February 1, 2023) 	✓		
<ul style="list-style-type: none"> ■ 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		
	<i>Indigenous Communities</i>	<i>Interested Persons</i>	<i>Agencies & Government Bodies</i>
■ 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.



MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

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



16. Nibinamik First Nation

16.1 Community Profile

Location: Summer Beaver, ON P0T 3B0
Tribal Council: Matawa First Nations Management
Treaty: 9
Project Team Lead: Victoria Anderson

Figure 16-1: Nibinamik Distribution of Communication

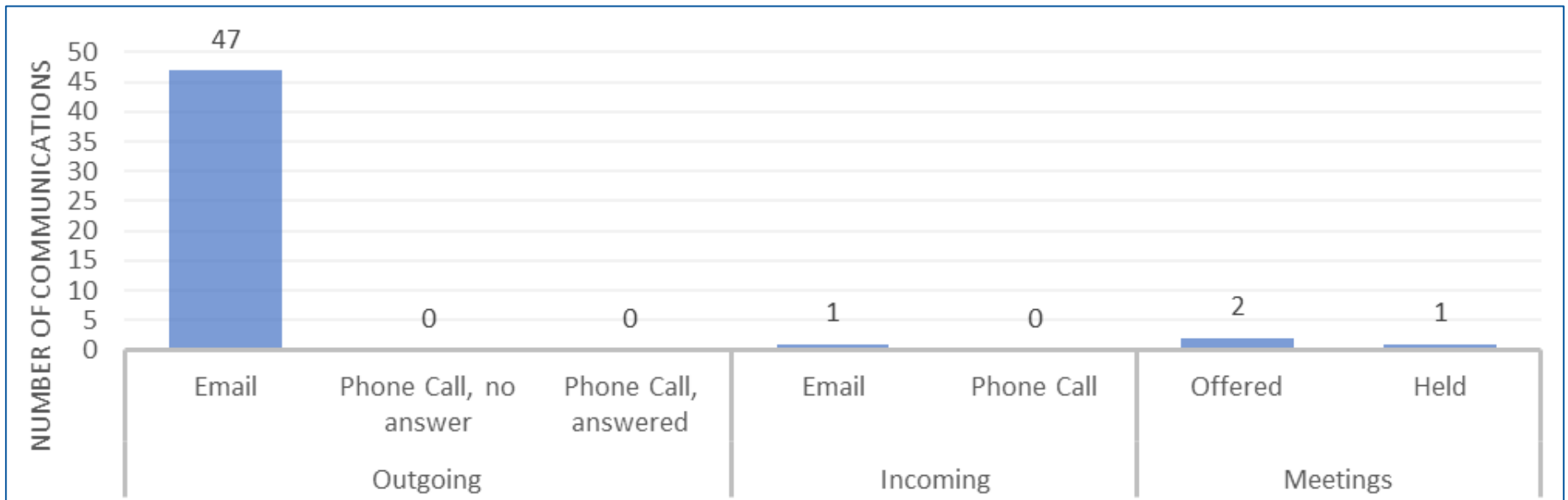


Table 16-1: Summary of Participation During Milestone 3 Reporting Period

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):	November 3, 2023 (email)
Participating in IK Program:	Status of IK Sharing Agreement: Agreement Sent
	Status of IK Funding Agreement: Agreement sent
	IK information provided: No
Participating in Community Coordinator Program:	Program information sent to Community

Table 16-2: 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 02, 2023	July 2023 MFFN CAR E-Blast distributed via email.
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 06, 2023	Project update regarding PIC #5, ATRI Forum, the Climate Change Workshop, 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 Nibinamik First Nation.
November 2, 2023	October 2023 MFFN CAR E-Blast distributed via email.

Date	Consultation and Engagement Activity
November 8, 2023	Project update distributed via email.
November 9, 2023	Reminder for Route Selection Milestone Webinar distributed via email.
November 10, 2023	IK update distributed via email.
November 16, 2023	Reminder for Route Selection Milestone Webinar distributed via email.
November 21-23, 2023	Representatives from Nibinamik First Nation attended ATRI Forum #2.
November 27 & 29, 2023	Milestone #2 Progress Report distributed via email.
December 7, 2023	Socio-economic assessments interest letter distributed via email.
December 11, 2023	Email outreach about Project updates including the Milestone #2 Report, the Socio-economic letter, the webinar series, ATRI Forum #2 and the IK Program.
December 12, 2023	2023 Year In Review E-Blast.
December 20, 2023	Draft Preliminary Aboriginal and / or Treaty Rights and Interests Existing Conditions Report distributed via email.
January 16, 2024	Invitation for Climate Change Adaptation and the Community Access Road Webinar distributed via email.
January 16, 2024	In-community meeting to provide an overview of the MFFN CAR and to discuss Treaty Rights and the ATRI Report.
January 18, 2024	Winter 2024 Field Notice distributed via email.
January 25, 2024	Email outreach regarding Project updates including the Climate Change Adaption webinar, webinar series and Milestone #2 Progress Report.
January 31, 2024	January 2024 E-Blast distributed via email.
February 08, 2024	Climate Change Adaptation Webinar Reminder distributed via email.
February 13, 2024	Climate Change Adaptation Webinar Follow-Up distributed via email.
February 29, 2024	Email outreach regarding Project updates including the ATRI Existing Conditions Report, webinar series, Milestone #2 Progress Report, IK Program, Community Coordinator Program and introduction of a new primary contact going forward.
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 29, 2024	Email outreach to follow up on booking a meeting to discuss the IK Program and to provide information on the Climate Change webinar survey, IK Program and Community Coordinator Program.
April 30, 2024	April 2024 e-blast distributed via email.

Date	Consultation and Engagement Activity
May 23, 2024	Spring 2024 Groundwater Program Update distributed via email.
May 30, 2024	May 2024 E-Blast distributed via email.
June 03, 2024	Stage 1 Archaeological Assessment Report link distributed via email.
June 11, 2024	In person attendance at the Three Road Projects Gathering and Expo.
June 27, 2024	Email outreach regarding Project updates including the Stage 1 Archaeological Assessment Report, IK Program and Community Coordinator Program.
July 09, 2024	June 2024 E-Blast distributed via email.
July 16, 2024	Summer 2024 Field Notice distributed via email.
July 31, 2024	Email outreach regarding Project updates including the Stage 1 Archaeological Assessment Report, IK Program and Community Coordinator Program.

Table 16-3: Summary of Feedback Received and Response / Action – Nibinamik First Nation

Topic / Issue Raised	Specific Issue / Comment Raised	Communication Channel	Response / Action	Addressed in the EA / IS
N/A	<ul style="list-style-type: none"> No issues during June 1, 2023 – July 31, 2024 reporting period. 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Opportunities to provide feedback will continue throughout the EA / IA.

Table 16-4: Consultation and Engagement Log – Nibinamik First Nation

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
June 07, 2023	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed the May E-Blast to Nibinamik 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	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant emailed Nibinamik 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	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent a follow up email to Nibinamik First Nation, highlighting key IK Program dates including upcoming preliminary draft existing conditions reporting that will start in the Summer 2023 and the evaluation of the alternative route selection which will begin in September 2023 and is expected to be completed by the end of 2023. The MFFN CAR Project Team advised on the importance of receiving IK and information on ILRU by June 30, 2023. It was also advised that the MFFN CAR Project Team will continue to support communities in sharing IK beyond this date and to incorporate this information into subsequent steps of the assessment process (e.g., updates to the existing conditions, effects

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
						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 Nibinamik First Nation may have.
June 28, 2023	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed the June E-Blast to Nibinamik First Nation. The E-Blast included a brief description on the Archaeology and Cultural Heritage Program and a link a new video for the program. It was noted that members of the MFFN CAR Project Team were in-community for National Indigenous People’s Day for a community meeting and celebrations. An update was provided on the Existing Conditions Report and IK project milestone, including a June 30, 2023 milestone to provide IK to be included in the report. The E-Blast included a link to the Spring Field Notice and an update on upcoming field studies including the Groundwater and Geochemistry Program, Socio-Economic and Human Health, Cultural Heritage, Vegetation Field Program and Groundwater Well Sampling. Completed field studies were also noted and included Vegetation and Peatlands Aerial and Ground Surveys, Wolverine Hair Snag Decommissioning and Ungulate Remote Camera Retrieval. Links for related field program notices, videos and Discussion Guides were included.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
July 13, 2023	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed the Summer 2023 Field Notice to Nibinamik 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	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email to Nibinamik 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	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed the July E-Blast to Nibinamik 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
September 01, 2023	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed the August E-Blast to Nibinamik 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 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 15, 2023	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed the Fall 2023 Field Notice to Nibinamik 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.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
September 28, 2023	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed the September E-Blast to Nibinamik 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.
October 06, 2023	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant emailed Nibinamik First Nation, providing a list of the upcoming activities regarding the CAR, including PIC #5, ATRI Forum, Climate Change Workshop and the Community Coordinator Program. The MFFN CAR Project Consultant also provided an update regarding the IK Program.
October 10, 2023	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed an invitation for PIC #5 to Nibinamik 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.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
October 17, 2023	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an invitation for the upcoming ATRI Forum #2 to Nibinamik 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 three 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 Nibinamik First Nation.
October 17, 2023	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ 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 three community representatives to attend. The preliminary agenda focuses on ATRI for November 21 – 22 and Cumulative effects on November 23.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
November 02, 2023	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed the October E-Blast to Nibinamik 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.
November 03, 2023	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Gershom Beaver (Nibinamik First Nation) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant emailed Nibinamik First Nation in order to re-schedule a cancelled meeting from September 29, 2023. The MFFN CAR Project Consultant requested Nibinamik First Nation provide available dates that they can meet.
November 03, 2023	Email	x		<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Gershom Beaver (Nibinamik First Nation) ■ Wendy Koehler (Senior Program Manager) ■ Alexandria Winterburn (Legal Council) ■ Roger Oskineegish (Nibinamik First Nation) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant received an email from Nibinamik First Nation indicating that Nibinamik First Nation are currently going through elections and would be available to discuss a meeting after the elections are complete.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
November 08, 2023	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Counsel) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant emailed Nibinamik First Nation providing a list of the upcoming activities regarding the MFFN CAR, including ATRI Forum #2, the Route Selection Webinar and the upcoming Climate Change Workshop.
November 09, 2023	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Council) ■ Walter Oskineegish (Band Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed a reminder for the Route Selection Milestone Webinar to Nibinamik 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	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Council) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ 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 16, 2023	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) ■ Alexandra Oakes (Impact Assessment Agency of Canada) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed a reminder for the Route Selection Milestone Webinar to Nibinamik 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 21-23, 2023	Forum			<ul style="list-style-type: none"> ■ Community Representatives 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ 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. Nibinamik 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.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
November 27, 2023	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent the Milestone #2 Progress Report to Nibinamik First Nation for review. The Milestone #2 Progress Report covers July 1, 2022 to May 31, 2023. Nibinamik 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 29, 2023	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email noting that due to technical issues, the Milestone #2 Progress Report was updated. The link provided on November 27, 2023 remains valid. If the report had already been downloaded, it was requested that the updated version is redownloaded.
December 07, 2023	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent Nibinamik First Nation a letter via email regarding potential socio-economic assessment interest from the community. The letter provided a brief update on the status of the Project and mainly asked if the community had any interest or concern related to potential socio-economic impacts as a result of the Project and included an attachment of a list of possible social and economic effects of the Project that are to be assessed. The letter welcomed any input from the community in

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
						regards to social and / or economic effects from the MFFN CAR Project. Contact information was provided in the case the community would like to provide input.
December 11, 2023	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant emailed Nibinamik First Nation providing an update regarding the MFFN CAR, including the Route Selection Webinar, ATRI Forum #2, Milestone #2 Progress Report, the upcoming webinar series, the Socio-Economic interest letter and the IK Program.
December 12, 2023	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed Nibinamik 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 20, 2023	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Walter Oskineegish (Band Manager) ■ Alexandria Winterburn (Legal Council) ■ Wendy Koehler (Senior Program Manager) ■ Lias Yellowhead ■ Byron Wapoos 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant emailed Nibinamik First Nation to provide the Draft Preliminary Aboriginal and / or Treaty Rights and Interests Existing Conditions Report, which describes the current understanding of Nibinamik First Nation's Aboriginal and / or Treaty Rights and Interests as they relate to the proposed Project. Input on the report was requested by January 19, 2024, and an offer to meet to discuss the report and Project schedule and next steps if desired.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
January 11, 2024	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Walter Oskineegish (Band Manager) ■ Alexandria Winterburn (Legal Council) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant emailed Nibinamik First Nation a follow up reminder on Milestone #2 Progress Report, and Aboriginal Treaty Rights and Interests Existing Conditions Report. It was noted that the deadline to provide feedback on the Milestone #2 Report is February 15, 2024, and the deadline to provide feedback on the Aboriginal Treaty Rights and Interests Existing Conditions Report is January 31, 2024.
January 16, 2024	In-person / face-to-face			<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team, and MFFN CAR Project consultant attended an in-person meeting in Nibinamik First Nation at the request of the Ministry of Mines. The MFFN CAR Project consultant provided a brief overview of the Project, and questions were primarily related to topics including impacts to Treaty Rights, the dissemination of information to Nibinamik First Nation, and the Aboriginal Treaty Rights and Interests (ATRI) report.
January 16, 2024	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Walter Oskineegish (Band Manager) ■ Alexandria Winterburn (Legal Council) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed Nibinamik 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.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
January 18, 2024	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed Nibinamik 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 25, 2024	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Council) ■ Walter Oskineegish (Band Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to Nibinamik First Nation providing them with an update of upcoming events regarding the MFFN CAR Project, this included an update on the Climate Change Adaptation Webinar, Webinar Series and the Milestone #2 Progress Report.
January 31, 2024	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed Nibinamik 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	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed Nibinamik First Nation a reminder for the Climate Change Adaptation and the Community Access Road Webinar on Thursday, February 8, 2024. A link to register and the opportunity to ask questions ahead of time was included. For those unable to attend, a recording will be available online and the link was included in the email.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
February 13, 2024	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed Nibinamik First Nation a thank you for attending the Climate Change Adaptation and the Community Access Road Webinar. Links to view the webinar online and to the Climate Change survey were included.
February 29, 2024	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to Nibinamik First Nation noting that there would be a new primary contact person going forward. The MFFN CAR Project Consultant requested a few dates and time suggestions that would be suitable to book a meeting regarding the Indigenous Knowledge program. Updates and opportunities to engage on the MFFN CAR Project were also provided including; the ATRI Existing Conditions Report, Webinar Series, IK Program and Milestone 2 Report. A follow up on the Community Coordinator Program position offered in relation to the MFFN CAR Project was also made.
March 01, 2024	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email to Nibinamik First Nation detailing the February E-Blast. The E-Blast provided an overview of MFFN CAR's current and upcoming activities including: Updated Route Video, Climate Change Adaptation Webinar and Survey, and Spring Field Studies. Links to the Project website and social media pages, along with contact information was provided.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
March 20, 2024	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to Nibinamik First Nation following up on the suggestion made to book a meeting regarding the Indigenous Knowledge program and asked for a few dates and time suggestions. Updates for the month of March including the Updated Route Selection Video, new social media platforms, and the IK Program were also shared.
April 03, 2024	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email to Nibinamik 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.
April 17, 2024	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email to Nibinamik First Nation providing the Spring 2024 Field Notice and Caribou Collaring Update. The email included information on the Groundwater and Geochemistry Program to occur late May to June, 2024, and the field notice was attached. The MFFN CAR Project Team also included an update on the Caribou Collaring Program, and stated that the atigwag / caribou collar retrieval could not be carried out as planned between April 8-12, 2024 due to poor weather conditions, and will occur from April 19 to April 23, 2024. Links to the field notice, webinar recordings, videos and contact information for the Project Team was provided.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
April 29, 2024	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to Nibinamik First Nation with updates for the month of April, and to follow up on the suggestion made to book a meeting regarding the Indigenous Knowledge program and asked for a few dates and time suggestions. Updates for the month of April include a climate change survey, information on the Indigenous Knowledge program, and the community coordinator position.
April 30, 2024	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email to Nibinamik First Nation with the April E-Blast. The April E-Blast provided an overview of MFFN CAR's past, current and upcoming activities including, an update on Spring Field Studies and news articles featuring, "Bridges to the North" a documentary film by an Anishinaabe filmmaker, and another on Marten Falls First Nation's future access to clean electricity. Links to the Project website and social media pages, along with the Project Team's contact information.
May 23, 2024	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Wendy Koehler (Senior Program Manager) ■ Walter Oskineegish (Band Manager) ■ Alexandria Winterburn (Legal Counsel) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email to Nibinamik First Nation with the 2024 Spring Groundwater Program Update. The update provided the dates, June 2-9, 2024, that field crews are scheduled to carry out groundwater sampling and a notice was provided regarding the increase in traffic and noise within the study area during this time. Links to the field notice and MFFN CAR's website were included.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
May 30, 2024	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email to Nibinamik 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.
June 03, 2024	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email to Nibinamik 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 Nibinamik First Nation to setup a meeting with the Project Team to review the reports and have their questions answered.
June 07, 2024	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to Nibinamik First Nation following up on the receipt of the invitation for the Three-Road Gathering & Expo taking place from June 11-13, 2024. The Project Consultant asked if they had received the invitation, and if representatives from Nibinamik First Nation would be in attendance. It was noted that funding is available for Nibinamik First Nation, and the official invitation and agenda were attached.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
June 11, 2024	In-person / face-to-face			<ul style="list-style-type: none"> ■ Nibinamik First Nation 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ From June 11 – 13, 2024, representatives from Nibinamik 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.
June 27, 2024	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to Nibinamik First Nation with the June 2024 updates, including: Three Road Projects Gathering & Expo, Stage 1 Archaeological Assessment Report, and the Indigenous Knowledge Program. The Project Consultant also followed up on the Community Coordinator Program.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
July 09, 2024	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email to Nibinamik First Nation with the June 2024 E-Blast. The E-Blast provided an overview of MFFN CAR's past, current and upcoming activities including, National Indigenous History Month, a summary of the Three Road Projects Gathering & Expo, and an update and description of the Draft Environmental Assessment / Impact Assessment. Links to the E-Blast and MFFN CAR's website were included.
July 16, 2024	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email to Nibinamik First Nation with the Summer 2024 Field Notice. The email included information on the Geotechnical Investigation occurring between July 19 and 21, 2024, and the continuation of the Groundwater and Geochemistry Program in late July / August 2024. The Summer 2024 Field Notice was attached. Links to the field notice, webinar recordings, videos, and contact information for the Project Team were provided.
July 31, 2024	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to Nibinamik First Nation to share July 2024 an updates related to the Stage 1 Archaeological Assessment Report, and the Indigenous Knowledge Program. Feedback and comments were requested on the Archaeological Assessment Report by August 2, 2024. A follow-up was also made on the Community Coordinator Program position.

B16. Nibinamik First Nation

B16.1 Outgoing Community Specific Correspondence

B16.2 Incoming Community Specific Correspondence

B16.3 Draft Aboriginal and / or
Treaty Rights and Interests Preliminary Existing Condi-
tions Report



B16.1 Outgoing Community Specific Correspondence



Re: Marten Falls First Nation Community Access Road Project

Michael Sugarhead <[REDACTED]>

Fri 2023-11-03 2:26 PM

To:Poulakas, Demetri <[REDACTED]>

Cc:Michael Sugarhead <[REDACTED]>;Gershom Beaver <[REDACTED]>;

Wendy Koehler <[REDACTED]>;Alexandria Winterburn <[REDACTED]>;Roger Oskineegish

<[REDACTED]>

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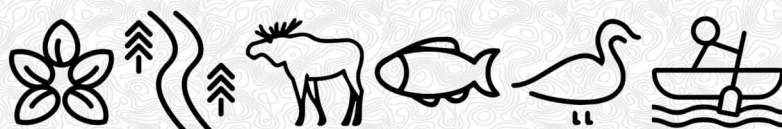
Hi

Nibinamik will be available after elections. We have election in 2 weeks for Ogmakan and for council the following week and the first week in office is usually briefing

Meegwetch

Ogamakan Michael Sugarhead
Nibinamik First Nation

B16.2 Incoming Community Specific Correspondence



From: Nokleby, Andrea [REDACTED]
Sent: June 19, 2023 7:00 AM
To: [REDACTED]
Cc: Bob Baxter; Qasim Saddique; Lawrence Baxter; Ross, Kathryn
Subject: Re: Follow-up Re: MFFN CAR IK Program Key Dates

This Message Is From an External Sender

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

[Report Suspicious](#)

Good Morning,




I hope this email finds you and your community well. We just wanted to follow up with you on the email below and the June 30, 2023 milestone for sharing Indigenous Knowledge (IK) and information on Indigenous land and resource use. Please note, that we will continue to work with you following this date to share information for subsequent phases of the assessment processes.

If you would like to meet to further discuss the IK Program, please do not hesitate to let me know.

Have a wonderful week ahead,

Andrea



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.

From: Poulakas, Demetri
Sent: October 6, 2023 9:34 AM
To: [REDACTED]
Subject: Nibinamik First Nation

Good Morning Chief Michael Sugarhead,

I hope this email finds you well and have something special planned for Thanksgiving weekend.

I am emailing you to provide some updates regarding the MFFN Community Access Road Project and to highlight upcoming events for the Project. Specific dates and formal notices will be shared soon.

Public Information Centre #5

PIC #5 will be held in Thunder Bay and Geraldton from October 23 - 26.

Join us for updates and information on:

- Update on what we heard at the Aboriginal and Treaty Rights and Interests (ATRI) forum in February 2023 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;
- 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.

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.

Climate Change Workshop

Workshop to be held in early 2024 with interested Indigenous Communities.

In addition, I wanted to follow up about the Community Coordinator Program position offered related to the MFFN CAR. Have any decisions been made regarding Nibinamik First Nation's involvement with the program, or if you had any further questions.

The IK program and associated funding also remains available to Nibinamik First Nation. Please let me know if you are interested in participating in either of these programs or if you have any questions.

Thank you and have a great long weekend,

Demetri Poulakas

On Behalf of the MFFN CAR Project Team

Senior Indigenous Engagement Specialist, Communication and Community Engagement
[REDACTED]

AECOM
[REDACTED]

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From: Andrea Nokleby
Sent: Tuesday, October 17, 2023 9:00 AM
To: [REDACTED]
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

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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
  

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.

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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!)



MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD



Ontario

From: MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>
Sent: Tuesday, October 17, 2023 3:44 PM
To: [REDACTED]
Subject: Invitation - ATRI Forum Nov 21 - 23, 2023
Attachments: Invitation ATRI Second Forum - October 2023.pdf

Hello,

On behalf of the Marten Falls First Nation and Webequie First Nation Project Teams, please find attached an invitation to attend the Second Aboriginal and / or Treaty Rights Forum related to the following projects:

Webequie Supply Road (WSR)
Marten Falls Community Access Road (MFCAR)
Northern Road Link (NRL)

Building on the first Forum held in February 2023, this follow-up Forum provides an opportunity to identify and discuss potential impacts to northern Indigenous communities' Aboriginal and/or Treaty Rights and interests as they relate to the above Projects.

If you have any questions regarding the Forum or need additional information to engage your community please do not hesitate to reach out to us using the following contact information:

WSR: Michael Fox: [REDACTED]
MFCAR: Andrea Nokleby: [REDACTED]
NRL: Mishal Naseer: [REDACTED]

We look forward to seeing you there.

Marten Falls First Nation Community Access Road Project Team

--

MFFN Community Access Road Project Team

Visit our website: <http://www.martenfallsaccessroad.ca/>

Follow us on Facebook: <https://www.facebook.com/MFFNCommunityAccessRoadProject/>

Call us: 1 800-764-9114

Email us: info@martenfallsaccessroad.ca

ABORIGINAL AND / OR TREATY RIGHTS AND INTERESTS

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

YOU ARE INVITED!

ABORIGINAL AND / OR TREATY RIGHTS AND INTERESTS FORUM

Led by Webequie First Nation and Marten Falls First Nation

Funded by Ontario, our Treaty partner



Thunder Bay

Valhalla Inn, 1 Valhalla Inn Rd

November 21 - 23, 2023



Building on the momentum of the first Aboriginal and / or Treaty Rights and Interests Forum in February 2023, Webequie First Nation and Marten Falls First Nation encourage you to participate in a follow-up Forum to discuss potential impacts to northern Indigenous communities' Aboriginal and / or Treaty Rights and Interests as they relate to the following Projects:

Webequie Supply Road (WSR) • Northern Road Link (NRL) • Marten Falls Community Access Road (MFCAR)



Participant Funding

The Province of Ontario will fund up to 3 representatives from your community to attend the Forum, including travel, accommodation and meals. All questions about funding or the coordination of funding should be directed to the Province of Ontario at [REDACTED]

Additional community representatives are welcome to attend.



Purpose

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



Who Should Attend from your Community

Representatives who are knowledgeable about and comfortable speaking to the Rights and Interests of your community in any of the Project areas. Representatives who can continue this dialogue with their community to better understand and share Rights and Interests in any of the Project areas are also encouraged to attend.

On Day 3 of the Forum, we will be hosting a half-day discussion on Cumulative Effects as they relate to the Projects.

RSVP to [REDACTED] by October 23rd, 2023 to reserve your room at the Valhalla Inn. (Later RSVP for Forum attendance is OK!)



MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD



Ontario

Marten Falls First Nation Community Access Road Project

Poulakas, Demetri [REDACTED]

Fri 2023-11-03 2:07 PM

To: [REDACTED]

Good Afternoon Chief Michael Sugarhead,

I hope this email finds you well. I am emailing you on behalf of the Marten Falls First Nation Community Access Road Project Team, in order to reschedule the meeting that was originally scheduled for the 29th September, but was unfortunately cancelled.

The Project Team would like to meet with Nibinamik First Nation in order to discuss the Marten Falls First Nation Community Access Road Project, in addition to answering any questions Nibinamik First Nation may have. To arrange the meeting, I would appreciate it if you can provide me with any future dates the community is available to meet.

Thank you and please let me know if you would like to discuss in more detail,

Regards,

Demetri Poulakas

Senior Indigenous Engagement Specialist, Communication and Community Engagement

[REDACTED]
[REDACTED]

Marten Falls First Nation Community Access Road Update

Poulakas, Demetri [REDACTED]

Wed 2023-11-08 1:44 PM

To: [REDACTED]

📎 1 attachments (4 MB)

Invitation ATRI Second Forum - November 2023.pdf;

Good afternoon Chief Michael Sugarhead,

I hope this email finds you well. I am emailing you to provide some updates regarding the MFFN Community Access Road Project and to highlight upcoming events for the Project.

Route Selection Webinar

- You are invited to join us for a webinar on Route Selection, that will take place Thursday, November 16, 2023, at 4:00 p.m. EST.
- Please Register [HERE](#).

ATRI Forum #2

- The ATRI Forum #2 will be held at the Valhalla Inn, in Thunder Bay from November 21 - 23. (Invitation attached)
- Building on the first Forum held in February 2023, this follow-up Forum provides an opportunity to identify and discuss potential impacts to northern Indigenous communities' Aboriginal and/or Treaty Rights and interests as they relate to the above Projects.
- Day 1 and 2 of the Forum will focus on Aboriginal and / or Treaty Rights and Interests. On Day 3, we will be hosting a half-day discussion on Cumulative Effects as they relate to the Projects.
- In addition, join us Tuesday Nov 21 at 7:00 at the Valhalla Inn for the movie screening of Bridges to the North - a story about Webequie and Marten Falls First Nation. Check out the Movie Trailer here: <https://www.youtube.com/watch?v=TDk14SrDdgo>

Climate Change Workshop

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

In addition, I wanted to follow up about the Community Coordinator Program position offered related to the MFFN CAR. Have any decisions been made regarding Nibinamik First Nation's involvement with the program, or if you had any further questions.

The IK program and associated funding also remains available to Nibinamik First Nation. Please let me know if you are interested in participating in either of these programs or if you have any questions.

Thank you and please let me know if you have any questions,

Demetri Poulakas

Senior Indigenous Engagement Specialist, Communication and Community Engagement
[REDACTED]
[REDACTED]

From: Poulakas, Demetri
Sent: December 7, 2023 2:44 PM
To: [REDACTED]
Cc: Trimble, Ingrid; Haalboom, Bethany; Fiske, Avril; McKinnon, Don; Qasim Saddique; Jennifer Bruin; lawrencebax
Subject: MFFN CAR Socio-Economic Interests Letter
Attachments: Nibinamik First Nation Socio-econ IC interest check letter - Dec 7.pdf

Dear Chief Michael Sugarhead

Marten Falls First Nation (MFFN) is continuing the provincial Environmental Assessment (EA) and Federal Impact Assessment (IA) for the proposed Marten Falls Community Access Road (MFCAR) 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 MFCAR project. Please also note that this request is different from other requests sent to your community regarding the collection of Indigenous Knowledge and information pertaining to the assessment of impacts to Indigenous rights.

Should your community have socio-economic interests or concerns related to the MFCAR project we would like to hear from you by December 30, 2023.

thank you

Demetri Poulakas
Senior Indigenous Engagement Specialist, Communication and Community Engagement

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7 December 2023

Nibinamik First Nation
[REDACTED]
[REDACTED]
[REDACTED]

Sent Via Email

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

Dear Chief Michael Sugarhead

Marten Falls First Nation (MFFN) is continuing the provincial Environmental Assessment (EA) and Federal Impact Assessment (IA) for the proposed Marten Falls First Nation Community Access Road (MFFN CAR) Project that is to provide all season access to the community. As per previous correspondence sent to your community, the Project is currently in the process of assessing alternative routes for the proposed access road. Most recently, Public Information Centres and webinars have been held to present information related to alternative route assessment. A preferred route is to be confirmed in early 2024.

Once the preferred route is selected, an assessment of possible Project impacts is to be undertaken. This impact assessment is to be completed in spring 2024 and a draft EA Report/IA Statement is to be completed and released in summer 2024.

The purpose of this letter is to again request if your community has any interests or concerns regarding possible social-community and/or economic impacts as a result of the MFFN CAR project? The construction of the Community Access Road has the potential to result in various social and economic effects, particularly for those communities that would be connected to or have access to the proposed road. This could include both potential positive and negative effects. Attached to this letter are a list of the possible social and economic effects of the Project that are to be assessed.

To meet the requirements of the federal IA process, we are required to assess potential social and economic effects of the MFFN CAR project on all communities that have been identified for engagement. If your community has interests or concerns regarding possible social and/or economic effects from the MFFN CAR Project then we would like to hear from you. We would like to understand your concerns and explore related information collection that might include interviews with community representatives and/or community surveys.

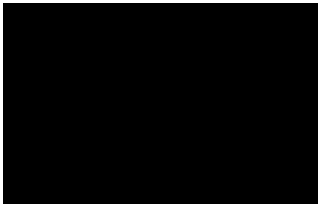




Please also note that this request is different than other requests sent to your community regarding the collection of Indigenous Knowledge and information pertaining to the assessment of impacts to Indigenous rights.

Please get in touch with Demetri Poulakas at [REDACTED] should you have interest in and or would like to talk about concerns related to potential social and/or economic impacts of the MFFN CAR project.

Yours truly



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: Poulakas, Demetri
Sent: December 11, 2023 1:18 PM
To: [REDACTED]
Subject: Marten Falls First Nation Community Access Road Update

Dear Chief Michael Sugarhead

I hope this email finds you well. Firstly, I would like to take the opportunity to congratulate you on the recent election results. If there are any new councillors or additional recipients you would like me to add to emails moving forward, please let me know.

I was hoping that we could identify a new date in the new year where Marten Falls First Nation and Nibinamik First Nation can meet to discuss the MFFN CAR Project.

I would also like to provide you with an update of the upcoming activities that will be occurring regarding the Community Access Road.

- Route Selection Webinar

- The webinar on Route Selection took place Thursday, November 16, 2023, at 4:00 p.m. EST.

- Recording of the Webinar can be accessed [HERE](#).

- ATRI Forum #2.

- The ATRI Forum #2 was held at the Valhalla Inn, in Thunder Bay on November 21 - 23.

- During the forum we heard from various Indigenous communities' on their Aboriginal and/or Treaty Rights and interests as they relate to the Project.

- Thank you for attending the ATRI Forum - it was a great opportunity to share information and further discuss your Aboriginal and / or Treaty Rights and Interests as they relate to the proposed Project.

- As discussed at the Forum, we will send you a summary of what we heard at the Forum in the next while.

- Milestone #2 Progress Report

- An updated link to your Milestone #2 Progress Report was shared with you on 29 November, 2023.

- The Milestone #2 Progress Report covers all consultation with Nibinamik First Nation from July 1, 2022, to May 31, 2023.

- We welcome any edits or comments to your community-specific section by February 15, 2024, before the reports are finalized and shared publicly with the Draft Environmental Assessment Report / Impact Statement.

- If you have any questions or would like to schedule a meeting to discuss the reports and timeline, please let me know, or reply to the email you received on 29 November, 2023.

- Socio-Economic Interest Letter

- We recently sent you 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. Can you please confirm receipt of this letter?

- 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.

- Webinar Series

- Webinars regarding Climate Change, Engineering and Cumulative Effects will be held in Q1 2024 with interested Indigenous Communities. Dates and a more formal notice will be shared soon.

- IK Program

The December 11, 2023 request for submission date of Indigenous Knowledge is approaching! It is important that this information is received so that it can 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]

thank you and I wish you all happy holidays!

Demetri Poulakas
Senior Indigenous Engagement Specialist, Communication and Community Engagement

----- Forwarded message -----

From: **Nokleby, Andrea** [redacted]

Date: Wed, Dec 20, 2023 at 6:00 AM

Subject: For Review - Draft Preliminary Aboriginal and / or Treaty Rights and Interests Existing Conditions Report

To: [redacted]

Cc: Bob Baxter [redacted] Lawrence Baxter [redacted] Qasim Saddique [redacted] Jennifer Bruin [redacted] Poulakas, Demetri <[redacted]>

Booshoo / Wachea,

Walter it was really nice meeting you at the ATRI Forum last month!

As discussed, 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 31, 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 31, 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. Have a wonderful holiday season,

Andrea

Andrea Nokleby
Partner
Dillon Consulting Limited



www.dillon.ca



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

From: Poulakas, Demetri
Sent: January 11, 2024 1:04 PM
To: [REDACTED]
Subject: Marten Falls First Nation CAR - Report Comments

Good afternoon Chief Michael Sugarhead,

I hope this email finds you well.

I'm sending you a quick email to follow up on two reports sent to Nibinamik Falls First Nation before the holidays.

Milestone #2 Progress Report

On November 27, 2023, we sent the Milestone #2 Progress Report for the Nibinamik Falls First Nation Community Access Road (MFFN CAR Project), with an updated link to Nibinamik Falls First Nation's community-specific report on November 29, 2023, for your review.

The Milestone #2 Progress Report covers engagement that occurred for the MFFN CAR Project between July 1, 2022, to May 31, 2023.

We welcome any edits or comments to the report by February 15, 2024.

ATRI Existing Conditions Report

On December 20, 2023, Andrea Nokleby sent the draft ATRI Existing Conditions Report to Nibinamik Falls First Nation. The ATRI Existing Conditions Report describes our current understanding of Nibinamik Falls First Nation's Aboriginal and/or Treaty Rights and Interests, as they relate to the proposed Project.

We are asking for communities to provide input on the draft report by January 31, 2024, where possible, so it can be included into the draft Impact Statement / Environmental Assessment Report.

If you have any questions or would like to schedule a meeting to discuss the reports and/or timelines, please let me know. I will reach out to you next week to discuss the reports as well as provide Project updates.

Thank you,

Demetri Poulakas
Senior Indigenous Engagement Specialist, Communication and Community Engagement
[REDACTED]

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From: Poulakas, Demetri
Sent: Thursday, January 25, 2024 12:25 PM
To: [REDACTED]
Subject: Marten Falls First Nation Community Access Road Update

Good afternoon Ogamakan Sugarhead,
Hope this email finds you well. Firstly, I would like to thank you and Nibinamik First Nation community member that attended the in-community meeting on 16th January. In addition, I would like to provide you with an update of the upcoming activities that will be occurring regarding the Community Access Road. I

- Climate Change Adaptation Webinar and Webinar Series
 - The Community Access Road webinar series is back. Our next webinar is on Climate Change Adaptation and the Community Access Road. The Climate Change Adaptation and Resiliency Study looks at the future climate to ensure the Community Access Road is prepared for and can withstand the future climate. We are also eager to hear about changes you have observed or experienced on the land over time.
 - Join us for the Climate Change Adaptation Webinar on Thursday, February 8 from 4:00 p.m. to 5:00 p.m. EST.
 - You can register for the webinar at this link:
https://us06web.zoom.us/webinar/register/WN_ze04DSZmSqSZS8c5kI9vRO
 - If there is someone else at Nibinamik First Nation who may be interested in this topic, please forward this information to them, or let me know and I can reach out to them.
 - Webinars regarding Engineering and Cumulative Effects will be held in Q1 2024 with interested Indigenous Communities. Dates and a more formal notice will be shared soon.
- Milestone #2 Progress Report
 - An updated link to your Milestone #2 Progress Report was shared with you on 29 November, 2023.
 - The Milestone #2 Progress Report covers all consultation with Nibinamik First Nation from July 1, 2022, to May 31, 2023.
 - We welcome any edits or comments to your community-specific section by February 15, 2024, before the reports are finalized and shared publicly with the Draft Environmental Assessment Report / Impact Statement.
 - If you have any questions or would like to schedule a meeting to discuss the reports and timeline, please let me know, or reply to the email you received on 29 November, 2023.

thank you,

Demetri Poulakas
Senior Indigenous Engagement Specialist, Communication and Community Engagement
[REDACTED]

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From: Anderson, Victoria [REDACTED]
Sent: Thursday, 29 February 2024 00:49
To: [REDACTED]
Cc: Andrea Nokleby; [REDACTED]
Subject: MFFN Community Access Road - What's New

Hi Ogamakan Sugarhead,

I hope this email finds you well.

I wanted to reach out to inform you that I will be taking over from Demetri Poulakas as your contact for the Marten Falls First Nation Community Access Road. Nice to e-meet you! I look forward to working with you.

I've reviewed some of your recent communications and want to follow-up on the following item:

During the in-community meeting that was held on January 16, 2024, we said that we would follow-up to book a meeting regarding the Indigenous Knowledge program. Please let me know a few dates and times that work for you. I have also cc'd Andrea Nokleby on this email, as she will be involved in this meeting.

I also have the following Project updates for the month of February:

ATRI Existing Conditions Report

In Fall 2023, Andrea Nokleby sent the draft ATRI Existing Conditions Report to Nibinamik First Nation. The ATRI Existing Conditions Report describes our current understanding of Nibinamik First Nation's Aboriginal and/or Treaty Rights and Interests, as they relate to the proposed Project.

We are asking for Nibinamik First Nation to provide input on the draft report as soon as possible. We require this information so it can be included into the draft Impact Statement / Environmental Assessment Report.

If you have any questions or would like to schedule a meeting to discuss the reports and/or timelines, please let me know. I will reach out to you next week to discuss the reports as well as provide Project updates.

Webinar Series

Thank you to everyone who attended the Climate Change Adaption and the Community Access Road Webinar on February 8th, 2024.

For those who would like to watch the webinar again or did not have a chance to participate live, the link can be found on the Marten Falls First Nation Community Access Road website [here](#).

Your feedback, experience and insights are important to us. Please take 5 minutes to fill out the survey linked below and share how Climate Change has / is affecting you and your Community: [REDACTED]

Webinars regarding Engineering and Cumulative Effects will be held in Q1 2024 with interested Indigenous Communities. Dates and a more formal notice will be shared soon.

IK Program

We want to check in on the status of the Indigenous Knowledge Funding and Sharing Agreement. While the December 11, 2023 deadline for the submission of Indigenous Knowledge has passed, we can accommodate Nibinamik First Nation if you need additional time. Please let us know your thoughts.

It is important that this information is received so that it can 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]

Milestone Report #2

The deadline for feedback on the Milestone #2 Progress report was on February 15, 2024. No edits or comments were received from Nibinamik First Nation. The report will now be finalized and will be shared publicly with the Draft Environmental Assessment Report / Impact Statement.

I also wanted to follow-up regarding the Community Coordinator Program position offered in relation to the MFFN CAR. Have any decisions been made regarding Nibinamik First Nation's involvement with the program? Please feel free to reach out if you have any further questions.

Sincerely,

Victoria Anderson BA, BSc
She/Her

Socio-Economic Specialist, Impact Assessment and Permitting, Western Canada
[REDACTED]

AECOM

From: Anderson, Victoria <[REDACTED]>
Sent: Wednesday, 20 March 2024 23:10
To: [REDACTED]
Cc: Andrea Nokleby; [REDACTED]; [REDACTED]
Subject: MFFN Community Access Road - What's New

Hello Ogamakan Sugarhead,

I hope this email finds you well.

I want to provide an update for the month of March on the Marten Falls First Nation Community Access Road project, as well as to follow-up on an item from the in-community meeting in January.

During the in-community meeting that was held on January 16, 2024, we said that we would follow-up to book a meeting regarding the Indigenous Knowledge program. Please let me know a few dates and times that work for you. I have also cc'd Andrea Nokleby on this email, as she will be involved in this meeting.

I also want to provide the following project updates:

Updated Route Selection Video

As the Marten Falls Community Access Road progresses, we continue to use community feedback to revise the route for the road. An updated technically preferred route recommendation* has been identified. Please take a moment to watch our new video below.

**The technically preferred route recommendation is preliminary. The route will be further informed through consideration of Indigenous Knowledge.*

New Social Media Platforms

We are now on [LinkedIn](#) and [Instagram](#)! Follow us to stay up to date on the Community Access Road.

IK Program

We want to check in on the status of the Indigenous Knowledge Funding and Sharing Agreement. While the December 11, 2023 deadline for the submission of Indigenous Knowledge has passed, we can accommodate Nibinamik First Nation if you need additional time. Please let us know your thoughts.

It is important that this information is received so that it can 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 [REDACTED] or Andrea Nokleby at [REDACTED] or [REDACTED]

I also wanted to follow-up regarding the Community Coordinator Program position offered in relation to the MFFN CAR. Have any decisions been made regarding Nibinamik First Nation's involvement with the program? Please feel free to reach out if you have any further questions.

All the best,

Victoria Anderson BA, BSc
She/Her

Socio-Economic Specialist, Impact Assessment and Permitting, Western Canada
[REDACTED]

AECOM
[REDACTED]
[REDACTED]

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From: Anderson, Victoria
Sent: Monday, April 29, 2024 11:28 AM
To: [REDACTED]
Cc: Andrea Nokleby; [REDACTED]
Subject: MFFN Community Access Road - What's New

Hello Ogamakan Sugarhead,

I hope you're doing well.

I am writing with an update for the month of April on the Marten Falls First Nation Community Access Road project, as well as to follow-up on some previous items.

- During the in-community meeting that was held on January 16, 2024, we said that we would follow-up to book a meeting regarding the Indigenous Knowledge program. **Please let me know a few dates and times that work for you.**
- **Climate Change Survey**
 - Following the Climate Change Adaptation Webinar, we released a survey on climate change. Your feedback, experience and insights are important to us. Please take 5 minutes to fill out the survey linked below and share how Climate Change has / is affecting you and your Community: [REDACTED]
- **IK Program**
 - We want to check in on the status of the Indigenous Knowledge Funding and Sharing Agreement that we had shared with Nibinamik First Nation for review. While the December 11, 2023 deadline for the submission of Indigenous Knowledge has passed, we can accommodate Nibinamik First Nation if you need additional time. Please let us know your thoughts.
It is important that this information is received so that it can 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 [REDACTED] or Andrea Nokleby at [REDACTED] or [REDACTED]

I also want to follow-up on the Community Coordinator Program position offered in relation to the MFFN CAR. Is Nibinamik First Nation interested in participating in the program? Please let me know if you have any questions.

All the best,

Victoria Anderson BA, BSc
She/Her

Senior Environmental Impact Assessment and Permitting, Western Canada
[REDACTED]

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[REDACTED]
[REDACTED]

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From: Anderson, Victoria [REDACTED]
Sent: Friday, 07 June 2024 01:44
To: [REDACTED]

Subject: MFFN Community Access Road -
Attachments: 2024-05-29 Three Road Projects Gathering & Expo_Invitation & Agenda_2024-05-29.pdf

Hello Ogamakan Sugarhead,

I hope you're doing well.

I tried to call a bit earlier this week, but unfortunately wasn't able to access the voicemail box at the band office.

I'm reaching out because you had hopefully received an invitation to the Three-Road Gathering & Expo in recent weeks, which is now rapidly approaching. I've attached a copy of the invitation for your reference.

The Gathering & Expo is taking place June 11-13 at the Superior (previously the Victoria Inn) Suites and Conference Centre in Thunder Bay, and the Marten Falls First Nation Community Access Road Project will be presenting as part of the event. There is funding available for Nibinamik First Nation to send representatives.

Have you had an opportunity to review the invitation and determine if Nibinamik First Nation will be sending representatives from the Nation?

I'm happy to answer any questions you may have.

All the best,

Victoria Anderson BA, BSc
She/Her

Socio-Economic Specialist, Impact Assessment and Permitting, Western Canada
[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!)



MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD



Ontario

THREE ROAD PROJECTS GATHERING & EXPO

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

June 11, 12 & 13, 2024

PRELIMINARY AGENDA

Tuesday June 11, 2024 - Elders Gathering

TIME	TOPIC
7:00	Sunrise Ceremony
8:00	Breakfast
8:30	Welcome, Opening Ceremony, Overview of the Gathering & Expo
9:30	Introduction to the Three Road Projects followed by Q&A
11:00	Elder-Led Discussions 1
12:00	Lunch
1:00	Elder-Led Discussions 2 & 3
4:00	Day Wrap Up

Wednesday June 12, 2024 - Three Road Project Presentations & Expo

TIME	TOPIC
8:00	Breakfast
9:00	Morning Greetings & Welcome Ceremony
9:30	Presentations: Peatlands, Building Roads on Peatlands and Water/Fish followed by Q&A and Morning Wrap Up
12:00	Lunch
1:00	Welcome Back and Overview of Expo
1:30	Expo
4:30	Day Wrap Up

Thursday June 13, 2024 - Common Approach to Review Early Draft of EAR/IS Workshop

TIME	TOPIC
8:00	Breakfast
8:30	Morning Greetings & Welcome Ceremony
9:00	Overview of Common Approach to Reviewing Draft EAR/IS
9:30	Presentations by Each Road Project on Draft EAR/IS
11:00	Ontario: Participant Funding Initiative
11:30	Q&A on Common Approach to Reviewing Draft EAR/IS
12:15	Closing Comments and Gathering Closing

From: Anderson, Victoria <[REDACTED]>
Sent: Thursday, 27 June 2024 22:17
To: [REDACTED]
Subject: MFFN Community Access Road - What's New

Hello Ogamakan Sugarhead,

I hope you're doing well since my last update.

I have the following updates for the month of June, related to the Marten Falls First Nation Community Access Road project:

Three Road Project Gathering & Expo

Thank you to those who attended the Three Road Project Gathering & Expo from June 11 – 13, 2024. If you have any questions or feedback, 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.

IK Program

We want to check in on the status of the Indigenous Knowledge Funding and Sharing Agreement that we had shared with Nibinamik First Nation for review. While the December 11, 2023 deadline for the submission of Indigenous Knowledge has passed, we can accommodate Nibinamik First Nation if you need additional time. Please let us know your thoughts.

It is important that this information is received so that it can 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 1 [REDACTED] or [REDACTED]

I also want to follow-up on the Community Coordinator Program position offered in relation to the MFFN CAR. Is Nibinamik First Nation interested in participating in the program? Please let me know if you have any questions.

All the best,

Victoria Anderson BA, BSc
She/Her

Socio-Economic Specialist, Impact Assessment and Permitting, Western Canada
[REDACTED]

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From: Anderson, Victoria [REDACTED]
Sent: Wednesday, 31 July 2024 18:28
To: [REDACTED]
Cc: [REDACTED]
Subject: MFFN Community Access Road - What's New in July

Hello Ogamakan Sugarhead,

I have the following updates for the month of July for the Marten Falls First Nation Community Access Road Project:

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.

IK Program

We want to check in on the status of the Indigenous Knowledge Funding and Sharing Agreement that we had shared with Nibinamik First Nation for review. Have you had an opportunity to look it over?

I also want to follow-up on the Community Coordinator Program position offered in relation to the Marten Falls First Nation Community Access Road, and note that funding is still available. Is this something that Nibinamik First Nation would be interested in participating in? Please let me know if you have any questions, I'd be happy to discuss further.

All the best,

Victoria Anderson BA, BSc
She/Her

Socio-Economic Specialist, Impact Assessment and Permitting, Western Canada
[REDACTED]

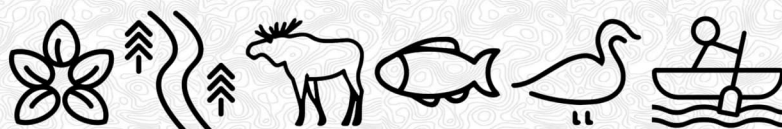
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B16.3 Draft Aboriginal and / or Treaty Rights and Interests Preliminary Existing Conditions Report





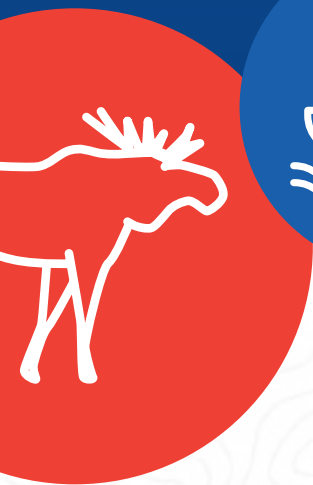
Nibinamik First Nation

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]

December 20, 2023

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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;

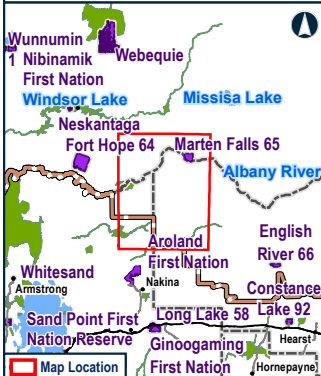
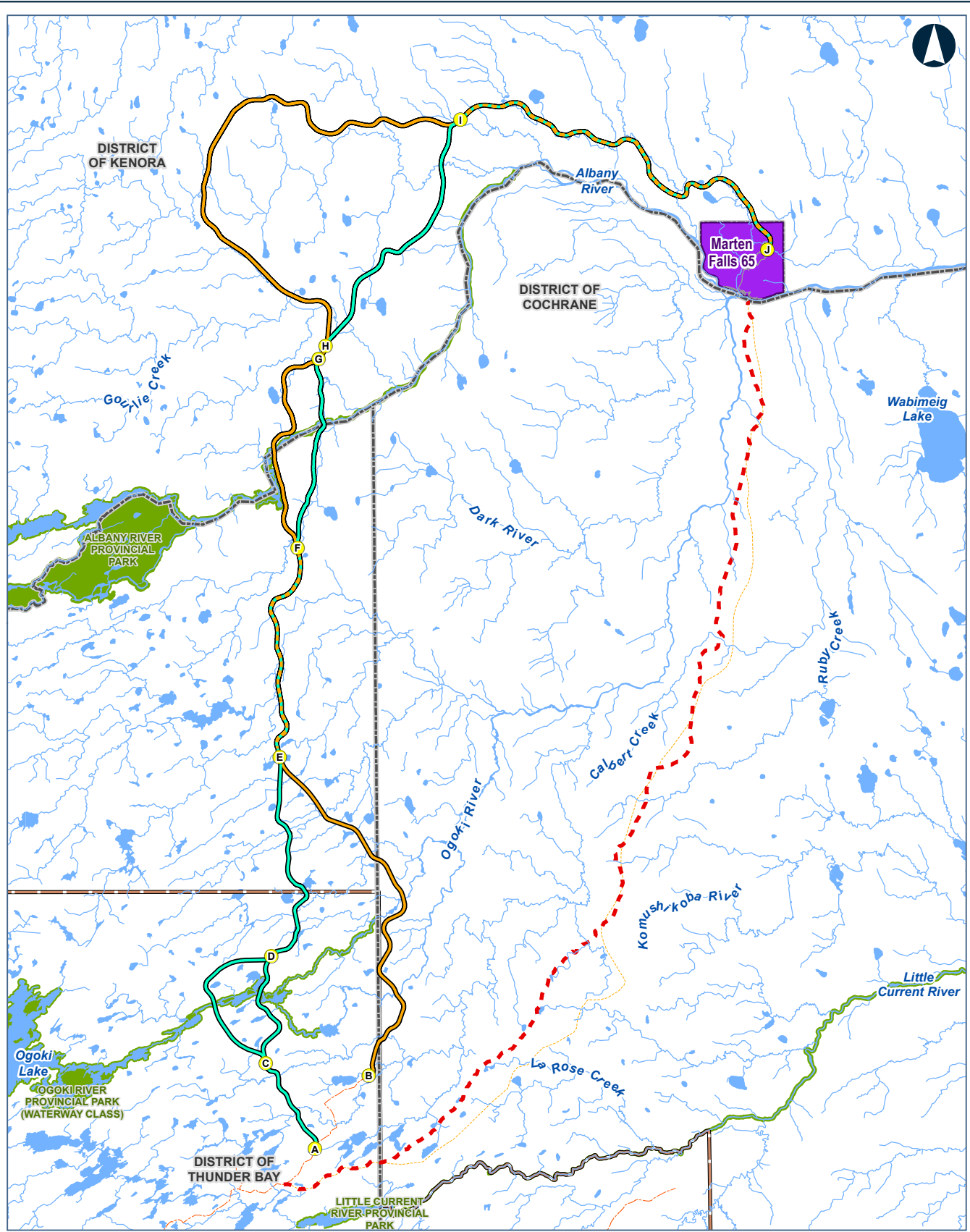


Provide our understanding of how rights are currently being exercised within the Project area; and



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
- - - Existing Winter Access Road
- Provincial Park
- Route Label**
- Alternative 1
- Alternative 4
- Alternative 1 and Alternative 4
- General Features**
- Local Road
- - - Winter Road
- - - Resource / Recreation Road
- - - Railway
- Watercourse
- First Nation Reserve
- Far North Boundary
- - - District Municipal Boundary
- Waterbody

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MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Project Overview



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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 is 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.

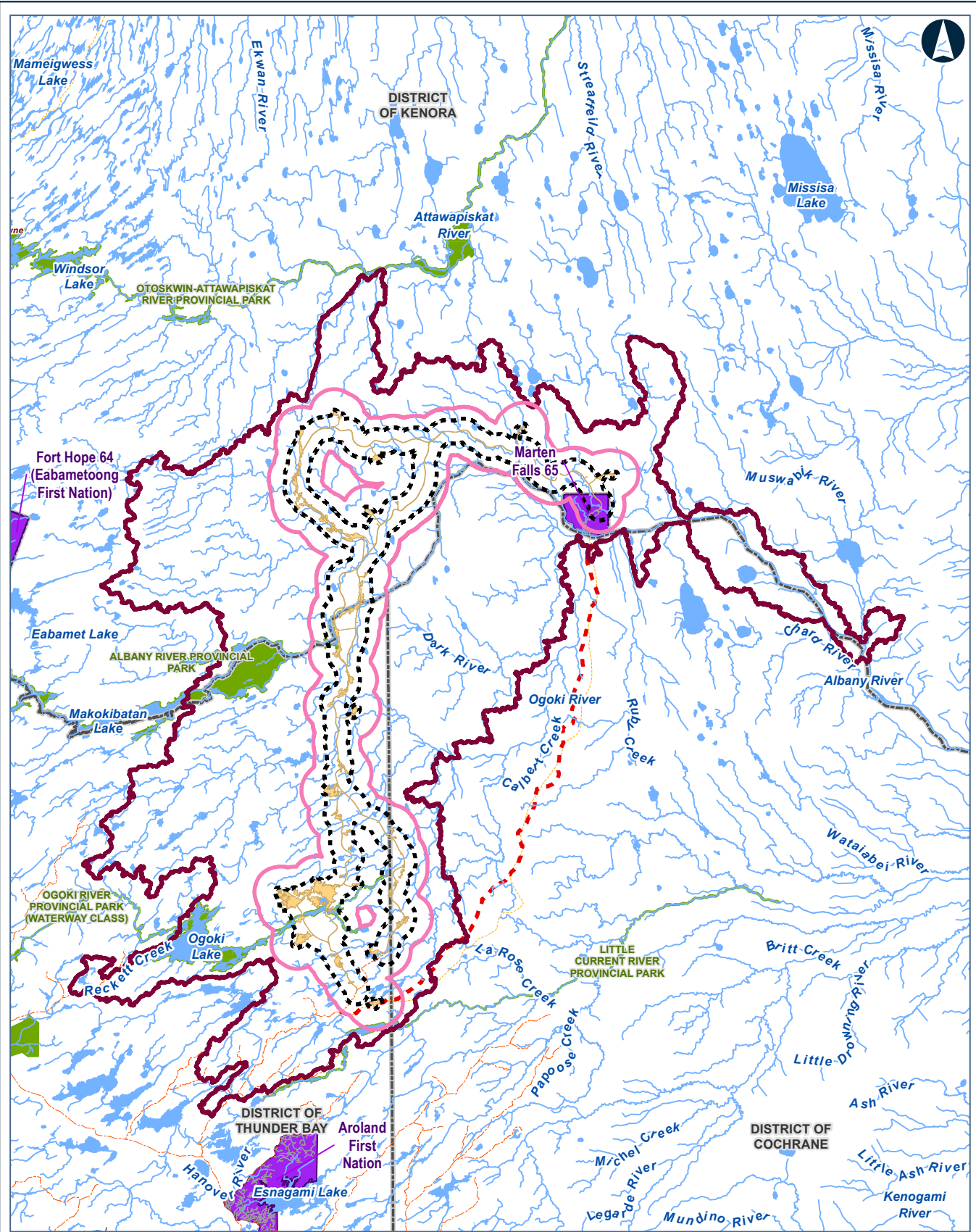


In addition to the Project Study Area and the Project Development Area, study areas have been identified for the Aboriginal and / or Treaty Rights and Interests assessment. Information on the proposed study areas for the Aboriginal and / or Treaty Rights and Interests impact assessment and associated 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	Local Road	First Nation Reserve
ATRI Local Study Area	Winter Road	District Municipal Boundary
ATRI Regional Study Area	Resource / Recreation Road	Waterbody
Project Development Area	Existing Winter Access Road	Provincial Park
	Railway	
	Watercourse	

Notes:
1. Local and Regional Study Areas are Preliminary.

Data Source:
Base Data: Provided by MNR 2019; Route Infrastructure - Provided by AECOM 2019. Contains information licensed under the Open Government Licence Ontario.

**MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD**

Study Areas for the Aboriginal and Treaty Rights and Interests Impact Assessment

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Kilometres

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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.





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**.



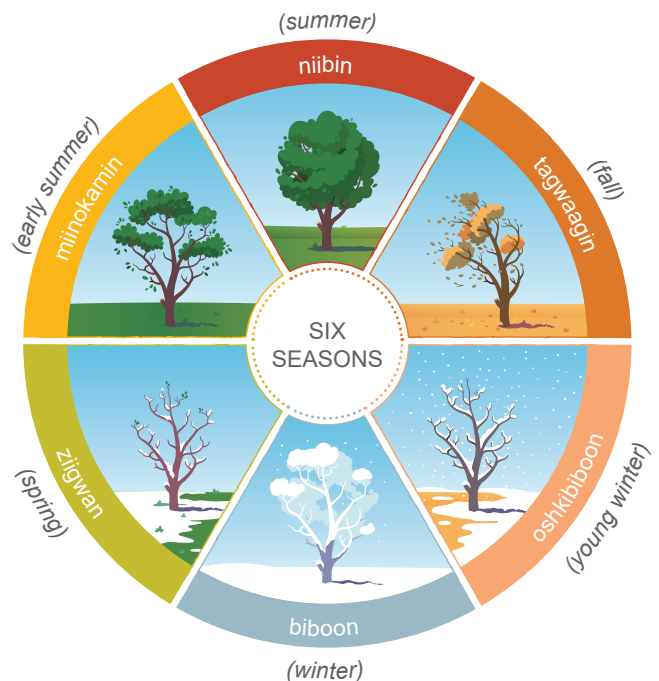


2.1.1 Seasonal Lifeways

Indigenous lifeways are typically shared and nurtured through culture, language, stories, and ceremony, and rooted in place and sacred 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);
- *Oshkibi boon* (young winter); and
- *Biboon* (winter).

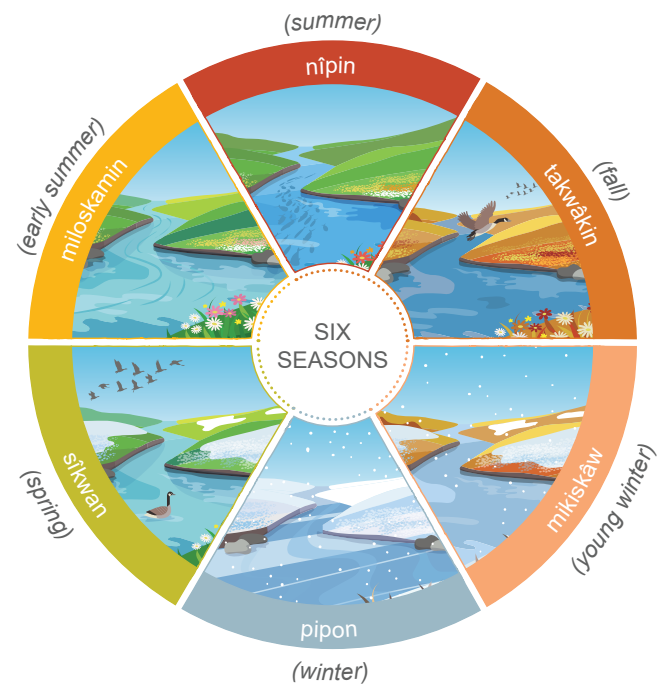
The seasons were denoted according to changes in the landscape. For example, *tagwaagin* begins when the leaves start to change colour and fall from the trees and turns into *oshkibi boon* when all the leaves have fallen off the trees and the first snows have fallen, while *biboon* turns to *ziigwan* 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 Īthiniwak, n.d.):

- *Sīkwan* (breakup, translates to “rattling feathers” because the geese fly in and it sounds like rattling);
- *Miloskamin* (spring, translates to “good moving water”);
- *Nīpin* (summer, translates to “gifts from the water” because of the fish that are offered);
- *Takwākin* (fall, translates to “gathering up” because e this is the season in which birds and people prepare for the coming winter);
- *Mikiskāw* (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 Īthiniwak, 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 Ojibwegowuk 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 Ojibwegowuk, (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 (O mushkego Education & OCCC, 2006; MFFN & OMNRF, 2020). Fish were an important source of food during this time (O mushkego Education & OCCC, 2006), as were a variety of birds including waterfowl, grouse, and ptarmigan (O mushkego Education & OCCC, 2006; Long *et al.*, 2017). Caribou and moose provided additional sources of food during this time (O mushkego 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 (O mushkego 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 O mushkegowuk, 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 (O mushkego 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).



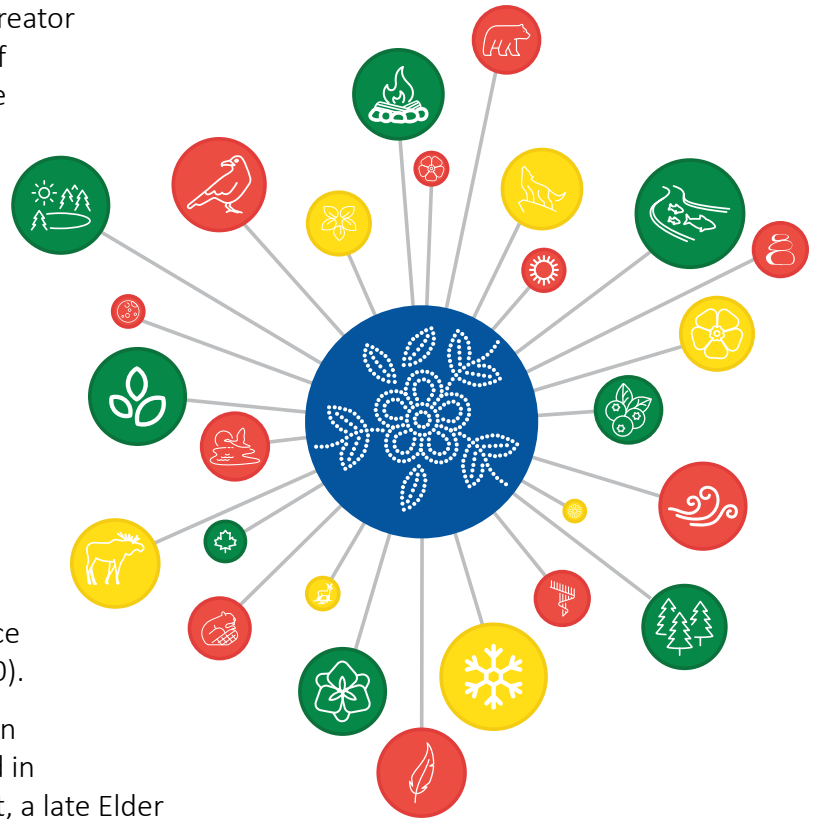


According to the Anishinaabe origin story, the Creator envisioned humankind in response to feelings of loneliness. However, the Creator did not provide humankind dominion over Creation, and instructed that humankind was to take care of Mother Earth (Luby *et al.*, 2021). The order of creation in the 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 *Anishiniimowin* (Oji-Cree).

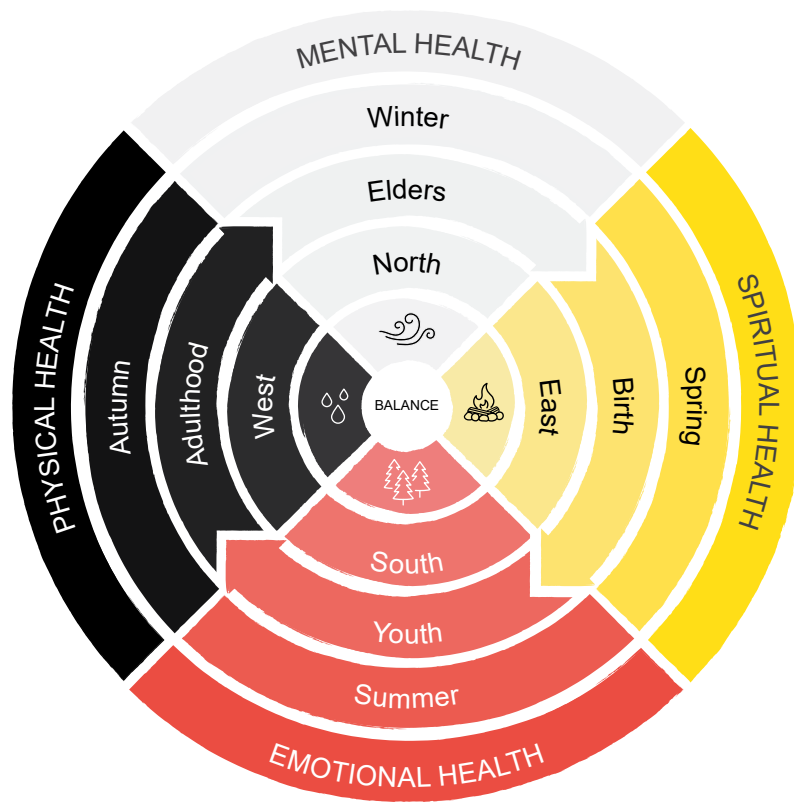




2.1.4 Learning and Knowledge Building

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 *et al.*, 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 Omuškegowuk 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 Omuškegowuk (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.



Gwayakwaadiziwin (honesty) – To live correctly and with virtue. Represented by either the raven or the sabel (sasquatch) as they both understand who they are and how to walk in their life.



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.



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.



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.



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.



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.



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 sacred 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 Ojibwa 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 (O mushkegowuk) 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



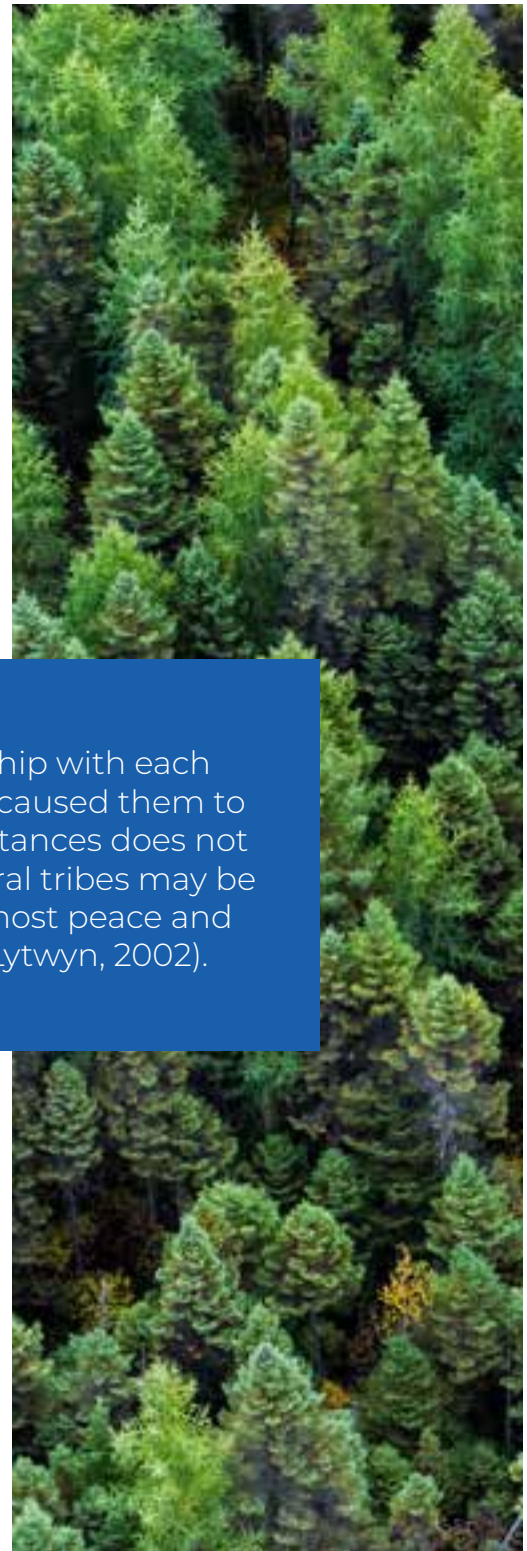
more intensively as a base camp from which hunters ventured over larger areas in search of big game (Preston, n.d., as cited in Tsuji *et al.*, 2011). The transmission of family-based hunting ranges was typically from father to son, but exceptions were documented (Cummins, 1992).

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 believe 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 crystallized 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).



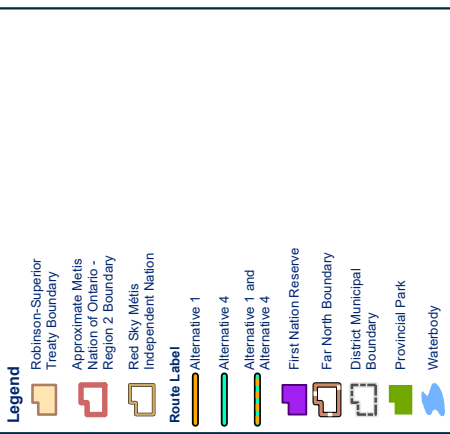
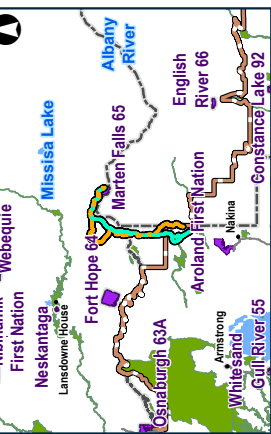
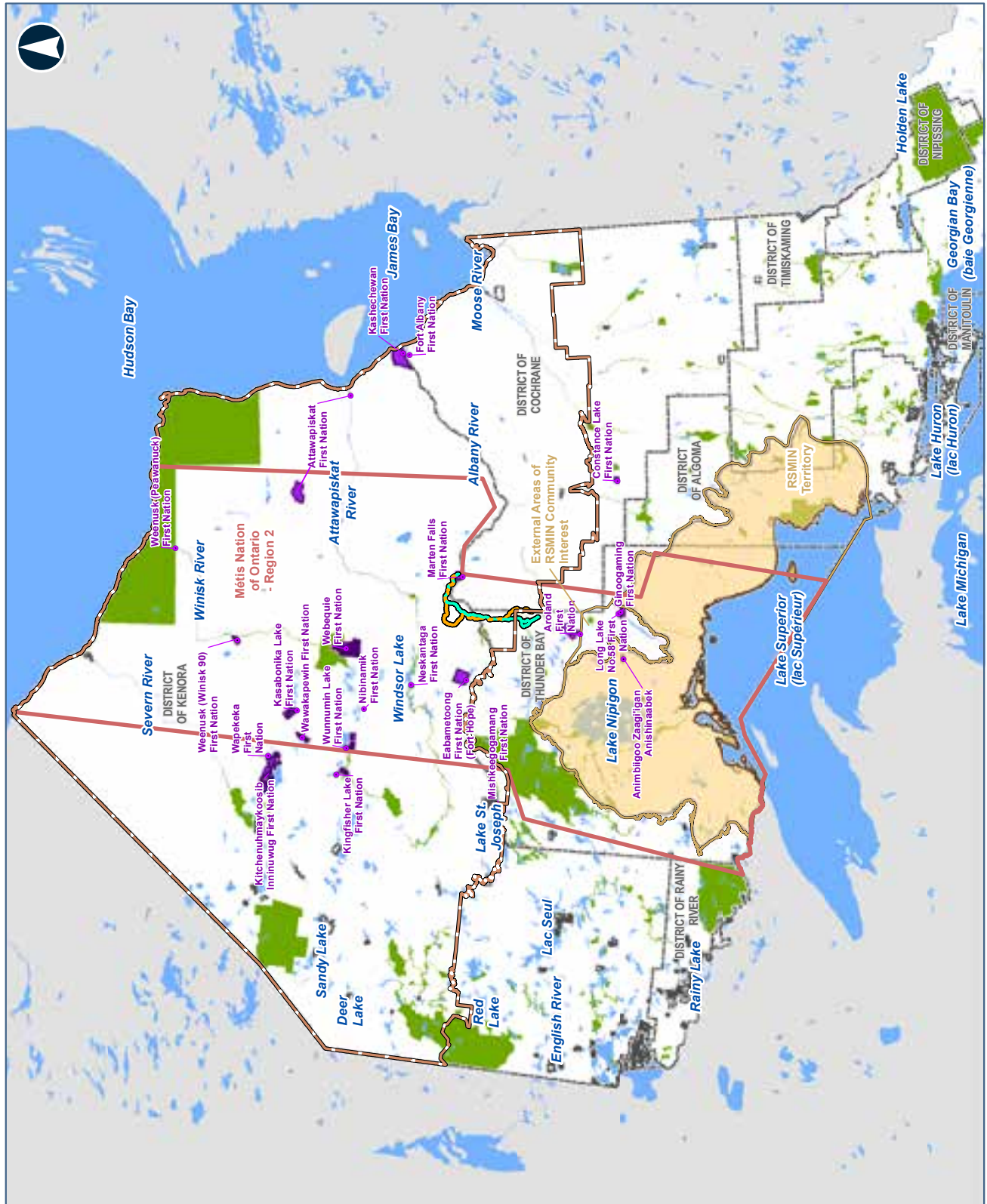


In September 1850, the Anishinaabeg of the Upper Great Lakes signed two separate but interconnected treaties: the Robinson-Superior Treaty, and the Robinson-Huron Treaty. These treaties provided Canada East and Canada West (the future Quebec and Ontario, respectively) with access to the north shores 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.



DRAFT

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Robinson-Superior Treaty Boundaries

0 40 80 160 240 320
Kilometers

0 40 80 160 240 320
Kilometers

Data Sources:
 MNR 2019; Route Infrastructure - Provided by AECOM 2019
 Contains information licensed under the Open Government Licence Ontario.

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Figure 2-1



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 km² 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.

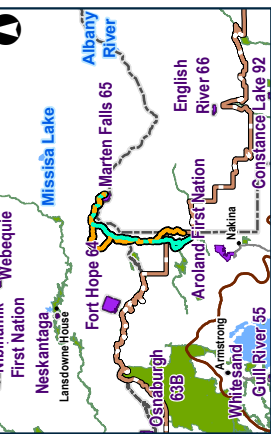
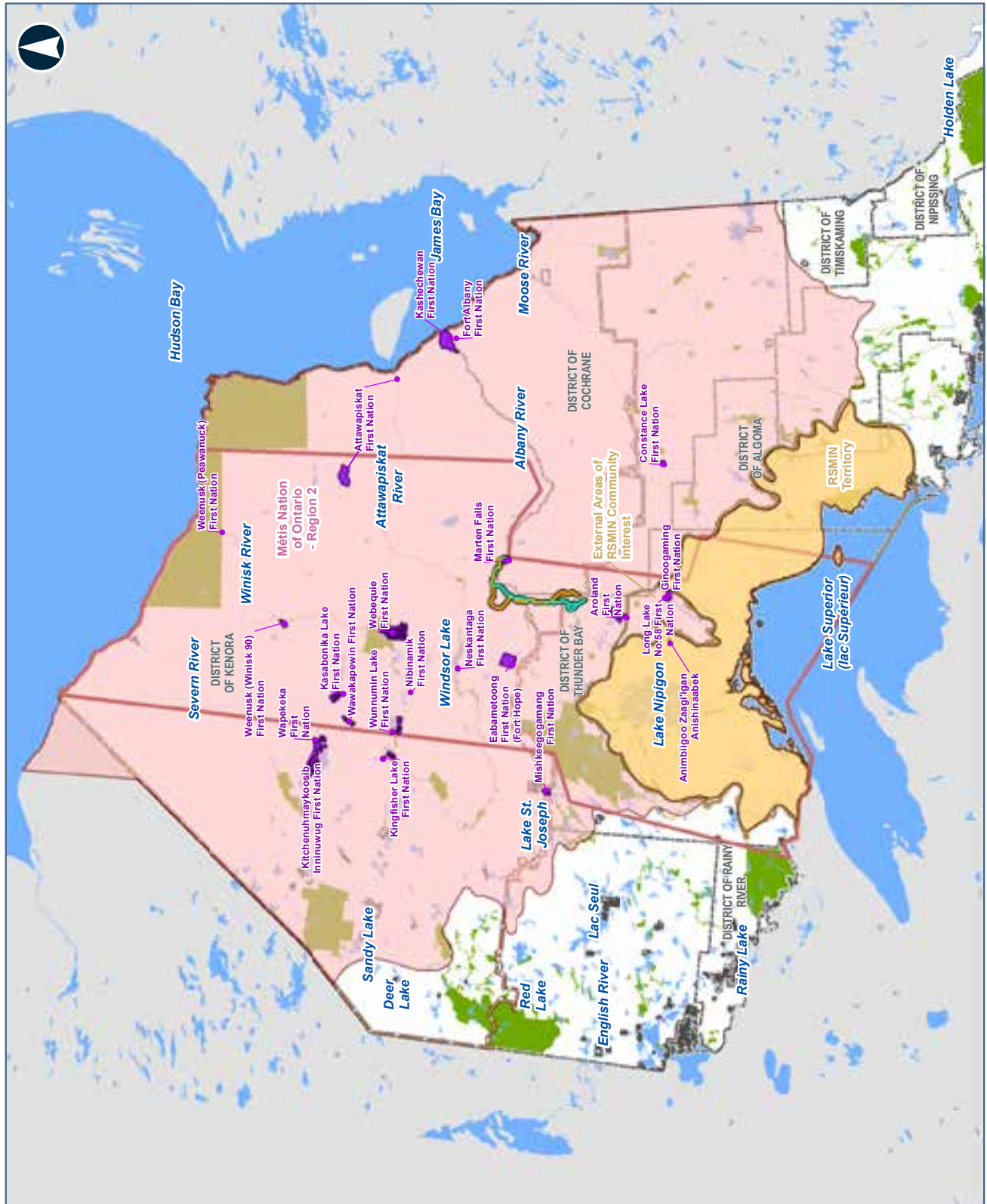


Long (2006) contends that there were two treaties: the official written version, and the one that was orally described to Indigenous peoples. This has been substantiated by Indigenous oral history and the Treaty 9 commissioners' own writings, which indicate that the commissioners told the Elders two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

Data Sources:
 DATUM: NAD 1983 Ontario NMR Lambert
 Provided by MNRF 2019; Route infrastructure - Provided by AECON 2019
 Contains information licensed under the Open Government Licence Ontario.

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Figure 2-2



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 through 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.



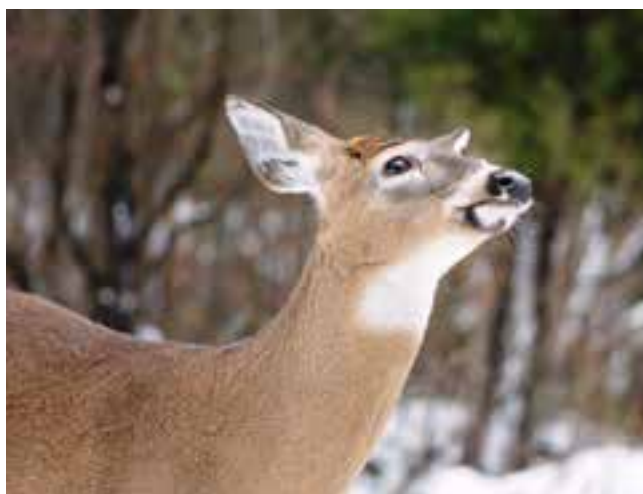


Critics of the *Van der Peet* Test point out that the test situates Aboriginal cultural practices in the past and ignores the dynamic, adaptive nature of culture by treating Aboriginal cultures and traditions as static and unchanging (Hanson & Salomon, 2009).

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).

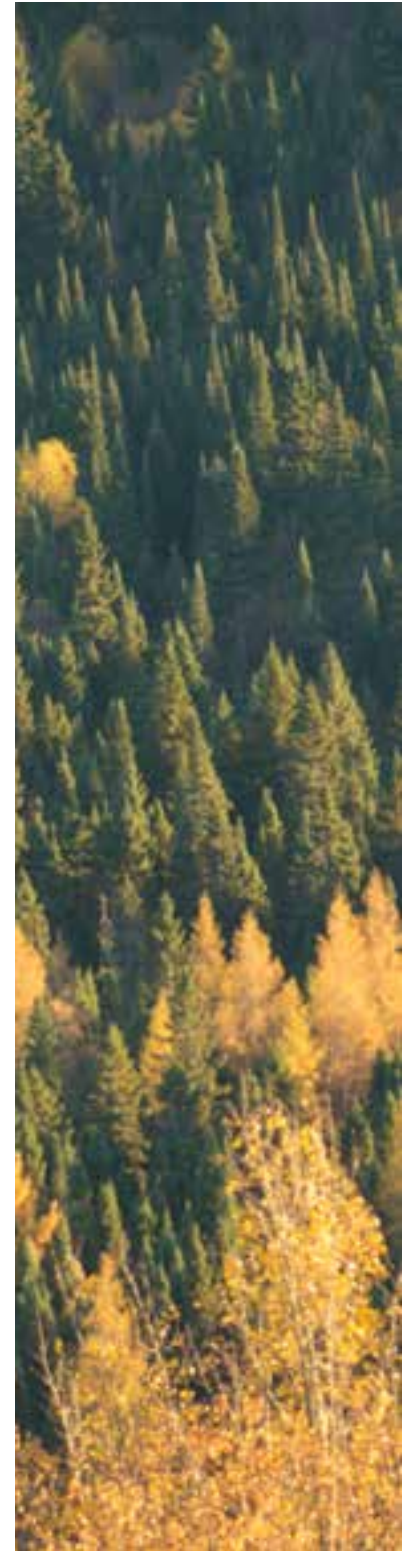
2.2.11.3 Ontario *Far North Act*

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 Ojibwegowuk, 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.



Nibinamik First Nation



The information presented in this section of the report is based on the Proponent's current understanding of Nibinamik First Nation's rights and interests in relation to the study areas for the Aboriginal and / or Treaty Rights and Interests impact assessment.

The information in this section of the report has been sourced from publicly available sources as Nibinamik has not shared information on their rights and / or interests related to the proposed Project. Nibinamik First Nation was invited to participate in the Project's Indigenous Knowledge Program; however, at the time of developing this report, the community has not yet provided a Project-specific Indigenous Knowledge and Indigenous Land and Resource Use report or information. The Proponent continues to encourage Nibinamik First Nation to complete a Project-specific report and share information on rights and interest as they relate to the Project.

It is the objective of the Proponent to share this information with Nibinamik First Nation early in the assessment process to enable collaboration and discussion. The overarching goal is to enhance the Project Team's understanding of Nibinamik First Nation's Aboriginal and / or Treaty Rights and Interests in relation to the proposed Project.

Imagining Access – Why the Project?

The Project will offer Marten Falls First Nation the opportunity to grow as a community but also be part of the social and economic fabric of the region and country. The Community Access Road will reduce transportation costs for goods and services, making food, gas, and other supplies cheaper. It will help families be together in the community and increase social interactions with other communities. It will also provide a vital connection to emergency, health, and social services.





3.1 Community Profile

Nibinamik First Nation is an Oji-Cree community located on Nibinamik Lake in the Far North region of Ontario, approximately 500 km north of Thunder Bay (**Figure 3-1**) (Moggach, 2017; Fleming and Beresford, 2019).

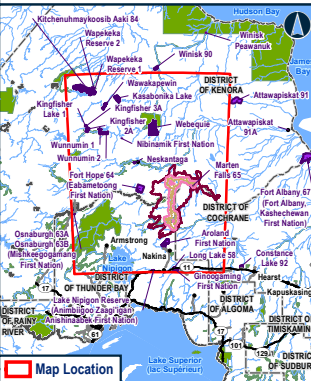
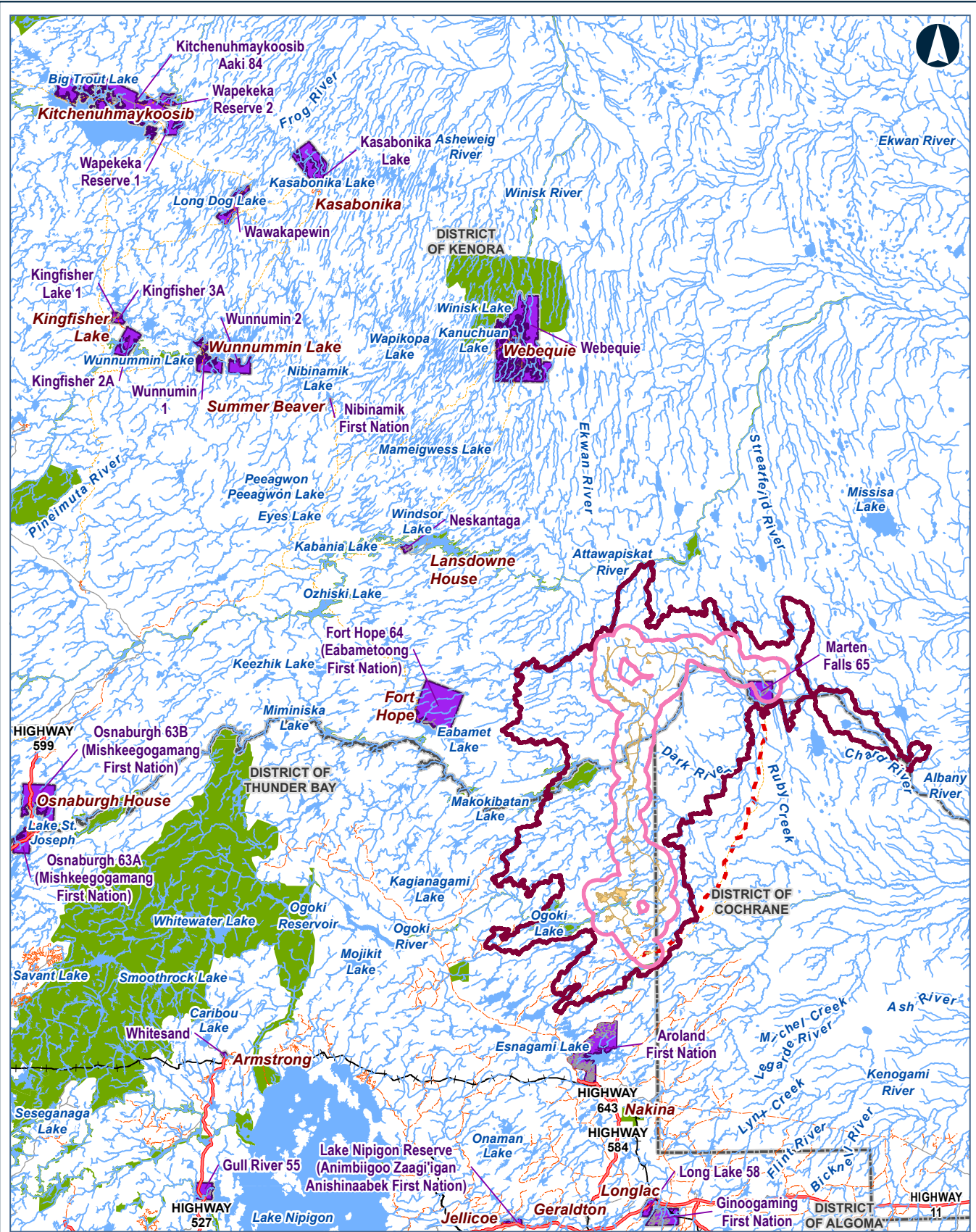
Nibinamik First Nation has a total registered population of 560 members (Government of Canada, 2021a), with 91 people living on the reserve and 469 living off-reserve (Government of Canada, 2021a). However, according to Moggach (2017), the on-reserve population in Nibinamik First Nation was approximately 300 members around 2017. According to the Nibinamik Youth Council, as of 2019, there were 200 in-community residents, 80% of whom were youth (Finding Our Peace Together, 2019). The total population of Nibinamik First Nation and the number of members living on reserve is unknown at the time of writing this report.

Nibinamik First Nation is a remote community and is accessible year-round by air and by boat when the waterways are open. In the winter, the community is connected to other First Nations by winter roads that are constructed each December (or later depending on weather conditions) including Webequie First Nation, Neskantaga First Nation (Lansdowne House), and Eabametoong First Nation (Fort Hope). The winter roads connect these First Nations communities to more southern towns with all-season roads, including Pickle Lake, Sioux Lookout, Dryden, and Ignace (NADF, n.d.). Historically, the winter road season lasted several months; however, in more recent years, because of climate change, the winter road season is getting shorter (CBC News, 2023). For example, during the 2022 / 2023 road season, the winter road did not open until February 7, 2023, due to warm weather, and was only open for about six weeks (CBC News, 2023).

Due to the remote nature of the community, the cost of living is very high. Travel outside of the community to access services via air and / or winter road is also very high (Nibinamik, 2019). At the same time, because of the isolated nature of the community, traditional activities and lifeways have remained a very important part of life (Neshinapaise, Jacasum, and Keesic, 2004).

Sections 3.1.1 to 3.1.5 provide information about Nibinamik First Nation's pre- and post-contact history, reserve lands, language, and governance.





Legend

First Nation Reserve	Highway	District Municipal Boundary
ATRI Local Study Area	Major Road	Waterbody
ATRI Regional Study Area	Local Road	Provincial Park
Project Development Area	Winter Road	
	Resource / Recreation Road	
	Service Road	
	Existing Winter Access Road	
	Railway	
	Watercourse	

Data Source:
Base Data: Provided by MNR 2019; Route Infrastructure - Provided by AECOM 2019. Contains information licensed under the Open Government Licence Ontario.

**MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD**

General Location of
Nibnamik First Nation

0 5 10 20 30 40
Kilometres

Datum: NAD 1983 CSRS UTM Zone 16N

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

Figure 3-1

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3.1.1 Pre-Contact History

The families of Nibinamik First Nation have lived in their territory since time immemorial (Yellowhead and Harpelle, 2022). They have learned their traditional ways of survival from their parents and those parents that came before them (Neshinapaise, Jacasum, and Keesic, 2004). Some of these teachings included warnings of how to travel such as: “to have wisdom and knowledge in traveling through any kind of weather, to be cautious during freeze up and break up of rivers and lakes, and even to go up and down rapids” (Neshinapaise, Jacasum, and Keesic, 2004, pg. 78). These teachings for travel were so important as people travelled seasonally between different camp locations.

In the summer months, people did not live close together, as they struck out in their own families to find bountiful hunting spots (Neshinapaise, Jacasum, and Keesic, 2004). However, during the month of June, people gathered from the surrounding area to feast and visit together (Neshinapaise, Jacasum, and Keesic, 2004). This annual ritual of coming allowed for a renewal of friendship and kinship ties with other neighbouring families (Neshinapaise, Jacasum, and Keesic, 2004).

One of the most important skills for children to learn was to obey their parents and take their guidance to heart. The skills they learned from their families could save their lives if they ever found themselves in the bush alone (Neshinapaise, Jacasum, and Keesic, 2004).

A more comprehensive overview of the pre-contact context of the Anishinaabeg of northern Ontario, including seasonal lifeways, culture and worldview, learning and knowledge building, governance and legal principles, and resource management and stewardship is provided in [Section 2.1](#).





3.1.2 Post-Contact History

In 1850, the Hudson's Bay Company established an outpost for Fort Hope on the shores of Lake Attawapiskat, called the Lake Attawapiskat Post (Voorhis, 1930). By 1929, the name of the outpost was changed to Lansdowne House and log cabins were built in the Hudson's Bay Company style (Voorhis, 1930). This is the oldest historical account of the post, but there is conflicting information regarding its start. For example, another source states that Lansdowne House was established in 1928, and that prior to this, the people of the area traded at Fort Hope, about 50 miles south of Lansdowne House (Taylor, 1972). Today, Lansdowne House is the location for the Neskantaga First Nation reserve. It is still often referred to as Lansdowne House in Nibinamik First Nation literature.

The ancestors of Nibinamik First Nation were signatories to Treaty 9 in 1905 under the Fort Hope Indian Band and included the Fort Hope Indian Reserve #64 (Teach for Canada, 2017). The Fort Hope Indian Band consisted of the groups of people traditionally living in the Eabametoong region on both sides of the Albany River, as well as the groups living further away on the Attawapiskat and Winisk Rivers (Atlin, 2019). The Fort Hope Indian Band was once comprised of people from Nibinamik First Nation (then combined with Neskantaga First Nation), Neskantaga First Nation, Eabametoong First Nation, and Webequie First Nation (Teach for Canada, 2017; as cited in Shantz, 2018). This was an artificial grouping of people living in an area approximately 100 square miles (Atlin, 2019).

As skillful trappers and hunters, the Nibinamik people became involved with the fur trade at Lansdowne House after contact with Europeans. They would bring their wares from their trap lines to the post via the Pineimuta River which connected the old village site around PinnaeMootang (Eyes Lake) to the trading post at Lansdowne House (Yellowhead and Harpelle, 2022). By 1949, members of Nibinamik First Nation were spending at least 10 months of the year at their traditional community sites and would visit Lansdowne House in the summer for the Treaty party, which could last from a few weeks to a few months (Taylor 1972). During the winter trapping season, the men and older boys visited their traplines for periods of two to 10 days (Taylor, 1972). In 1950, a nursing station was established in Lansdowne House (Taylor, 1972).

There is conflicting information on when the families of Nibinamik First Nation began spending longer times at the trading post communities and which communities. When Taylor (1972) was writing in the early 1970s, it was noted that inhabitants of six Indigenous communities, including Nibinamik First Nation, resided for the greater part of the year in the trading post communities at Lansdowne House and Webequie. Taylor (1972) notes that the Nibinamik families were the last to move to a trading post community and that these families moved to Webequie in 1969, while Yellowhead and Harpelle (2022) state they moved





to Lansdowne House in 1971. This conflicting information could be a result of severed kin ties between two Nibinamik groups. In the 1930s and 1940s, the deaths of two brothers and their wives divided Nibinamik into two groups. The families became two separate entities on the basis that they no longer shared primary kin ties (Taylor, 1972). In either case, the move was prompted by the year-round day schools located in these trading post communities (Taylor, 1972; Yellowhead and Harpelle, 2022).

In 1975, a group of Anglican families- nearly 100 people (families of Nibinamik First Nation members), left the Catholic settlement of Lansdowne House (now Neskantaga First Nation reserve) for social and religious reasons (Finding Our Peace Together, 2019; Summer Beaver, 2019). These founding families “felt that they could make a better life for themselves and their children back at Nibinamik Lake” so they canoed and portaged their way north to the current location of the community (Summer Beaver, n.d.-a). The families wanted to be near the Old Summer Beaver site, where their ancestors signed Treaty 9 (Summer Beaver, 2019).



The federal government did not support the move and provided no support or funding to the founders of Nibinamik First Nation (Summer Beaver, 2019). The founding families built their community by hand from the natural resources in the area (Summer Beaver, 2019). When autumn came (believed to be 1975), the federal government supplied the new community with windows, doors, and plywood for floors (Summer Beaver, 2019).

In 1985, members of the Fort Hope Indian Band were officially recognized as three separate First Nations (bands) by the federal government (Shantz, 2018). However, at this time, Nibinamik First Nation continued to be misidentified as part of Neskantaga First Nation, despite the fact the two communities had been geographically separated for 10 years at that time. Despite their official recognition, Nibinamik First Nation, Eabametoong First Nation, and Webequie First Nation were not granted additional reserve land until 2001 (Atlin, 2019).

Colonialism, including forced settlement, Indian day and residential schools, and forced restructuring of power and political systems has had profound adverse impacts on the people of Nibinamik First Nation. Over the past couple of decades, the Nibinamik First Nation community has faced continuing and ongoing hardships due to colonialism that have affected the health and wellbeing of community members including:



Water crisis: Nibinamik First Nation has been on a boil water advisory since February 2013 (Ground Water Canada, 2021). A community water treatment system was built in 1997 with pumps to treat surface water; however, an equipment malfunction occurred in 2013 as a result of frequent power outages, which froze and damaged gauges in the treatment plant (Northern Ontario Business Staff, 2019). A fuel spill occurred in 2013



and no water samples were taken over the years (Northern Ontario Business Staff, 2019). As of 2019, the treatment system uses no chemicals, and its filtration process does not meet provincial standards (Northern Ontario Business Staff, 2019). The water in the community's pipes is described as "yellowish" and drinking water is provided as bottled water flown in from Sioux Lookout, with some community members boating to nearby lakes to source their water and boil it before drinking (Northern Ontario Business Staff, 2019). In 2019, the federal government committed to providing Nibinamik First Nation with clean drinking water by 2021 (Northern Ontario Business Staff, 2019). That said, according to an article from 2021 that provided updates on the water system upgrades for communities across Canada, construction to upgrade and expand their water treatment system had only just begun in Nibinamik First Nation (Ground Water Canada, 2021). According to the Government of Canada website, Nibinamik First Nation made the decision to delay construction by one year due to COVID-19 (Government of Canada, 2023). Construction is expected to be complete by December 2023 (Government of Canada, 2023).



Housing crisis: In 2017, there were approximately 300 members living on the Nibinamik First Nation reserve, with only 102 houses, and almost half of the homes housing six or more inhabitants (Moggach, 2017). Aboriginal Affairs and Northern Development Canada (now Indigenous Services Canada) provides Nibinamik First Nation with approximately \$230,000 for housing. This amount is divided between capital funding and planning purposes, but the cost of building a house in Nibinamik is approximately \$245,700 for one house (Moggach, 2017). In 2017, it was determined that 50 to 60 new homes were needed to meet the housing shortage, an undertaking that would cost an estimated \$14 million or more. While this number of homes would address the current need, this does not include future needs as the community continues to grow (Moggach, 2017). The original houses themselves were built with local lumber and other materials primarily from the land in the 1970s. However, a fire many years ago forced the people of Nibinamik First Nation to rely on imported (and costly) materials which are not suited to their needs (Moggach, 2017). In 2017, CBC News released a documentary that delves into the housing crisis in Nibinamik First Nation. This documentary reported that it is not only the number of houses that created this crisis, but also the cramped, moldy, and not to-code conditions that are common in Nibinamik First Nation (CBC News, 2017). Overcrowding and the unlikelihood of new housing has meant that many members choose to move off the reserve (Moggach, 2017). According to the Nibinamik Youth Council, moving off reserve typically means moving to Thunder Bay, a city in which many community members of Nibinamik First Nation do not feel safe and feel lost without their culture (Finding Our Peace Together, 2019). The current status of housing in Nibinamik First Nation is unknown at the time of writing this report.



Suicide crisis: In the summer of 2017, several youths in Nibinamik First Nation were lost to suicide (Finding Our Peace Together, 2019). In response, young members of the community came together to create the Nibinamik Youth Council and co-founded the Indigenous-led non-profit organization ‘Finding Our Peace Together’ to support Indigenous youth struggling with the inter-generational trauma of colonization (Finding Our Peace Together, n.d.).

Though the community has endured hardships related to colonialism, there are positive stories related to housing and youth investment.

In response to their housing needs not being met, Nibinamik First Nation began collaborating with the Toronto Metropolitan University in 2017 to reimagine what their ideal housing might look like (CBC News, 2017). This joint project between Toronto Metropolitan University and Nishnawbe Aski Nation includes many First Nation communities including Nibinamik First Nation (NAN, n.d.). This project is still ongoing (NAN, n.d.), but it is encouraging the people of these First Nations to imagine living situations that are different from their current colonial houses and more aligned with their traditional culture and practices (CBC News, 2017). This project could have a highly positive impact on the Nibinamik First Nation should it reach completion (CBC News, 2017).

In 2018, Nibinamik First Nation won a First Nations Housing Committee and Conference’s Community Recognition Award (First Nations Housing Committee and Conference, 2018), recognizing the strong collaboration between the community and Chief and Council in developing and creating their housing policy. Community engagement was open to members of all ages and created a collaborative process for policy making (First Nations Housing Committee and Conference, 2018). The community formalized a Housing Committee with the responsibility to implement the housing policy and lead other future housing projects in Nibinamik First Nation (First Nations Housing Committee and Conference, 2018).

In 2021, a teacher in Nibinamik First Nation reached out to Rotary International’s Indigenous Peoples Partnership Cluster to help fund additional resources for students at the Nibinamik Education Centre (Wartenberg, n.d.). Nibinamik first Nation received 82 laptops, five Chromebooks, five iPads, seven tablets, and three cell phones from various Rotary Clubs in southern Ontario for their laptop drive (Wartenberg, n.d.). The Nibinamik





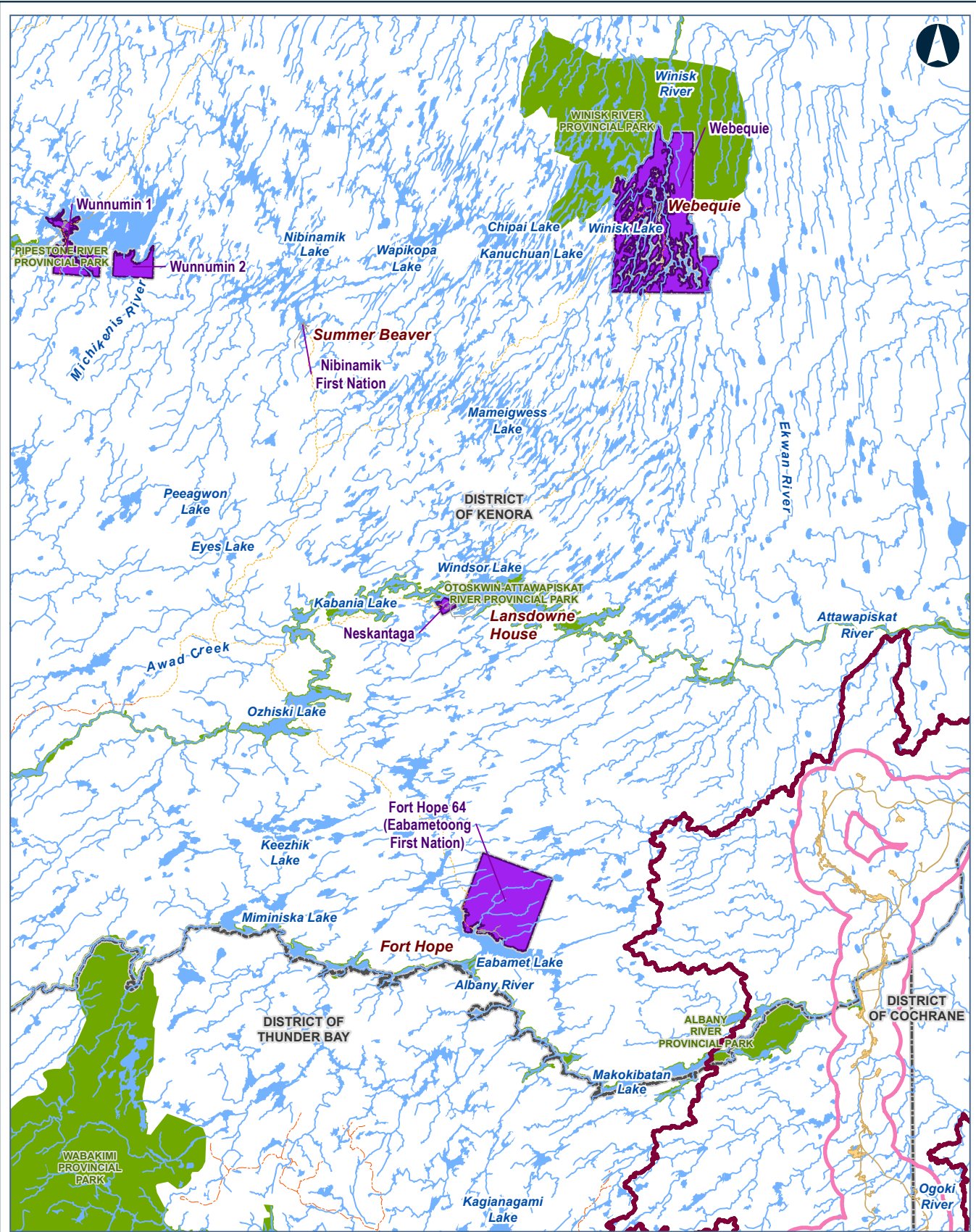
Education Centre also received funds and donations from their elementary school partners in southern Ontario, including new books in Oji-Cree for their library, LEGOs, board games, and sports equipment such as life jackets, volley balls and nets, soccer balls, and archery materials, among other helpful items (Wartenberg, n.d.). Nibinamik First Nation also received funding support from the Indigenous Peoples Partnership Cluster on their GoFundMe page fundraiser for middle school students to visit Toronto (Wartenberg, n.d.).

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

The Nibinamik First Nation has one reserve, Summer Beaver 241, located on Nibinamik Lake. The size of the reserve is unknown (Government of Canada, 2021b). The reserve is approximately 385 km northeast of Sioux Lookout and 500 km north of Thunder Bay ([Figure 3-2](#)) ([NorthWesthealthline.ca, 2023a](#)).





Legend

First Nation Reserve	Local Road	District Municipal Boundary
ATRI Local Study Area	Winter Road	Waterbody
ATRI Regional Study Area	Resource / Recreation Road	Provincial Park
Project Development Area	Watercourse	

Data Source:
Base Data: Provided by MNRF 2019; Route Infrastructure - Provided by AECOM 2019. Contains information licensed under the Open Government Licence Ontario.

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Nibinamik First Nation Reserve Lands

0 5 10 20 30
Kilometres

Datum: NAD 1983 CSRS UTM Zone 16N

Nov, 2023	1:800,000 <small>when printed 11"x17"</small>	
Rev:00		

Figure 3-2

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3.1.4 Language

Nibinamik First Nation is an Ojibway / Oji-Cree speaking community (Statistics Canada, 2018; Summer Beaver, n.d.-b). Ojibway is spoken more than Oji-Cree (Statistics Canada, 2018). *Nibinamik* translates to “Summer Beaver” (Finding Our Peace Together, 2019).

According to the 2016 Census (Statistics Canada, 2018):

- Approximately 81% of the population has knowledge of the Oji-Cree or Ojibway language;
- Approximately 69% of the population reported Oji-Cree or Ojibway as their mother tongue; and,
- Approximately 81% of the population speak Oji-Cree or Ojibway at home.

3.1.5 Governance

Nibinamik First Nation is a signatory to Treaty 9. See [Section 2.2.5.2](#) for more information on Treaty 9. Community members of Nibinamik First Nation maintain their ancestors signed the treaty without properly understanding the treaty terms (McNeil, 2018).

Nibinamik First Nation has a Custom Electoral System with a two-year election cycle (Government of Canada, 2021c). Leadership includes a Chief, a Head Councillor (or Deputy Chief) and three Councillors (Government of Canada, 2021c; Summer Beaver, n.d.-d).

Nibinamik First Nation is affiliated with tribal organizations in the Treaty 9 area that provide advocacy, support and other services, including Mattawa First Nations and the Nishnawbe Aski Nation (NorthWesthealthline.ca, 2023a; NAN, n.d.).

Nibinamik First Nation has a Youth Council, spearheaded by Natasha Sugarhead (Finding Our Peace Together, 2019), who co-founded the Indigenous-led non-profit organization Finding Our Power Together that supports and provide relationships to Indigenous youth (Finding Our Peace Together, n.d.).



3.2 Understanding of Rights & Interests in Relation to the Project

Sections 3.2.1 and 3.2.2 describe the current understanding of Nibinamik First Nation's Aboriginal and / or Treaty Rights and Interests in relation to the proposed Project. As noted in Section , 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 Nibinamik First Nation's rights and interests had been provided to the Proponent.

3.2.1 Aboriginal and / or Treaty Rights Relevant to the Project

It is anticipated that Nibinamik First Nation asserts its Treaty 9 and Section 35 rights. According to the Declaration of the Nishnawbe-Aski Nation, the rights of Nishnawbe-Aski Nation people include (NAN, 1977):

- The right to receive compensation for exploited natural resources;
- The right to receive compensation for the destruction and abrogation of hunting, fishing, and gathering rights;
- The right to renegotiate the Treaty as understood by Nishnawbe-Aki Nation people; and,
- The right to approach other world nations to further the aims of the Cree and Ojibway Nations of Treaty 9.

The *Mamow-Wecheekapawetahteewiin* (Unity Declaration) of the Matawa Chiefs Council notes the inherent right to self-determination as an important right recognized and affirmed under Section 35 (Matawa First Nations, 2011). As a member of Nishnawbe-Aski Nation and Matawa First Nations, it is assumed that these rights may also be declared by Nibinamik First Nation.

At a minimum, it is assumed that Nibinamik First Nation's Aboriginal and / or Treaty rights in relation to the proposed Project include the right to hunt, trap, fish, and gather materials that are of importance to Nibinamik First Nation's cultural traditions and lifeways, as well as the right to cultural continuity and wellbeing (ability to practice and transmit cultural traditions). These rights are considered Valued Components, which means that they are important elements of Aboriginal and / or Treaty Rights that



have the potential to be affected by the proposed Project. The potential impacts of the proposed Project on these Valued Components / rights will be assessed in the future.

General information on Nibinamik 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 Nibinamik First Nation's use the lands, waters, and resources for traditional purposes in relation to the Project is presented in **Section 3.5**.

General perspectives on the cultural continuity and wellbeing of Nibinamik First Nation are presented in **Section 3.6**. Information on the Project Team's understanding of what is important for Nibinamik First Nation cultural continuity and wellbeing is presented in **Section 3.7**.

3.2.2 Interests Related to the Project

The information presented is based on two primary sources of information:

- A letter from Chief Sheldon Oshineegish of Nibinamik first Nation to the Impact Assessment Agency regarding *Nibinamik First Nation's Concerns with the Lack of Coordination in the Impact Assessment Agency's Review of the Webequie and Marten Falls Access/Supply Roads and Regional Assessment for the Ring of Fire* from November 3, 2021;
- Two combined letters from lawyer Alexandria Winterburn on behalf of Nibinamik First Nation to the Impact Assessment Agency of Canada regarding *Preliminary Comments from Nibinamik First Nation on the Draft Tailored Impact Statement Guidelines and Plans the Northern Road Link Project* and *Preliminary Comments from Nibinamik First Nation on the Terms of Reference for the Northern Road Link Project*, the former dated July 24, 2023, and the latter dated July 8, 2022.





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

- Impacts on (Oskineegish, 2021; Winterburn, 2023):
 - Watersheds (the Winisk, Ekwan, Attawapiskat, and Albany watersheds, among others);
 - Air;
 - Key species of concerns such as migratory birds, caribou, and species at risk, as well as the migratory patterns of moose, wolverine, and others;
 - Climate change;
 - Plants and vegetation communities, and the dust and air quality impacts that will affect them;
- Peatlands (Oskineegish, 2021):
- Boreal forest range (as Canada's "carbon sink") (Oskineegish, 2021)
- Species at risk habitats (Oskineegish, 2021)
- Greenhouse gas emissions (Winterburn, 2023);
- Noise pollution and consequences on local wildlife (Winterburn, 2023);
- The effects of the project on land use and recreation (Winterburn, 2023);
- Access to and effects on cultural heritage resources, such as mobilization activities like storage of equipment, camps, or other uses (Winterburn, 2023);
- Socio-economic environment (including traditional and cultural-based economies) (Winterburn, 2023); and,
- Social impacts when considering the Missing and Murdered Indigenous Women and Girls National Inquiry (Winterburn, 2023).

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



3.3 Area of Interest

Nibinamik First Nation is developing a traditional territory map based on local knowledge, process, and jurisdiction, as part of their self-determined approach to land use planning (McNeil, 2018). At the time of writing this report, a preliminary Area of Interest has not been identified for Nibinamik First Nation. The Proponent will continue to work with Nibinamik First Nation to identify a preliminary Area of Interest related to the proposed Project.

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 trapping areas, hunting sites, harvesting areas, wildlife habitat and migration, 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 where an Indigenous community may exercise / hold Aboriginal and / or Treaty Rights and Interests for the proposed Project, Marten Falls First Nation is strictly presenting information that has provided to them 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.





3.4 Use of Lands, Waters and Resources for Traditional Purposes

Available information on Nibinamik First Nation land, water, and resource use is presented in **Sections 3.4.1 to 3.4.5**. Information on Nibinamik 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 two primary sources of information (although several other supporting sources have been used and referenced throughout):

- An interview with Nibinamik elder Georgina Neshinapaise in Volume One of *Oji-Cree Men's and Women's Traditional Practices Project: Restoring the Balance* (2004) by John Paul Jacasum (series editor) and Christina Keesic (translator), in which Neshinapaise describes her childhood and the traditional ways of life practiced by her parents and grandparents, as well as those they passed onto her; and,
- A documentary entitled *Journey To Our Homeland* (2022), directed by Adrien Harpelle and produced by Tommy Yellowhead, in which two Elders (Tommy Yellowhead and Stephen Neshinapaise) take youth from the Nibinamik community on a five-day canoe trip along an ancient water-way used by their ancestors while explaining traditional cultural practices along the way.





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

- There was little to no information on present-day land, water, and resource use by Nibinamik 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 limited or absent altogether;
- For the purposes of the future Impact Assessment / Environmental Assessment, it is assumed that the general practices and preferences of Nibinamik First Nation community members described in this report are still relevant to the community today;
- Information on the quality and quantity of resources (including volumes harvested) and the frequency, duration, and / or timing of traditional practices is limited or absent; and,
- Information on resource thresholds that the community requires to exercise their rights is limited or absent.





3.4.1 Hunting and Trapping

As family-centred groups of people, the ancestors of Nibinamik First Nation followed the migratory patterns of the animals they hunted. They went where game was plentiful and sufficient to feed everyone in their travelling group (Neshinapaise, Jacasum, and Keesic, 2004). The hunt was a form of exercise as they walked to catch their food on foot (Neshinapaise, Jacasum, and Keesic, 2004). Animals harvested for food include moose, fish, grouse, duck, and rabbits (Neshinapaise, Jacasum, and Keesic, 2004). Everything was used, and the bones and other unusable waste was given back to the earth (Neshinapaise, Jacasum, and Keesic, 2004). For waterfowl, their wings were taken to the bush and hung on a branch while duck bones were placed in the water (Neshinapaise, Jacasum, and Keesic, 2004). Traditional foods made Nibinamik First Nation people strong and they rarely got sick (Neshinapaise, Jacasum, and Keesic, 2004).

Fall hunting and trapping occurred in the *PinnaeMootang / Pinnaymotang* / Eyes Lake – Peeagwon Lake area (Yellowhead and Harpelle, 2022). Other hunting and trapping locations are not known at the time of writing this report.

Animals were hunted for food, and to make tools and clothing, with nothing going to waste (Neshinapaise, Jacasum, and Keesic, 2004). Moose bones were used to make lard, caribou hides were tanned and used for warmth in the winter (Neshinapaise, Jacasum, and Keesic, 2004). Girls were taught to tan moose hide, clean fish, and skin a rabbit. Women took care of the animals the men hunted and made pemmican and dried fish and moose meat to keep over long periods (Neshinapaise, Jacasum, and Keesic, 2004). Women used the hides they tanned to create moccasins, which were an essential clothing item in the winter and rabbit skins were used to make baby blankets, jackets, and mittens to keep them warm during travel (Neshinapaise, Jacasum, and Keesic, 2004).





After European contact, the ancestors of Nibinamik First Nation sustained themselves predominantly on traditional country foods; however, they did eat some basic “white man’s food”, such as tea, flour, oats, and salt to supplement their meals (Neshinapaise, Jacasum, and Keesic, 2004).

Men and older children including girls went out hunting. One Elder recalls hunting grouse and trapping rabbits in her youth where rabbit was snared using string rather than the wire used today (Neshinapaise, Jacasum, and Keesic, 2004). In the past hunters / trappers would mostly walk, pull a toboggan, or use a dog team to get game and to travel to sell pelts. However, by the 1930s, the market for furs was no longer profitable (Neshinapaise, Jacasum, and Keesic, 2004).

As Elder Georgina Neshinapaise noted, machines and modern technology replaced many traditional methods and practices (Neshinapaise, Jacasum, and Keesic, 2004). The technological changes began in 1945, and changed the ways of living and work within the community (Neshinapaise, Jacasum, and Keesic, 2004). Although modern technology plays a role in everyday life, it is important to the people of Nibinamik First Nation to not forget the ways that the generations before them lived, and to continue traditional ways of life despite the barriers that exist today (Neshinapaise, Jacasum, and Keesic, 2004). Traditional practices, such as hunting, trapping, fishing, and gathering, have not only sustained the Nibinamik people for time immemorial, but they also strengthen familial and kinship bonds while simultaneously keeping people in good health (Neshinapaise, Jacasum, and Keesic, 2004).

A summary of wildlife of potential importance to Nibinamik First Nation for hunting and trapping based on the reports by Neshinapaise, Jacasum, and Keesic (2004) is provided in **Table 3-1**.





Table 3-1: Species Important to Nibinamik First Nation for Hunting and Trapping

Common Name	Oji-Cree Translation	Ojibway Translation
BIRDS		
Duck	<i>shesheeb</i>	
Grouse		
BIG GAME AND FURBEARERS		
Caribou	<i>atik</i>	
Moose	<i>mooz</i>	
Rabbit		





3.4.2 Fishing

Similar to hunting, the men would fish while the women would typically stay back to clean the fish that was caught (Neshinapaise, Jacasum, and Keesic, 2004). Fishing occurred in all seasons, including ice fishing in the winter. Fishing was a particularly important activity to do as a family to strengthen familial ties. Families come together year after year to fish together, even after the children began to have children of their own (Neshinapaise, Jacasum, and Keesic, 2004).

At times, women would also fish, particularly to check nets for a morning catch for breakfast to feed their families (Neshinapaise, Jacasum, and Keesic, 2004). Sometimes older girls would join the men and boys when harvesting fish, even while ice fishing (Neshinapaise, Jacasum, and Keesic, 2004). Nibinamik women have always been strong in this regard and even pregnancy would not keep them in bed long and stop them from providing for themselves and their families (Neshinapaise, Jacasum, and Keesic, 2004). Elder Georgine Neshinapaise tells the story of a Nibinamik woman who one day was lifting her fish net onto the ice to harvest her catch when she went into labour. The woman went home to have her baby, then came back soon after to continue her work (Neshinapaise, Jacasum, and Keesic, 2004).

Like hunting, nothing would go to waste when fishing (Neshinapaise, Jacasum, and Keesic, 2004). Fish heads, guts, and eggs were all eaten and fish broth was drunk. Women would dry fish to keep until needed, and they would be stored in baskets. Refrigerators were not needed because they knew how to preserve and store food indefinitely. Jackfish skin bags were used to keep oil made from other fish and animals (Neshinapaise, Jacasum, and Keesic, 2004).

A summary of wildlife of potential importance to Nibinamik First Nation for fishing, mentioned by Neshinapaise, Jacasum, and Keesic (2004) is provided in [Table 3-2](#).





Table 3-2: Species Important to Nibinamik First Nation for Fishing

Common Name	Oji-Cree Translation	Ojibway Translation
Jackfish (northern pike)	<i>ginozhe</i>	



3.4.3 Berry and Plant Gathering

In the documentary *Journey to Our Homeland* (2022), edible berries of importance to Nibinamik First Nation are described in Oji-Cree as follows (English translation is not provided): *Shashagominaan* (small, round, bright red), *Ogin* (relatively big and orange), *Makoosiminaan* (small, round, dark red), and *Moozhoomin* (very sour, a lot of juice in them, small, round, bright red). The inedible bear berries *Makoomin* are also identified as important (Yellowhead and Harpelle, 2022).

Every person learned to survive in the bush (Neshinapaise, Jacasum, and Keesic, 2004). This meant they had to know what to do if someone had an accident and was cut or injured (Neshinapaise, Jacasum, and Keesic, 2004). Everyone learned the medicinal properties of the local plants and learned to determine which of these medicines to apply when caring for or bandaging a person with various cuts, scrapes, or other ailments (Neshinapaise, Jacasum, and Keesic, 2004).

In Georgina Neshinapaise's interview in Jacasum and Keesic (2004), she describes different medicinal uses of plants, but does not always name the plant. The following is a list of treatments for different ailments:

- Chopping up an acorn from the top of the tree could reduce swelling;
- The boiled bark from a red bark shrub would be placed on a gauze pad and applied to sore eyes;
- The root of an unnamed plant could address urine problems;
- A very fine, dry substance from a decaying tree would be applied to a rash on a baby's neck like baby powder and help heal it;



- The plant called Labrador tea could cure ailments that came from babies' belly buttons;
- Other medicines were used to treat headaches and many other illnesses;
- Medicinal leaves, roots, and red barks were used to help with diabetes and other ailments; and,
- "A certain medicinal plant was crumbled and applied to a sore like a bandage. I used it for a sore knee and dampened it to apply on my knee, which still feels well today"
(Neshinapaise, Jacasum, and Keesic, 2004).

For Nibinamik First Nation, June is the best time to gather medicinal herbs, as it is when everything is new and good (Neshinapaise, Jacasum, and Keesic, 2004). A wet type of moss is gathered which is used to clean their canoes and dishes (Yellowhead and Harpelle, 2022).

The Nibinamik First Nation people used the natural resources at their disposal, such as wood and plants, to make snowshoes, toboggans, and birch bark canoes (Neshinapaise, Jacasum, and Keesic, 2004). They would build wigwams covered in evergreen boughs and birch bark shelters (Neshinapaise, Jacasum, and Keesic, 2004). These birch bark shelters were made from bark cut into different sizes and held together by woven spruce roots. These shelters could be rolled up and carried from camp to camp so they never got wet (Neshinapaise, Jacasum, and Keesic, 2004). At times, they would use evergreen boughs as bedding and sleep in the open air (Neshinapaise, Jacasum, and Keesic, 2004).

Different types of plants were used for repairs (Neshinapaise, Jacasum, and Keesic, 2004). For example, jack pine tree sap was always carried around and was used to patch holes in the canoes (Neshinapaise, Jacasum, and Keesic, 2004). Canoes could also be patched using the sturdy twine they made from wood / plants. This twine is best used fresh; however, it can be used later after being wetted (Yellowhead and Harpelle, 2022).

Women made diapers out of moss and birch bark baskets to store berries, dried meat, and other food for the winter (Neshinapaise, Jacasum, and Keesic, 2004; Yellowhead and Harpelle, 2022). Women made moccasins, blankets, and other clothing from animal hides (Neshinapaise, Jacasum, and Keesic, 2004).





Nibinamik First Nation people took care to not start any unwanted forest fires and ensure that fires are completely doused before moving on from their campsite (Yellowhead and Harpelle, 2022). Knowing that fires might cling to the surrounding twigs, roots, bracken, duff, etc. and cause a fire later on, fires are made in a divot of earth, on top of the duff (Yellowhead and Harpelle, 2022).

A summary of berries and plants of potential importance to Nibinamik First Nation, based on reports from Neshinapaise, Jacasum, and Keesic (2004) and Yellowhead and Harpelle (2022), is provided in **Table 3-3**.

Table 3-3: Berry and Plant Species Important to Nibinamik First Nation for Gathering

Common Name	Oji-Cree Translation	Ojibway Translation
	<i>Makoosiminaan</i>	
	<i>Moozhoomin</i>	
	<i>Ogin</i>	
Bunchberry(?)	<i>Shashagominaan/Shashakominaan</i>	<i>Shashagoominan</i>
Acorn		
Labrador tea	<i>kakikebak</i>	





3.4.4 Travel

As noted in Section 3.1.1, people were taught “to have wisdom and knowledge in traveling through any kind of weather, to be cautious during freeze up and break up of rivers and lakes, and even to go up and down rapids” (Neshinapaise, Jacasum, and Keesic, 2004, pg. 78). These teachings were important as people historically travelled between different campsites throughout the seasons. Sometimes, when the sand banks on both sides were high and there was a swift current, they used to drag their boats down rivers (Neshinapaise, Jacasum, and Keesic, 2004). This is still done today, as seen in the documentary *Journey to Our Homeland* (Harpelle and Yellowhead, 2022).

The ancestors of Nibinamik First Nation had four significant camp locations they frequented. These camp sites remain today (Yellowhead and Harpelle, 2022). Two of these four sites are connected by an ancient canoe / portage route between Nibinamik Lake and *PinnaeMootang / Pinnaymotang* (Eyes Lake) and has been used by many generations of Nibinamik families (Yellowhead and Harpelle, 2022). Families travel south towards *PinnaeMootang / Pinnaymotang* in *miinokamin*, mid-spring and summer and return to Nibinamik Lake for their winter camps. This canoe and portage journey can take four to five days (Yellowhead and Harpelle, 2022). The location of this travel route is not known at the time of writing this report.

One of the rivers traveled is called *Neskantagawii siipii*, and one if its portages is named *Neskantawaii oganiiming* (Young Pine Portage) (Yellowhead and Harpelle, 2022). To let other travellers know that someone had camped there, people would make a trail blaze by slicing a long, vertical strip of bark off a tree at the site (Yellowhead and Harpelle, 2022). Nibinamik First Nation ancestors travelled through this river system to visit the neighbouring villages, making it to Webequie, Lansdowne House, and back (Yellowhead and Harpelle, 2022).

Tools were made to build snowshoes, toboggans, and birch bark canoes. In addition to snowshoes and canoes, Nibinamik people used dog sled teams to travel. Dog teams were a necessity as they made travel and life easier. The dogs worked alongside people and were cared for and treated very well (Neshinapaise, Jacasum, and Keesic, 2004).





3.4.5 Habitation – Village Sites, Camps, and Cabins

Habitation refers to sites and areas where Nibinamik First Nation community members and / or their ancestors have lived, and may include village sites, camp sites and areas, and cabins.

As noted previously, the ancestors of Nibinamik First Nation had four significant camp locations that still exist today (Yellowhead and Harpelle, 2022). PinnaeMootang / Pinnaymotang (Eyes Lake) is one site that has been there since time immemorial (Yellowhead and Harpelle, 2022). Elder Tommy Yellowhead reports that seven families would convene to live at Eyes Lake during one point in the year. Families who would meet there included the Yellowheads, Sugarheads, Roundheads, Anishinaabe, and Atlookans (Yellowhead and Harpelle, 2022). These families now live in different reserves (Yellowhead and Harpelle, 2022, 1:48). The area around PinnaeMootang / Pinnaymotang (Eyes Lake) is the birthplace of some community Elders (Yellowhead and Harpelle, 2022).

A cabin was built by the late Ernie Sugarhead at Peeagwon Lake near Eyes Lake and can still be used by Nibinamik First Nation people travelling through the area. Before the cabin, travellers could use the teepee that was set up in there. The teepee frame still stands (Yellowhead and Harpelle, 2022).

Old Summer Beaver, where Treaty 9 was signed, is another important settlement location for Nibinamik First Nation (Summer Beaver, 2019).

Camps have been noted along the riverways that extend from Nibinamik Lake, although exact locations are not currently known (Summer Beaver, 2019). Today, temporary campsites are marked after use with a blaze in a nearby tree, as demonstrated in the documentary *Journey to Our Homeland* (Yellowhead and Harpelle, 2022).





3.5 Understanding of Land, Water, and Resource Use for Traditional Purposes in Relation to the Project

Sections 3.5.1 to 3.5.5 describe the current understanding of Nibinamik First Nation's lands, 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 Nibinamik First Nation community members described in this report are still relevant to the community today.

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.

It is important to note that the purpose of this Preliminary Existing Conditions Report, is to develop an understanding of where Nibinamik 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.





3.5.1 Hunting and Trapping

3.5.1.1 Project Development Area

As noted in [Section 3.3](#) a preliminary Area of Interest has not been identified for Nibinamik First Nation. Currently there are no documented hunting and trapping sites or areas within the Project Development Area.

3.5.1.2 Local Study Area

As noted in [Section 3.3](#) a preliminary Area of Interest has not been identified for Nibinamik First Nation. Currently there are no documented hunting and trapping sites or areas within the Local Study Area.

3.5.1.3 Regional Study Area

As noted in [Section 3.3](#) a preliminary Area of Interest has not been identified for Nibinamik First Nation. Currently there are no documented hunting and trapping sites or areas within the Local Study Area.

3.5.2 Fishing

3.5.2.1 Project Development Area

As noted in [Section 3.3](#) a preliminary Area of Interest has not been identified for Nibinamik First Nation. Currently there are no documented fishing sites and areas within the Project Development Area.

3.5.2.2 Local Study Area

As noted in [Section 3.3](#) a preliminary Area of Interest has not been identified for Nibinamik First Nation. Currently there are no documented fishing sites and areas within the Local Study Area.

3.5.2.3 Regional Study Area

As noted in [Section 3.3](#) a preliminary Area of Interest has not been identified for Nibinamik First Nation. Currently there are no documented fishing sites and areas within the Regional Study Area.





3.5.3 Berry and Plant Gathering

3.5.3.1 Project Development Area

As noted in [Section 3.3](#) a preliminary Area of Interest has not been identified for Nibinamik First Nation. Currently there are no documented berry and plant gathering sites and areas within the Project Development Area.

3.5.3.2 Local Study Area

As noted in [Section 3.3](#) a preliminary Area of Interest has not been identified for Nibinamik First Nation. Currently there are no documented berry and plant gathering sites and areas within the Local Study Area.

3.5.3.3 Regional Study Area

As noted in [Section 3.3](#) a preliminary Area of Interest has not been identified for Nibinamik First Nation. Currently there are no documented berry and plant gathering sites and areas within the Regional Study Area.

3.5.4 Travel Routes

3.5.4.1 Project Development Area

As noted in [Section 3.3](#) a preliminary Area of Interest has not been identified for Nibinamik First Nation. Currently there are no documented travel routes within the Project Development Area.

3.5.4.2 Local Study Area

As noted in [Section 3.3](#) a preliminary Area of Interest has not been identified for Nibinamik First Nation. Currently there are no documented travel routes within the Local Study Area.

3.5.4.3 Regional Study Area

As noted in [Section 3.3](#) a preliminary Area of Interest has not been identified for Nibinamik First Nation. Currently there are no documented travel routes within the Regional Study Area.





3.5.5 Habitation – Village Sites, Camps, and Cabins

3.5.5.1 Project Development Area

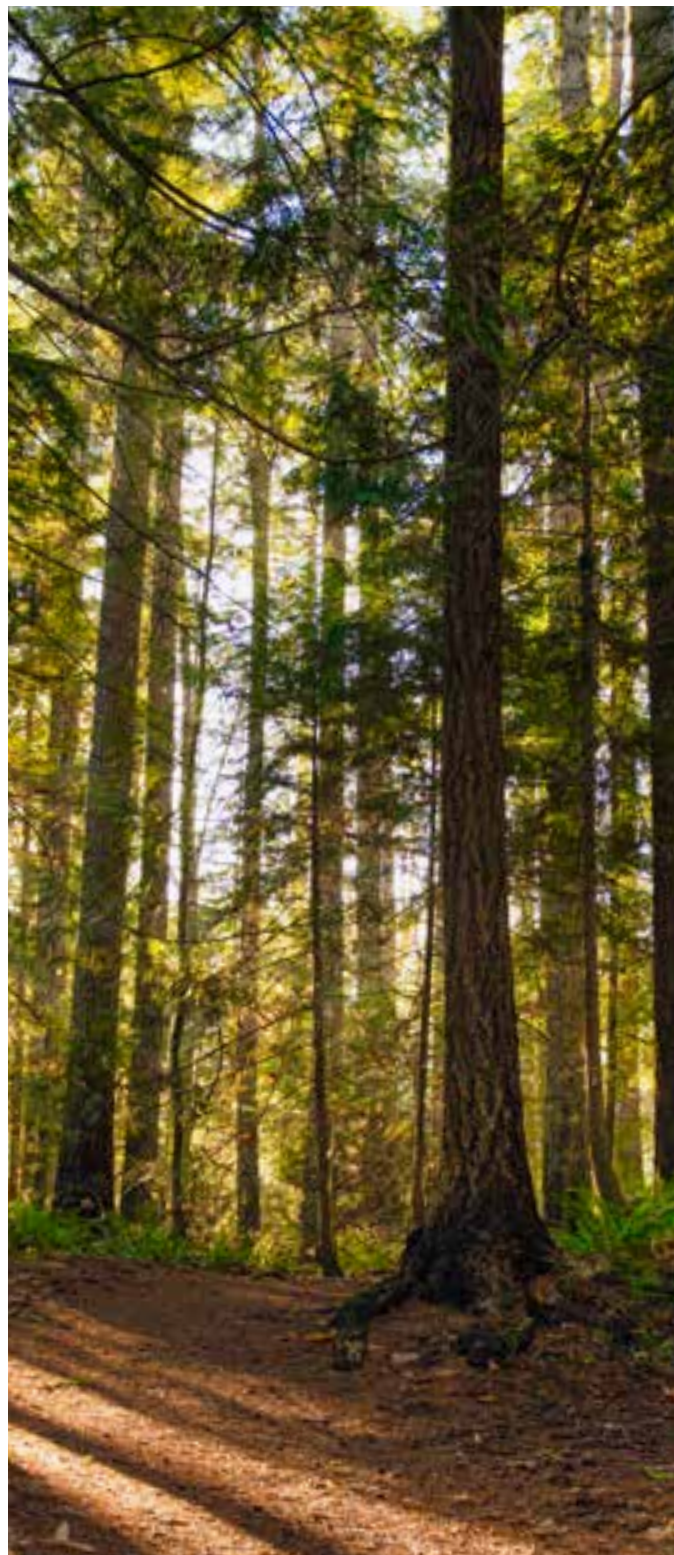
As noted in [Section 3.3](#) a preliminary Area of Interest has not been identified for Nibinamik First Nation. Currently there are no documented habitation sites or areas within the Project Development Area.

3.5.5.2 Local Study Area

As noted in [Section 3.3](#) a preliminary Area of Interest has not been identified for Nibinamik First Nation. Currently there are no documented habitation sites or areas within the Local Study Area.

3.5.5.3 Regional Study Area

As noted in [Section 3.3](#) a preliminary Area of Interest has not been identified for Nibinamik First Nation. Currently there are no documented habitation sites or areas within the Regional Study Area.





3.6 Understanding of Perspectives on Cultural Continuity and Wellbeing

Sections 3.1.1 to 3.6.4 describe the available information on Nibinamik First Nation and / or Anishinaabe perspectives on cultural continuity and wellbeing. The information is general to Nibinamik First Nation and / or the Anishinaabeg. Information on Nibinamik First Nation and / or Anishinaabe perspectives on cultural continuity and wellbeing in relation to the proposed Project is provided in [Section 3.7](#).

The information presented is largely based on two primary sources of information:

- An interview of stories from Georgina Neshinapaise in Volume One of *Oji-Cree Men's and Women's Traditional Practices Project: Restoring the Balance* (2004) by John Paul Jacasum (series editor) and Christina Keesic (translator), in which Neshinapaise, a great-grandmother and member of the Nibinamik First Nation, describes her childhood and the traditional ways of life practiced by her parents and grandparents, as well as those they passed onto her; and
- A documentary entitled *Journey To Our Homeland* (2022) Directed by Adrien Harpelle and Produced by Tommy Yellowhead (an Elder in Nibinamik First Nation and featured in the film), in which two Elders (Tommy Yellowhead and Stephen Neshinapaise) take youth from the Nibinamik community on a five-day canoe trip along an ancient water-way used by their ancestors while explaining traditional cultural practices along the way.





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 Nibinamik First Nation have the potential to impact the ability to Nibinamik 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 Nibinamik 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 and resources for traditional use:** The continuation and wellbeing of Nibinamik First Nation culture requires a sufficient level of and access to lands, water, and resources; and
- **The ability to practice and pass on language and cultural traditions:** Cultural continuity and wellbeing requires that Nibinamik 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 Spiritual, Cultural, Historical, and / or Sacred Sites and Areas

Spiritual, cultural, historical, and / or sacred sites and areas may include ceremonial sites, gathering sites, teaching sites, sacred and / or spiritual sites and areas, placenames, and historical sites. As noted in previous sections (**Sections 3.1.1, 3.1.2, 3.4.4, and 3.4.5**), there is limited publicly available information regarding noted places of historical and cultural importance to the community of Nibinamik First Nation. However, it is likely that the places described in previous sections may also contain historical, spiritual, cultural, and / or sacred elements of importance or relevance to Nibinamik First Nation.

It is understood that the various rivers, streams, and lakes, including Nibinamik Lake and *Neskantagawii siipii*, are also important cultural areas for the subsistence and travel values they provide. It is also recognized that Nibinamik people, as Anishinaabek, have their own intimate relationships with the water, and women are the keepers of the water (Chiefs of Ontario, 2008).



3.6.2 Continued Experiences on the Land

For Nibinamik people, the land provides life. The land, and experiences on it, are also important for cultural and general wellbeing because they provide (Neshinapaise, Jacasum, and Keesic, 2004; Yellowhead and Harpelle, 2022):

- **Peace and freedom:** Community members speak of the freedom of not being boxed into the little streets of the city and instead the ability to go in any direction. All of their senses can be at peace out on the land.
- **Spirituality:** Although the publicly available resources for Nibinamik First Nation do not mention spirituality in relation to the land, it is assumed that like other Anishinaabeg communities, the physical land is paramount to the spiritual wellbeing of the community, as the land not only sustains them physically and mentally, but also spiritually (Nightingale and Richmond, 2022).



- **Health:** The lands and waters, and the medicines they provide, are what have made Nibinamik people strong. Life on the land is healthier than life on the reserve, and their health as a community has declined since settling on a reserve (Neshinapaise, Jacasum, and Keesic, 2004). It is also assumed that as Anishinaabeg, being out on the land and having access to traditional land-based ways of life are essential for the mental health of the people of the Nibinamik First Nation (Nightingale and Richmond, 2022).
- **Values, teachings, and relations:** Experiences on the land teach important values to guide one's ways of living and being, including the importance of respect, resiliency, collective contribution, and sharing for survival. These values are lost when the land, or access to the land, is lost (Neshinapaise, Jacasum, and Keesic, 2004).

Experiences on the land are important for maintaining and strengthening community and kinship ties. Activities out on the land provide opportunities for shared experiences that build relationships and provide culturally and spiritually fulfilling experiences.

Hartwig, a journalist from Saskatchewan who spent eight months teaching journalism to youth in Nibinamik First Nation (EMMIR, 2019), noted that: "This is also a community that is deeply invested in their healing journey and in reclaiming the land that they were once forced from. The very existence of Nibinamik is radical. It spits in the face of settler-colonialism and says, 'I am here'" (2019a). This radical existence refers to their current community's beginning in 1975, when families left Lansdowne House to build their own community by hand (Summer Beaver, 2019). There was governmental resistance to this move, but these families created the home they wanted regardless of the government's wishes.

Hartwig perceived a stark contrast in the emotions and behaviour of the kids in Nibinamik First Nation when they were in school versus when they were playing outside or on the Youth Wilderness Retreat (Hartwig, 2019b). When they were interacting with nature, Hartwig described the kids as energetic, friendly, inquisitive and adventurous (Hartwig, 2019b). When in the classroom, if there (there was poor attendance), they were quieter and not as attentive or engaged, which was a drastic change in character across environments that she had not seen before elsewhere (Hartwig, 2019b). Her students became excited at the prospect of experiential learning on the land for high school credits when Hartwig told them about the Winisk River Expedition (Hall, 2017; Hartwig, 2019b). Hartwig reports that the school in Nibinamik First Nation is "also invested in land-based





education and frequently the children head out to do activities like fishing and drumming and learn Ojibwa. It's invigorating to see the community so invested in asserting their traditions and their language" (Hartwig, 2019b).

Nibinamik First Nation has a youth program that is responsible for social, recreational, and special events for children and youth (NorthWesthealthline.ca, 2023b). The youth program hosts an annual Youth Wilderness Retreat Program for one week in July (NorthWesthealthline.ca, 2023b). The goal of this retreat is to promote leadership and cultural knowledge by learning the teachings of their Elders and practices of experienced instructors (NorthWesthealthline.ca, 2023b). This takes place at O-ma-day-na-moh-win-nik, the Breathing Grounds, an area created by Nibinamik Elder Mike Wabasse (Hartwig, 2019). Wabasse created the Breathing Grounds specifically for this purpose, for youth to come and learn traditional practices and ways of life (Hartwig, 2019). In 2019, the retreat had over 200 attendees (Hartwig, 2019). The retreat consists of events, sports activities, and learning practical skills, such as medicine walks, fish netting, boat and motor safety, first aid / water training, moose hunting skills and preparation of traditional food (NorthWesthealthline.ca, 2023b), as well as canoeing, kayaking, fishing, fish cutting, boating, tipi raising, and capture the flag (Hartwig, 2019).

The Matawa Learning Centre is an Indigenous youth resource centre for the revitalization of traditional knowledge and practices. One example of this, is their pilot Grade 12 experiential education course (Hall, 2017). In 2017, students from Nibinamik First Nation, Eabametoong First Nation, Marten Falls First Nation, and Webequie First Nation participated in the 130-kilometre Winisk River Expedition (Hall, 2017). Students followed a traditional canoe route from Nibinamik First Nation to Webequie First Nation. Participants were able to experience the traditional travel route. Students received a traditional sendoff where they gathered on 'grandmother point' in Nibinamik First Nation and were blessed by Elders and were gifted tobacco to give to the waters for safe passage (Hall, 2017). Before launching, students went on a healing walk around the Nibinamik community. Once the expedition began, the students experienced the river, rapids, and portages of their ancestors (Hall, 2017). They prepared traditional meals of walleye and bannock, and learned of the promising signs in the flight path of an eagle (Hall, 2017). The journey was rugged but the response was positive, with an appreciation for growing closer with new friends from other communities (Hall, 2017).





The Anishinaabe worldview is grounded in spirituality, and among the Anishinaabeg, a good life is transmitted spiritually (Gonzalez et al., 2023). This is accomplished by following Anishinaabe ways, including spending time on the land to hunt, fish, and gather (Gonzalez et al., 2023). Spending time on the land to observe and listen is also an important part of reciprocity, and how knowledge is acquired (Gonzalez et al., 2023). In addition, creating space for quiet within nature is an important pathway to Anishinaabe wellbeing (Gonzalez et al., 2023), and being out on the land allows people to find solace (Tsuji et al., 2023).

Being out on the land also:

- Promotes community belonging and strong, healthy relationships (Gonzalez et al., 2023);
- Allows Indigenous people to feel connected with their ancestors, and reinforces the spiritual and community connectedness (Robbins & Dewar, 2011, as cited in Nightingale & Richmond, 2022); and,
- Supports physical and mental health (Gonzalez et al., 2023).

Further information on Anishinaabeg traditional land use, practices, and teachings is provided in [Section 2.0](#).

3.6.3 Sufficiency of Lands, Waters, and Resources

The continuation and wellbeing of Nibinamik First Nation culture requires a sufficient level of and access to lands, water, and resources. However, it is not just about sufficiency of lands, waters, and resources in terms of quality, quantity, and access, but also the ability to continue practices in land management that ensure sustainability (McNeil, 2018). It is recognized that as Anishinaabeg, balance of and respect for all living creatures is considered integral to the circle of life and the environment that Nibinamik First Nation depends on (MFFN & OMNRF, 2020).

The documentary *Journey to Our Homeland* heavily emphasizes the importance of the lands and waters in sustaining the people of Nibinamik First Nation (Yellowhead and Harpelle, 2022). The purpose of this documentary was to document Nibinamik First Nation history, culture, and traditional ways of life for the people of Nibinamik and others (Yellowhead and Harpelle, 2022).





There is no publicly available information on specific traditional laws that guide Nibinamik First Nation’s land use and resource management. However, it is recognized that as Anishinaabeg, Nibinamik First Nation holds important stewardship responsibilities. Being out on the land provides important opportunities for stewardship responsibilities and practices to be transmitted across and between generations (Tsuji et al., 2023). Further information on traditional governance principles and stewardship responsibilities of the Anishinaabeg is provided in [Sections 2.1.5](#) and [2.1.6](#).

3.6.4 Ability to Practice and Transmit Cultural Traditions

Among the Anishinaabeg, transmitting cultural traditions to the next generation is important for cultural wellbeing and healing (Gonzalez, 2023). Being able to go out on the land allows for cultural traditions, stories, and language to be transmitted across and between generations (Tsuji et al., 2023). Elders play an important role in transferring knowledge and sharing oral history and stories that provide teachings on how to live a good life, and how to live in a good way (Gonzalez, 2023). This is demonstrated in the documentary *Journey to Our Homeland* (Yellowhead and Harpelle, 2022).

Nibinamik First Nation culture and identity is intertwined with the language and traditions on the land (Neshinapaise, Jacasum, and Keesic, 2004). Passing knowledge of the language and traditions through the generations is an important role of Elders and parents in the community (Neshinapaise, Jacasum, and Keesic, 2004). Given the important role of storytelling for learning and knowledge building among the Anishinaabe (see [Section 2.1.4](#)), it is assumed that storytelling and sharing of Nibinamik First Nation oral history is an important part of passing on language and culture.

The documentary, *Journey to Our Homeland*, is one example of the efforts to revitalize traditional ways of life within Nibinamik First Nation. Nibinamik people feel that being on the land, travelling traditional waterways is relieving and rejuvenating (Yellowhead and Harpelle, 2022). There are other experiences





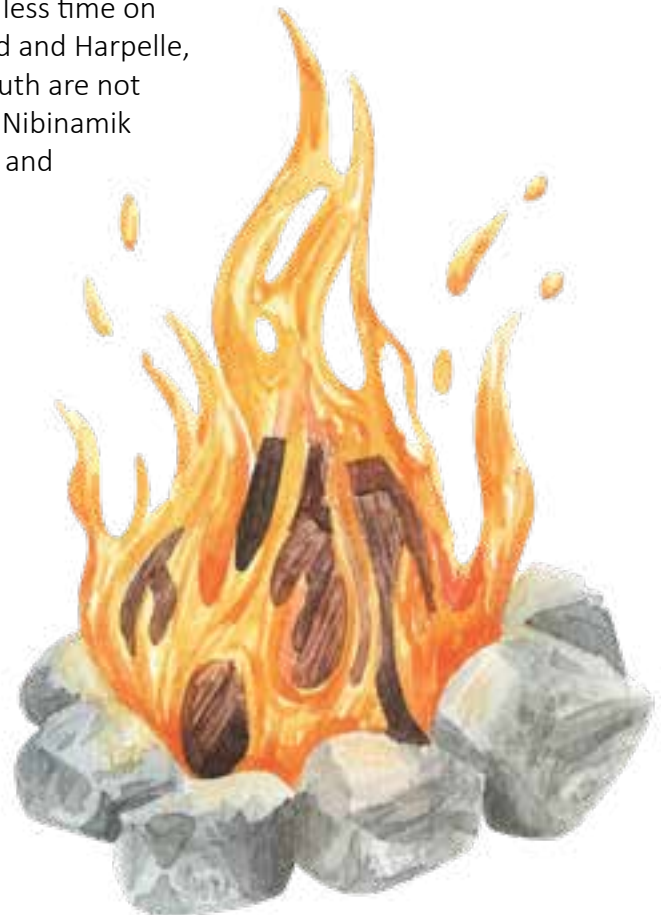
that Nibinamik First Nation youth are encouraged to participate in to help them connect to traditional practices, customs, and lifestyles. Today, youth can travel 25 minutes by boat from the community to the traditional *O-ma-day-na-moh-win-nik* (Breathing Grounds) site as part of the annual Youth Wilderness Retreat Program (NorthWesthealthline.ca, 2023b).

According to one Elder (Neshinapaise, Jacasum, and Keesic, 2004), one of the most important skills for children to learn was to obey their parents and take their guidance to heart, because the skills they learned from their families could save their lives if they were ever found alone in the bush by themselves. People were taught to have wisdom and knowledge in all aspects of living on and travelling across the land; to know how to adapt to all weather, and notice the dangers of each season (Neshinapaise, Jacasum, and Keesic, 2004). People learned resiliency and determination, and how to persist when the elements are extreme. These qualities and virtues were necessary for people to live and prosper on the lands (Neshinapaise, Jacasum, and Keesic, 2004).

At the same time, young people's knowledge of the language and traditional lifeways have been impacted due to changes in social structure, lifestyle changes, technology, non-Indigenous schooling, and spending less time on the land (Neshinapaise, Jacasum, and Keesic, 2004; Yellowhead and Harpelle, 2022). Older generations have expressed concerns that the youth are not learning the language and cultural teachings from the land, as Nibinamik First Nation people have always done (Neshinapaise, Jacasum, and Keesic, 2004; Yellowhead and Harpelle, 2022).

Elders have spoken about changes and declines in language, especially among the younger generations, due to the colonial school system and not living as they lived in the past. Among Nibinamik people, education is not separated from everyday life, it is the way of life itself (Neshinapaise, Jacasum, and Keesic, 2004). According to one Elder, the younger generations mostly, or only, speak English and do not know many of the original Oji-Cree words that are important to their traditional ways of life (Neshinapaise, Jacasum, and Keesic, 2004).

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 is critical for Nibinamik culture to be passed on to the next generations (Yellowhead and Harpelle, 2022).





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 Nibinamik 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 Nibinamik First Nation's cultural continuity and wellbeing.

It is recognized that Nibinamik 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 not known if Nibinamik First Nation's land, water, and resource use for traditional purposes occurs within the Project Development Area, Local Study Area, or Regional Study Area for the assessment.

It is important to note that the purpose of this preliminary existing conditions report, is to develop an understanding of what is important for Nibinamik First Nation's 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 Spiritual, Cultural, Historical, and / or Sacred Sites and Areas

As noted in **Section 3.6.1**, there is limited information available on the specific locations of spiritual, cultural, historical, and / or sacred sites and areas of potential importance to Nibinamik First Nation. The four historic camp locations, including the area around *PinnaeMootang / Pinnaymotang* (Eyes Lake) and Nibinamik Lake have been identified as important. At the time of writing this report, it is unknown if any of the historic camp locations exist within the Project Development Area or Local and Regional Study Areas.

It is likely that the protection of waterways is important to Nibinamik 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.





3.7.1.1 Project Development Area

As noted in **Section 3.6.1**, there is limited available information on the specific locations of spiritual, cultural, and historical sites of importance to Nibinamik First Nation. Further, as noted in **Section 3.3**, a preliminary Area of Interest has not been identified for Nibinamik First Nation. Currently there are no documented spiritual, cultural, historical, and / or sacred sites or areas within the Project Development Area.

3.7.1.2 Local Study Area

As noted in **Section 3.6.1**, there is limited available information on the specific locations of spiritual, cultural, and historical sites of importance to Nibinamik First Nation. Further, as noted in **Section 3.3**, a preliminary Area of Interest has not been identified for Nibinamik First Nation. Currently there are no documented spiritual, cultural, historical, and / or sacred sites or areas within the Local Study Area.

3.7.1.3 Regional Study Area

As noted in **Section 3.6.1**, there is limited available information on the specific locations of spiritual, cultural, and historical sites of importance to Nibinamik First Nation. Further, as noted in **Section 3.3**, a preliminary Area of Interest has not been identified for Nibinamik First Nation. Currently there are no documented spiritual, cultural, historical, and / or sacred sites or areas within 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 assumed that the following is important to Nibinamik 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 community cook-outs and Pow Wows and cultural traditions like sharing meat.

This lens will be applied to the assessment on Nibinamik 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 assumed that the following is important to Nibinamik First Nation and for cultural continuity and wellbeing, and for the ability of Nibinamik 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 Nibinamik First Nation's cultural continuity and wellbeing.

3.7.4 Ability to Practice and Transmit Cultural Traditions

There is little documentation of the introduction of the Christian faith to the ancestors of the Nibinamik people; however, the families that make up the community of Summer Beaver today are of the Anglican faith with many practicing traditional spirituality as well. Their Anglican religious beliefs were one of the main reasons for leaving the Catholic settlement of Lansdowne House in the 1970s. Nibinamik First Nation currently has one church on the reserve called St. Barnabas Anglican Church (Summer Beaver, n.d.-c).

Based on the information available and presented in [Section 3.6.4](#), it is assumed that the following is important to Nibinamik 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 Nibinamik First Nation's cultural continuity and wellbeing.





Next Steps



The Marten Falls First Nation Project Team invites you to share your feedback and comments on the information contained in this preliminary draft report. We welcome any additional information you would like to share with us. If there are additional sources of information you would like us to include for this report, we welcome you sending us this information. We are available to meet at your earliest convenience to further discuss the information found in this report. To arrange a time to meet and/or to provide comments or share additional information, please contact:

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Progress Report 4: Environmental Assessment / Impact Statement Milestone

January 2026



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B31. Shibogama First Nations Council

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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 prepared¹. 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 community 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 Program². 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	<ul style="list-style-type: none"> Funding provided Aroland First Nation provided comments on the Draft Environmental Assessment / Impact Statement 	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Funding Provided Received Indigenous Knowledge from the community
2	Attawapiskat First Nation	<ul style="list-style-type: none"> Capacity Funding information sent to community No response received Attawapiskat First Nation provided comments on the Draft Environmental Assessment / Impact Statement 	<ul style="list-style-type: none"> Offered No response received 	<ul style="list-style-type: none"> Indicated they do not want to participate in the Indigenous Knowledge Program
3	Animbiigoo-Zaagi'igan Anishinaabek	<ul style="list-style-type: none"> Funding provided Animbiigoo-Zaagi'igan Anishinaabek provided comments on the Draft Environmental Assessment / Impact Statement 	<ul style="list-style-type: none"> Offered No response received 	<ul style="list-style-type: none"> Funding provided Received Indigenous Knowledge from the community
4	Constance Lake First Nation	<ul style="list-style-type: none"> Funding provided Constance Lake First Nation provided comments on the Draft Environmental Assessment / Impact Statement 	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Offered No response received 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Funding provided Fort Albany First Nation provided comments on the Draft Environmental Assessment / Impact Statement 	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Funding provided Received Indigenous Knowledge from the community
7	Ginoogaming First Nation	<ul style="list-style-type: none"> Funding provided Ginoogaming First Nation provided comments on the Draft Environmental Assessment / Impact Statement 	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • Offered • No response received 	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Funding provided • Kashechewan First Nation provided comments on the Draft Environmental Assessment / Impact Statement 	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • Funding provided • Received Indigenous Knowledge from the community
10	Long Lake #58 First Nation	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Funding provided • Marten Falls First Nation did not provide comments on the Draft Environmental Assessment / Impact Statement 	<ul style="list-style-type: none"> • One previous Community Coordinator hired (living in Marten Falls); one current Community Coordinator (living outside of Marten Falls) • Funding provided 	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> Community Capacity Funding information sent to community No response received Neskantaga First Nation did not provide comments on the Draft Environmental Assessment / Impact Statement 	<ul style="list-style-type: none"> Offered No response received 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Funding provided Nibinamik First Nation provided comments on the Draft Environmental Assessment / Impact Statement 	<ul style="list-style-type: none"> Offered No response received 	<ul style="list-style-type: none"> Initial versions of the sharing and funding agreements sent to the community Nibinamik First Nation did not provide Indigenous Knowledge
14	Webequie First Nation	<ul style="list-style-type: none"> Community Capacity Funding information sent to community No response received Webequie First Nation did not provide comments on the Draft Environmental Assessment / Impact Statement 	<ul style="list-style-type: none"> Offered No response received 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Funding provided Weenusk First Nation provided comments on the Draft Environmental Assessment / Impact Statement 	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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, 2025³, 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.

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, Animiigoo 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, Nookiwini 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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Access and Security	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Accidents and Malfunctions	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Acoustic Environment (Noise and Vibration)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Atmospheric Environment (Air Quality)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Climate Change	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Community Well-being (Economics, Human Health, Social, Community)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Construction (Camps, Aggregate, Waste Management, Decommissioning Abandonment, Construction Monitoring)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Consultation Methods	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Country / Traditional Foods	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cultural Heritage and Resources (Archaeology)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Cumulative Effects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Draft EA / IS	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Economy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Education, Training and Employment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Engineering and Design (including Bridges and Culverts)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Federal Process	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Topic	Animbigoo- Zaag'igan Anis hinaabek	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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Future Indigenous Involvement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
GBA Plus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
General Project	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Groundwater (Quality and Quantity)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Indigenous Knowledge and Land Use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Land and Resource Use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Operations and Maintenance (including Post-Construction Monitoring)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Peatlands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Physiography, Terrain and Soils	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Route Alternatives	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Provincial Process	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Request for Regulators	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Surface Water (Quality and Quantity)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Ungulates	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Vegetation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Visual Aesthetics	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Wildlife	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

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 approximately⁵ 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-Being 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 Animiigoo 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
<ul style="list-style-type: none"> • Circulated Monthly Community Access Road Update Email Blast (referred to as E-blast) <ul style="list-style-type: none"> - 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)* 	✓	✓	✓
<ul style="list-style-type: none"> • Circulated Field Study Notices and Discussion Guides: <ul style="list-style-type: none"> - 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
<ul style="list-style-type: none"> - 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) 			
<ul style="list-style-type: none"> • Matawa Messenger newsletter feature (June 2022) 	✓	✓	
<ul style="list-style-type: none"> • Webinar Series: <ul style="list-style-type: none"> - 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)* 	✓	✓	✓
<ul style="list-style-type: none"> • 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
<ul style="list-style-type: none"> • Distribution of monthly E-Blasts: <ul style="list-style-type: none"> - September 2025 E-Blast (October 17, 2025)* - 2025 Year End Message (December 18, 2025)* 	✓	✓	✓
<ul style="list-style-type: none"> • Distribution of Field Notices and updates: <ul style="list-style-type: none"> - Groundwater Well Decommissioning Update (September 16, 2025)* - Fall Field Programs Update (September 23, 2025)* - Geotechnical Investigation Update (November 10, 2025)* 	✓	✓	✓
<ul style="list-style-type: none"> • Distribution of community-specific Milestone #4 Progress Reports to Indigenous communities for review and validation (January 16, 2026)* 	✓		
<ul style="list-style-type: none"> • Distribution of Stage 2 Archaeological Assessment Report (January 16, 2026)* 	✓		
<ul style="list-style-type: none"> • Hybrid meetings with MFFN community members in advance of PIC #7 (August 3 and August 4, 2026) 	✓		
<ul style="list-style-type: none"> • Virtual meeting session for Aroland First Nation community members (August 4, 2026) 	✓	✓	
<ul style="list-style-type: none"> • Public Information Centre #7* <ul style="list-style-type: none"> - 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)* 	✓	✓	✓
<ul style="list-style-type: none"> • Ongoing planning for distribution of Final EA / IS* 	✓	✓	✓
<ul style="list-style-type: none"> • Ongoing planning for distribution of community-specific Aboriginal and / or Treaty Rights and Interests: Final Impact Assessment Reports (ATRI: Final IA Reports)* 	✓		
<ul style="list-style-type: none"> • Ongoing conversations with 13 Indigenous communities regarding the IK Program and Community Capacity Funding, as needed* 	✓		
<ul style="list-style-type: none"> • Ongoing follow-up to set-up meetings with Indigenous communities and ask about ATRI* 	✓		
Planned Future MFFN Community Access Road Consultation and Engagement Activities			
<ul style="list-style-type: none"> • Ongoing outreach to Indigenous communities to engage on the Community Access Road* 	✓		
<ul style="list-style-type: none"> • Ongoing outreach to Indigenous communities to address questions and discuss details of the Capacity Funding Program* 	✓		
<ul style="list-style-type: none"> • Distribution of Notice of Submission* 	✓	✓	✓
<ul style="list-style-type: none"> • Targeted outreach to Indigenous communities regarding the Final EA / IS release* 	✓		
<ul style="list-style-type: none"> • Release of Final EA / IS* 	✓	✓	✓
<ul style="list-style-type: none"> • Release of community-specific ATRI: Final IA Reports* 	✓		
<ul style="list-style-type: none"> • Release of Country Foods and Water Use Assessment Report to MFFN and Aroland First Nation* 	✓		
<ul style="list-style-type: none"> • Release of Draft Cultural Heritage Reports* 	✓		
<ul style="list-style-type: none"> • 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 **Level 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/>.





MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD



16. Nibinamik First Nation

Table 16-1: Community Profile

Key Identifiers	Details
Location:	Summer Beaver, ON P0T 3B0
Tribal Council:	Matawa First Nations Management
Treaty:	9
Project Team Lead:	Victoria Anderson

Figure 16-1: Nibinamik First Nation Distribution of Communication

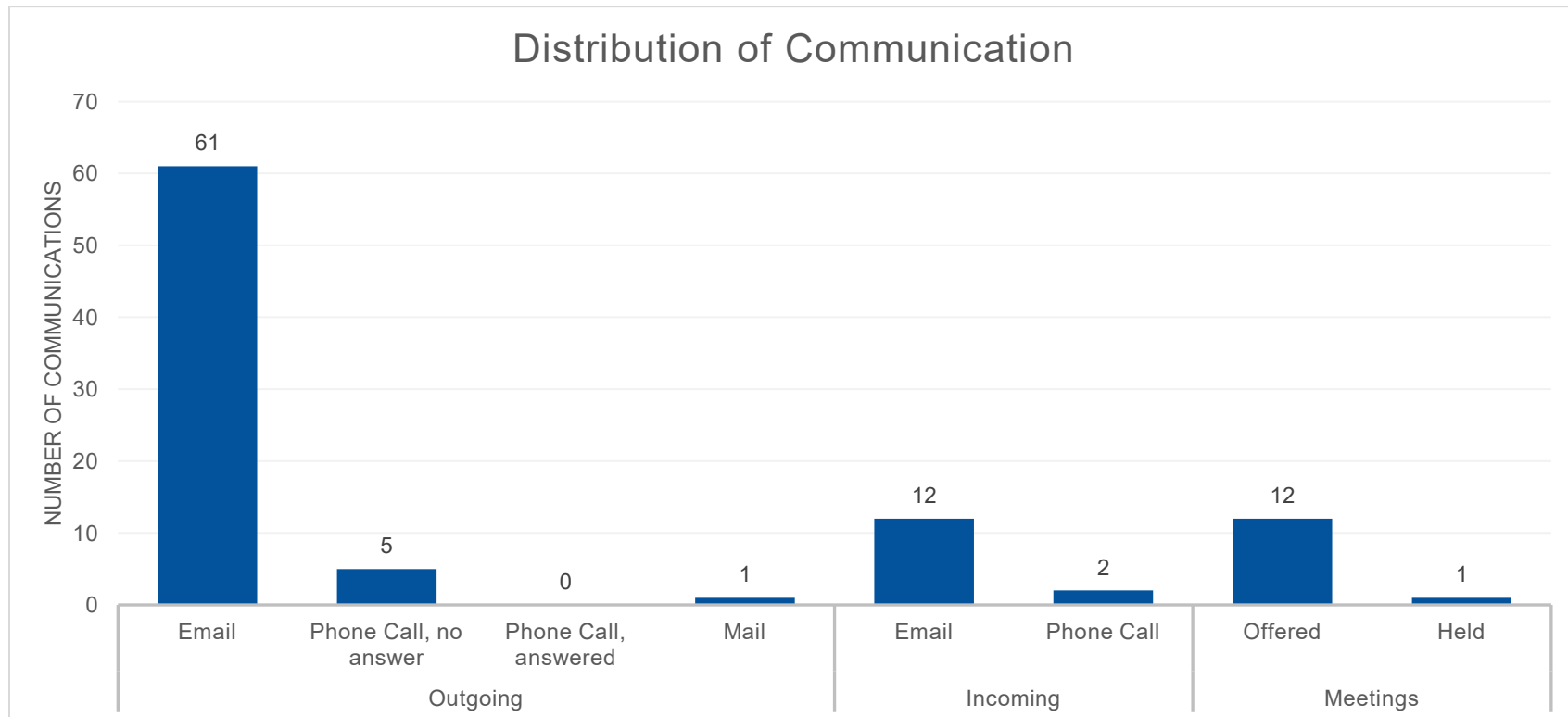


Table 16-2: Summary of Participation During Milestone 4

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):	June 25, 2025 (Letter via 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:	Yes (Capacity Funding)
Provided comments on the Draft Environmental Assessment (EA) / Impact Statement (IS):	Yes
Provided comments on the community-specific Aboriginal and / or Treaty Rights and Interests (ATRI): Draft Impact Assessment (IA) Report:	Yes, comments were received outside of this reporting period on October 10, 2025.
Provided comments on the Community Well-Being Report:	Yes
Provided comments on the milestone progress reports:	No

Table 16-3: Key Consultation and Engagement Activities Undertaken During Milestone 4

Date	Consultation and Engagement Activity
Aug 01, 2024	July 2024 E-blast distributed via email.
Sep 04, 2024	August 2024 E-blast distributed via email.
Sep 18, 2024	Fall 2024 Groundwater and Geochemistry Program Update distributed via email.
Sep 25, 2024	Letter, frequently asked questions (FAQ) and questionnaire distributed via email regarding the circulation of the Draft EA / IS.
Sep 27, 2024	Email outreach regarding Project updates including the IK Program Funding and Sharing Agreements, and the Community Coordinator Program.
Oct 03, 2024	September 2024 E-blast distributed via email.
Nov 04, 2024	Email outreach regarding Project updates including that Community Coordinator Position is being discontinued and replaced by a one-time capacity funding payment.
Nov 05, 2024	October 2024 E-blast distributed via email.
Nov 20, 2024	Building the Community Access Road webinar announcement distributed via email.
Nov 26, 2024	Building the Community Access Road webinar reminder distributed via email.
Nov 28, 2024	Community-specific Milestone #3 Progress Report distributed via email. A meeting was offered.
Dec 18, 2024	2024 Year in Review E-blast distributed via email. A meeting was offered.
Dec 18, 2024	Email outreach regarding project updates including the Draft EA / IS questionnaire, community-specific Milestone #3 Progress Report, IK Program, and the status of the IK Funding and Sharing Agreements.
Jan 15, 2025	2025 Winter Field Notice distributed via email.
Jan 24, 2025	Email outreach regarding Project updates including the Draft EA / IS and feedback for the community-specific Milestone #3 Progress Report. A meeting was offered.
Jan 30, 2025	Phone call to discuss the upcoming release of the Draft EA / IS, the Three Road Projects Gathering & Expo, and the Capacity Funding Agreement, and a community event being planned in Nibinamik First Nation.
Feb 5, 2025	Email to discuss availability for a meeting.
Feb 10, 2025	January 2025 E-blast distributed via email.

Date	Consultation and Engagement Activity
Feb 13, 2025	Notification of upcoming Draft EA / IS early release to Indigenous communities distributed via email.
Feb 19, 2025	In-person breakout session at Three Road Forum and Expo.
Feb 19, 2025	Notification of availability of Draft EA / IS on website distributed via email.
Feb 19, 2025	Assessment Summary: Draft EA / IS hard copy shipped to Nibinamik First Nation.
Feb 20, 2025	Email outreach regarding Project updates including the Draft EA / IS, Community Capacity Funding Program and feedback for the community-specific Milestone #3 Progress Report. A meeting was offered.
Mar 04, 2025	February 2025 E-blast distributed via email.
Mar 06, 2025	Nibinamik First Nation shared a copy of the signed Community Capacity Funding Agreement.
Mar 19, 2025	November 2023 ATRI Forum #2 summary distributed via email. A meeting was offered.
Mar 28, 2025	Email outreach regarding Project updates including availability for a meeting, upcoming webinars, and a reminder that the Draft EA / IS is available for review. A meeting was offered.
Apr 03, 2025	March 2025 E-blast distributed via email.
Apr 10, 2025	Community Well-Being report availability announcement distributed via email.
Apr 28, 2025	Email outreach regarding Project updates including a reminder about the release of the Draft EA / IS, upcoming webinars, and PIC #6. A meeting was offered.
Apr 30, 2025	Draft EA / IS webinar series reminder distributed via email.
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.
May 28, 2025	Email outreach regarding Project updates, including the Draft EA / IS, Public Information Centre #6 and upcoming webinars.
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 25, 2025	Nibinamik First Nation provided a cover letter and Technical Review Report with 147 comments on the Draft EA / IS via email.
Jun 30, 2025	Email outreach regarding Project updates, including the end of the Draft EA / IS review period, PIC #6, and the Draft RoCE for Indigenous communities. A meeting was offered.
Jul 11, 2025	Distribution of the community-specific ATRI: Draft 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 the upcoming Draft RoCE for Indigenous communities, field work, and the recently released community-specific ATRI: Draft IA Report via email.
Jul 31, 2025	Stage 2 Archaeological Assessment update distributed via email.
Aug 07, 2025	July 2025 E-blast distributed via email.
Aug 19, 2025	Phone outreach regarding Indigenous Knowledge.
Aug 20, 2025	Email and phone outreach regarding Indigenous Knowledge.
Aug 29, 2025	Email outreach regarding Project updates including a new video and a reminder about the community-specific ATRI: Draft IA Report via email, as well as a request for a meeting to discuss how Nibinamik First Nation can contribute their Indigenous Knowledge to the Project.

Table 16-4: Summary of Feedback and Response / Action – Nibinamik First Nation

Topic / Issue Raised	Specific Issue Raised	Communication Channel	Response / Action	Addressed in the EA / IS
Aboriginal and Treaty Rights	<p>Community history</p> <ul style="list-style-type: none"> On November 21 to 23, 2023, at the ATRI Forum #2 in Thunder Bay, Nibinamik First Nation shared that there is a documentary about how the community emerged from four village sites. The four original village sites were near Eyes Lake, Old Summer Beaver Lake, Mameigwess Lake, and Wegewiss Lake. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> On Nov 21-23, 2023, at the ATRI Forum #2 in Thunder Bay, the comment was acknowledged by the Project Team. On March 19, 2025, a post-forum response was provided by the MFFN CAR Project Consultant: "Thank you for sharing this information. Community history was considered in the Aboriginal and / or Treaty Rights and Interests Preliminary Existing Conditions Report. The proponent appreciates the community sharing any related information through the Indigenous Knowledge Program." <p>Action:</p> <ul style="list-style-type: none"> Comments of this nature will be addressed within the community-specific Final ATRI Impact Assessment Report, including a specific Feedback and Response Log, in Spring 2026. 	<ul style="list-style-type: none"> Addressed in Section 5.6.6 of the Nibinamik First Nation's community-specific Aboriginal and / or Treaty Rights and Interests: Impact Assessment Report.
Aboriginal and Treaty Rights	<p>Community projects</p> <ul style="list-style-type: none"> On November 21 to 23, 2023, at the ATRI Forum #2 in Thunder Bay, Nibinamik First Nation shared that they had completed a road study but are now waiting for funds in order for the project to progress. The road would have connected the community to Pickle Lake. There were three alternate routes identified. One of the proposed routes travelled along the esker, which is very close to the community. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> On November 21 to 23, 2023, at the ATRI Forum #2 in Thunder Bay, the comment was acknowledged. On March 19, 2025, a post-forum response was provided by the MFFN CAR Project Consultant: "Thank you for sharing this information. The comments shared by Nibinamik First Nation have been received and considered in the Aboriginal and / or Treaty Rights and Interests Preliminary Existing Conditions Report. The proponent welcomes the opportunity to learn more about the community's projects and appreciates the community sharing any related information through the Indigenous Knowledge Program." <p>Action:</p> <ul style="list-style-type: none"> Comments of this nature will be addressed within the community-specific Final ATRI Impact Assessment Report, including a specific Feedback and Response Log, in Spring 2026. 	<ul style="list-style-type: none"> Specific information related to Nibinamik First Nation is in Appendix X, the Final EA / IS RoCE.

Topic / Issue Raised	Specific Issue Raised	Communication Channel	Response / Action	Addressed in the EA / IS
Aboriginal and Treaty Rights, General Project	<p>Capacity Funding</p> <ul style="list-style-type: none"> ■ On November 21 to 23, 2023, at the ATRI Forum #2 in Thunder Bay, Nibinamik First Nation asked if there funding available to review the report. ■ On October 31, 2024, a representative from Nibinamik First Nation confirmed that the community is interested in participating in the Community Coordinator program ■ On November 5, 2024, in response to an update that the Community Coordinator Program evolved into the Community Capacity Funding Program, a representative from Nibinamik First Nation indicated that the community may be interested in the one-time capacity funding payment. ■ On November 13, 2024, Nibinamik First Nation confirmed their interest in the Community Capacity Funding Program. ■ On January 28, 2025, Nibinamik First Nation requested revisions to the Capacity Funding Agreement. ■ On February 25, 2025, Nibinamik First Nation indicated that a Band Council Resolution was underway to authorize the signature to the Capacity Funding Agreement. ■ On March 6, 2025, Nibinamik First Nation provided a signed copy of the Capacity Funding Agreement. ■ On April 16, 2025, Nibinamik First Nation provided their payment details for the Capacity Funding Agreement. 	<ul style="list-style-type: none"> ■ In-person 	<ul style="list-style-type: none"> ■ On November 21 to 23, 2023, at the ATRI Forum #2 in Thunder Bay (Nov 21-23, 2023), the Project Team responded that funding is available through the Province of Ontario and through Marten Falls First Nation. ■ On November 4, 2024, the MFFN CAR Project Consultant provided an update on the Community Coordinator Program, noting that the Program evolved into the Community Capacity Funding Program as a one-time capacity funding payment. ■ On December 17, 2024, the MFFN CAR Project Consultant sent the Capacity Funding Agreement and requested payment details. The MFFN CAR Project Consultant followed up on January 24, 2025. ■ On February 20, 2025, the MFFN CAR Project Consultant shared an updated copy of the Capacity Funding Agreement with revisions requested by Nibinamik First Nation. ■ On March 11, 2025, the MFFN CAR Project Consultant noted they are unable to execute the Capacity Funding Agreement until payment information is received. ■ On March 18, 2025, the MFFN CAR Project Consultant provided the signed Capacity Funding Agreement, and followed up regarding payment information. ■ On March 19, 2025, a post-forum response was provided by the MFFN CAR Project Consultant. Following ATRI Forum #2, MFFN CAR Project Consultants followed up on Nibinamik's interest in the Community Coordinator Program during their outreach between February - September 2024. ■ On May 1, 2025, Capacity Funding was electronically transferred following the receipt of Nibinamik First Nation's payment information. 	<ul style="list-style-type: none"> ■ Specific information related to Nibinamik First Nation is in Appendix X, the Final EA / IS RoCE.
Aboriginal and Treaty Rights, Indigenous Knowledge and Land Use, General Project	<p>IK Funding Agreement</p> <ul style="list-style-type: none"> ■ On November 21 to 23, 2023, at the ATRI Forum #2 in Thunder Bay, Nibinamik First Nation shared that they had received a copy of the IK Funding Agreement as part of the IK Program, but hasn't had capacity to address it, to date. The community was undergoing elections (during the time of meeting, November 2023). 	<ul style="list-style-type: none"> ■ In-person 	<ul style="list-style-type: none"> ■ On November 21 to 23, 2023, at the ATRI Forum #2 in Thunder Bay, the comment was acknowledged by the Project Team. ■ On December 18, 2023, February 29, 2024, March 20, 2024, April 29, 2024, June 27, 2024, July 31, 2024, and September 27, 2024, the MFFN CAR Project Consultants followed up on the status of the Indigenous Knowledge Program and Funding Agreement. 	<ul style="list-style-type: none"> ■ Funding for Indigenous communities includes participation in the Indigenous Knowledge Program, Community Coordinator Program. ■ Marten Falls First Nation followed up with Nibinamik First Nation throughout the

Topic / Issue Raised	Specific Issue Raised	Communication Channel	Response / Action	Addressed in the EA / IS
	<ul style="list-style-type: none"> ■ On October 8, 2024, a representative from Nibinamik First Nation requested a copy of the Indigenous Knowledge Funding Agreement. ■ On October 31, 2024, a representative from Nibinamik First Nation requested information on specific sections of the Indigenous Knowledge Funding Agreement related to timelines for deliverables and geographic scope. They also requested Schedules A and B of the IK Funding agreement. 		<ul style="list-style-type: none"> ■ On October 16, 2024, the MFFN CAR Project Consultant emailed a copy of the Indigenous Knowledge Funding and Sharing Agreements on request from Nibinamik First Nation, and provided contact information for additional MFFN CAR Project Consultants to answer any questions Nibinamik First Nation may have about the Indigenous Knowledge Program. ■ On November 19, 2024, the MFFN CAR Project Consultant provided Schedules A and B to the Indigenous Knowledge Funding Agreement, and requested information regarding when Nibinamik First Nation may be able to complete an Indigenous Knowledge report. On this date, the MFFN CAR Project Consultant noted that the Capacity Funding Agreement would be shared soon. ■ On December 18, 2024, the MFFN CAR Project Consultant followed up on the status of the Indigenous Knowledge Funding and Sharing Agreements, and inquired if Nibinamik First Nation was intending to produce an Indigenous Knowledge Report. ■ On March 19, 2025, a post-ATRI #2 Forum response was provided by the MFFN CAR Project Consultant: "Thank you for sharing this information. The proponent appreciates the community sharing any related information through the Indigenous Knowledge Program." 	<p>Assessment Process, as documented in Appendix X, the Final EA / IS RoCE.</p>
<p>Aboriginal and Treaty Rights, Other Area / Local Development</p>	<p>Indigenous development opportunities</p> <ul style="list-style-type: none"> ■ On November 21 to 23, 2023, at the ATRI Forum #2 in Thunder Bay Nibinamik First Nation shared that they would potentially support local First Nations looking to do a project in the area (general). Because Marten Falls is the proponent for the Project, Nibinamik First Nation was generally supportive. 	<ul style="list-style-type: none"> ■ In-person 	<ul style="list-style-type: none"> ■ On November 21 to 23, 2023, at the ATRI Forum #2 in Thunder Bay, the Project Team responded by discussing the relationships between First Nations. ■ On March 19, 2025, following the forum, a post-forum response was provided by the MFFN CAR Project Consultant: "Thank you for sharing this information. The proponent looks forward to continued discussion regarding relationships between First Nations." 	<ul style="list-style-type: none"> ■ Specific information related to Nibinamik First Nation is in Appendix X, the Final EA / IS RoCE.

Topic / Issue Raised	Specific Issue Raised	Communication Channel	Response / Action	Addressed in the EA / IS
<p>Aboriginal and Treaty Rights, Other Area / Local Development, Fish and Fish Habitat</p>	<p>Mercury contamination</p> <ul style="list-style-type: none"> ■ On November 21 to 23, 2023, at the ATRI Forum #2 in Thunder Bay, Nibinamik First Nation shared that they attribute the high levels of mercury in aquatic species to potential impacts of the Musselwhite Project, near Kingfisher Lake. Tailings from the project may have entered into the river systems, resulting in contamination of aquatic species, including sturgeon. Many Elders were sick, and Nibinamik First Nation wondered if this was associated with mining activity. No consultation occurred with Nibinamik First Nation for the Musselwhite Project. ■ On June 25, 2025, Nibinamik First Nation provided comments on the Draft EA / IS. 	<ul style="list-style-type: none"> ■ In-person 	<ul style="list-style-type: none"> ■ On November 21 to 23, 2023, at the ATRI Forum #2 in Thunder Bay, the comment was acknowledged. ■ On February 19, 2025, the MFFN CAR Project Team shared the Draft EA / IS with Nibinamik First Nation which included information on fish and fish habitat. Nibinamik First Nation had until June 23, 2025, to review and provide feedback. ■ On March 19, 2025, following the forum, a post-forum response was provided by the MFFN CAR Project Consultant: "Thank you for sharing this information. The comments shared by Nibinamik First Nation have been received and will be considered in the Aboriginal and / or Treaty Rights and Interests Preliminary Existing Conditions Report. The proponent cannot speak to impacts from other project activities but appreciates the community sharing any related information through the Indigenous Knowledge Program. As described in Section 7.2 of the approved ToR and Tailored Impact Statement Guidelines (TISG), the EA / IA will include a cumulative effects assessment that will consider other past, present, or reasonably foreseeable projects and activities in the region and their potential combined effects with the project. Examples of projects to be considered in cumulative effects assessment including mining, transmission lines, railway transload facilities, other road projects and forest management units." ■ On June 25, 2025, Nibinamik First Nation provided feedback on the Draft EA / IS related to fish and fish habitat. The Feedback and Response Log in Appendix C will address comments on this issue. 	<ul style="list-style-type: none"> ■ Specific information related to Nibinamik First Nation is in Appendix X, the Final EA / IS RoCE, and information related to fish and fish habitat is in Appendix G.
<p>Consultation Methods</p>	<p>Meeting Request</p> <ul style="list-style-type: none"> ■ On November 21 to 23, 2023, at the ATRI Forum #2 in Thunder Bay, Nibinamik First Nation suggested that members of the Project Team visit the community. 	<ul style="list-style-type: none"> ■ In-person 	<ul style="list-style-type: none"> ■ On November 21 to 23, 2023, at the ATRI Forum #2 in Thunder Bay the comment was acknowledged by the Project Team. ■ On January 16, 2024, two members of the MFFN CAR Project Team (including Lawrence Baxter) and an MFFN CAR Project Consultant travelled to Nibinamik First Nation to provide Project updates. The meeting was also attended by the Webequie Supply Road and Northern Road Link projects, and officials from the Province of Ontario Ministry of Energy and Mines. 	<ul style="list-style-type: none"> ■ Specific information related to Nibinamik First Nation is in Appendix X, the Final EA / IS RoCE.

Topic / Issue Raised	Specific Issue Raised	Communication Channel	Response / Action	Addressed in the EA / IS
			<ul style="list-style-type: none"> ■ On November 14, 2024, two members of the MFFN CAR Project Team (including Bob Baxter) and an MFFN CAR Project Consultant attempted to travel to Nibinamik First Nation, alongside the Webequie Supply Road and Northern Road Link projects, and officials from the Province of Ontario Ministry of Energy and Mines. The meeting was cancelled due to poor weather conditions in Nibinamik First Nation. ■ On March 19, 2025, following ATRI Forum #2, a post-forum response was provided by the MFFN CAR Project Consultant: "Thank you for sharing this information. The proponent welcomes the opportunity to consult and engage with Nibinamik First Nation on the Project." 	
Wildlife, Fish and Fish Habitat, Country / Traditional Foods	<p>Impacts on wildlife</p> <ul style="list-style-type: none"> ■ On November 21 to 23, 2023, at the ATRI Forum #2 in Thunder Bay, Nibinamik First Nation shared their concerns about impacts to wildlife. For example, mercury poisoning in fish. Nibinamik First Nation noted that the sturgeon population has declined. The community attributed this decline to the slime on bore samples related to mining. ■ On June 25, 2025, Nibinamik First Nation provided comments on the Draft EA / IS. 	<ul style="list-style-type: none"> ■ In-person 	<ul style="list-style-type: none"> ■ On November 21 to 23, 2023, at the ATRI Forum #2 in Thunder Bay the Project Team asked for clarification on the source of mercury. ■ On February 19, 2025, the MFFN CAR Project Team shared the Draft EA / IS with Nibinamik First Nation which included information on fish and fish habitat and wildlife. Nibinamik First Nation had until June 23, 2025, to review and provide feedback. ■ On March 19, 2025, following the forum, a post-forum response was provided by the MFFN CAR Project Consultant: "Thank you for sharing this information. The comments shared by Nibinamik First Nation have been received and will be considered in the Aboriginal and / or Treaty Rights and Interests Preliminary Existing Conditions Report. The proponent cannot speak to impacts from other project activities but appreciates the community sharing any related information through the Indigenous Knowledge Program. As described in Section 7.2 of the approved Terms of Reference (ToR) and Tailored Impact Statement Guidelines (TISGs), the EA / IA will include a cumulative effects assessment that will consider other past, present, or reasonably foreseeable projects and activities in the region and their potential combined effects with the project. Examples of projects to be considered in cumulative effects assessment including mining, transmission lines, railway transload facilities, other road projects and forest management units." 	<ul style="list-style-type: none"> ■ Specific information related to Nibinamik First Nation is in Appendix X, the Final EA / IS RoCE, and information related to fish and fish habitat is in Appendix G.

Topic / Issue Raised	Specific Issue Raised	Communication Channel	Response / Action	Addressed in the EA / IS
			<ul style="list-style-type: none"> On June 25, 2025, Nibinamik First Nation provided feedback on the Draft EA / IS related to Wildlife, Fish and Fish Habitat, and Country / Traditional Foods. The feedback and Response Log in Appendix C will address comments on these issues. 	
Consultation Methods	<p>Community Health</p> <ul style="list-style-type: none"> On February 19, 2025, at the Three Road Projects Gathering and Expo in Timmins, a representative of Nibinamik First Nation noted the community has not been and might not be able to be fully present for consultation on the CAR due to the ongoing health and mental health crisis. It was noted that multiple suicide attempts have occurred within the community. On June 25, 2025, Nibinamik First Nation provided comments on the Draft EA / IS. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> On February 19, 2025, at the Three Road Projects Gathering and Expo in Timmins, the comment was noted by the MFFN CAR Project Team will be taken into consideration during the ongoing communication and engagement related to the CAR. Following the event, Nibinamik First Nation continued to receive regular updates, engagement opportunities, and access to capacity funding. Requests for extensions on review deadlines were offered, including the option to extend the review period for the Draft EA / IS if required. 	<ul style="list-style-type: none"> Specific information related to Nibinamik First Nation is in Appendix X, the Final EA / IS RoCE.
Provincial EA Process, Federal IA Process	<p>Draft EA / IS Comments</p> <ul style="list-style-type: none"> On June 25, 2025, Nibinamik First Nation provided a cover letter and Technical Review Report (via email) with 147 comments on the Draft EA / IS. Nibinamik First Nation's comments were related to 28 out of 36 topics. 	<ul style="list-style-type: none"> Letter (via email) 	<ul style="list-style-type: none"> On June 25, 2025, the MFFN CAR Project Team acknowledged receipt of comments. The MFFN CAR Project Team responded to comments in the Final EA / IS. 	<ul style="list-style-type: none"> All comments received are documented and responded to in the Feedback and Response Log, found in Appendix C of the Final EA / IS.

Table 16-5: Consultation and Engagement Log – Nibinamik First Nation

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
August 01, 2024	Email		x	<ul style="list-style-type: none"> Michael Sugarhead (Ogamakan) Alexandria Winterburn (Legal Counsel) Walter Oskineegish (Band Manager) Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> MFFN CAR Project Team 	<ul style="list-style-type: none"> The MFFN CAR Project Team sent an email to Nibinamik First Nation with the July 2024 E-blast. The E-blast provided an overview of MFFN CAR's past, current and upcoming activities including, summer field studies involving geotechnical investigations and the groundwater and geochemistry program, as well as in-community meetings with Aroland First Nation and Marten Falls First Nation. Links to the E-blast, MFFN CAR's website and the route selection update video were included.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
September 04, 2024	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Alexandria Winterburn (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email to Nibinamik 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	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Riley Weyman (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Gershom Beaver (Band Manager) ■ Norma Jean Wabasse (Chief and Council Executive Assistant) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email to Nibinamik 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	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Riley Weyman (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Gershom Beaver (Band Manager) ■ Norma Jean Wabasse (Chief and Council Executive Assistant) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Wendy Koehler (Senior Program Manager) ■ 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) 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to Nibinamik 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. The MFFN CAR Project Team and MFFN CAR Community Member Advisor were included on the email.
September 27, 2024	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Riley Weyman (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Gershom Beaver (Band Manager) ■ Norma Jean Wabasse (Chief and Council Executive Assistant) ■ Roger Oskineegish (Road Lead for Nibinamik) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to Nibinamik First Nation with upcoming activities related to the MFFN CAR including the Community Coordinator Program and IK Program funding and sharing agreements. Links to sign up for the Project E-blast and for the social media pages were shared.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
				<ul style="list-style-type: none"> Wendy Koehler (Senior Program Manager) 		
October 03, 2024	Email		x	<ul style="list-style-type: none"> Michael Sugarhead (Ogamakan) Riley Weyman (Legal Counsel) Walter Oskineegish (Band Manager) Gershom Beaver (Band Manager) Norma Jean Wabasse (Chief and Council Executive Assistant) Roger Oskineegish (Road Lead for Nibinamik) Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> MFFN CAR Project Team 	<ul style="list-style-type: none"> The MFFN CAR Project Team sent an email to Nibinamik First Nation with the September 2024 E-blast. The E-blast provided an overview of MFFN CAR's past, current, and upcoming activities, including the release of the Draft EA / IS to Indigenous communities, the National Day for Truth and Reconciliation, information about Fall Field Programs, and the celebration of the Preferred Route. Links to the E-blast and MFFN CAR's website were included.
October 08, 2024	Email	x		<ul style="list-style-type: none"> Michael Sugarhead (Ogamakan) Riley Weyman (Legal Counsel) Walter Oskineegish (Band Manager) Gershom Beaver (Band Manager) Norma Jean Wabasse (Chief and Council Executive Assistant) Roger Oskineegish (Road Lead for Nibinamik) Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> MFFN CAR Project Consultant 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant received an email from Nibinamik First Nation thanking them for providing an update on the Project and asked to be provided with a copy of the Indigenous Knowledge Funding and Sharing Agreements.
October 16, 2024	Email		x	<ul style="list-style-type: none"> Michael Sugarhead (Ogamakan) Riley Weyman (Legal Counsel) Walter Oskineegish (Band Manager) Gershom Beaver (Band Manager) Norma Jean Wabasse (Chief and Council Executive Assistant) Roger Oskineegish (Road Lead for Nibinamik) Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> MFFN CAR Project Consultant MFFN CAR Community Member Advisor 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant sent an email to Nibinamik First Nation providing the requested information. Additional contact personal details were provided should further information regarding the Indigenous Knowledge Program be required. An MFFN CAR Community Member Advisor was included on the email.
October 31, 2024	Email		x	<ul style="list-style-type: none"> Michael Sugarhead (Ogamakan) Riley Weyman (Legal Counsel) Walter Oskineegish (Band Manager) Gershom Beaver (Band Manager) Norma Jean Wabasse (Chief and Council Executive Assistant) Roger Oskineegish (Road Lead for Nibinamik) Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> MFFN CAR Project Consultant MFFN CAR Community Member Advisor 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant received an email from Nibinamik First Nation expressing interest in receiving funding for the Community Coordinator position and requested confirmation if they are already accessing this funding, and if not, asked for how they can access it. A few questions were asked about the Indigenous Knowledge Program funding agreement.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
November 04, 2024	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Riley Weyman (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant ■ MFFN CAR Community Member Advisor 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to Nibinamik First Nation confirming that Nibinamik is not currently accessing funding for the Community Coordinator position and provided an update regarding the Community Coordinator Program, noting that the Program evolved to become a one-time capacity funding payment as per details provided.
November 05, 2024	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Gershom Beaver (Band Manager) ■ Riley Weyman (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email to Nibinamik 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 05, 2024	Email	x		<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Riley Weyman (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Wendy Koehler (Senior Program Manager) ■ Zachary Davis (Legal Counsel) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant ■ MFFN CAR Community Member Advisor 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant received an email from Nibinamik First Nation expressing that Nibinamik is interested in receiving the \$25,000 capacity funding payment and that the best way to receive the payment would be confirmed. Nibinamik First Nation indicated that they look forward to hearing further details about the IK Program soon.
November 13, 2024	Email	x		<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Riley Weyman (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Wendy Koehler (Senior Program Manager) ■ Zachary Davis (Legal Counsel) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant ■ MFFN CAR Community Member Advisor 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant received an email from Nibinamik First Nation confirming that Nibinamik would like to receive the \$25,000 capacity funding payment, and payment should be made to Nibinamik First Nation. The MFFN CAR Project Consultant was asked to share the funding agreement and to provide an update on the questions regarding the IK program if possible.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
November 19, 2024	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Riley Weyman (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Wendy Koehler (Senior Program Manager) ■ Zachary Davis (Legal Counsel) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant ■ MFFN CAR Community Member Advisor 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to Nibinamik First Nation noting that the Project Team is still finalizing the capacity funding agreement and it will be shared soon for review and sign-off. In response to questions on the IK Program Schedule A (the Aboriginal Treaty Rights and Interests Study Areas) and Schedule B (IK Guidance Document) were attached. Nibinamik First Nation was asked to share an update on when draft and final reporting could be provided. It was also noted that the timeline for inputs into the Draft EA / IS Report has passed, but Nibinamik First Nation still has the opportunity to have their IK integrated into the Final EA Report.
November 20, 2024	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Riley Weyman (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email to Nibinamik 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	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Riley Weyman (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email to Nibinamik 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	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Riley Weyman (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to Nibinamik First Nation sharing a link to download the community-specific Milestone #3 Progress Report for their review. A deadline of February 14, 2025, for feedback was provided. The key contact and preferences questionnaire was shared. The MFFN CAR Project Consultant welcomed any questions or meetings to discuss the report and timeline. A meeting was offered.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
November 28, 2024	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Riley Weyman (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant forwarded the community-specific Milestone #3 Progress Report email to Nibinamik First Nation indicating that the previous email shared with Nora Jean Wabasse bounced back and asked for an alternate email to ensure Nora Jean Wabasse receives the information.
November 28, 2024	Email	x		<ul style="list-style-type: none"> ■ Roger Oskineegish (Road Lead for Nibinamik) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant forwarded the community-specific Milestone #3 Progress Report email to a member of Nibinamik First Nation because the previous email sent to the iCloud email address could not be delivered. The MFFN CAR Project Consultant asked if the Project contact list could be updated with the member's alternative email address.
December 17, 2024	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Riley Weyman (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Wendy Koehler (Senior Program Manager) ■ Zachary Davis (Legal Counsel) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to Nibinamik First Nation with an attached Capacity Funding Agreement for signing. The MFFN CAR Project Consultant asked for further information which will be needed in the transaction including community name or entity owned by the community (e.g. the Band Office), phone number, key point of contact, email address, and mailing address.
December 18, 2024	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Riley Weyman (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email to Nibinamik 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.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
December 18, 2024	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Riley Weyman (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Wendy Koehler (Senior Program Manager) ■ Zachary Davis (Legal Counsel) 	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Nibinamik First Nation sharing updates of upcoming activities including the 2024 year-end message, the Draft EA / IS key contact and preferences questionnaire follow-up, the community-specific Milestone #3 Progress Report Feedback, IK Report / Study information, and the status of the IK Funding and Sharing Agreements. A meeting was offered.
January 15, 2025	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Riley Weyman (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Wendy Koehler (Senior Program Manager) 	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Nibinamik 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.
January 24, 2025	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Wendy Koehler (Senior Program Manager) ■ Zachary Davis (Legal Counsel) ■ Riley Weyman (Legal Counsel) 	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Nibinamik First Nation checking if they have any questions about the Capacity Funding Agreement and attached a copy for reference. Some information regarding the process was also shared and the MFFN CAR Project Consultant noted they are available to assist Nibinamik First Nation on the application to make sure the payment gets released to the community smoothly.
January 24, 2025	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Wendy Koehler (Senior Program Manager) ■ Zachary Davis (Legal Counsel) ■ Riley Weyman (Legal Counsel) 	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Nibinamik First Nation sharing updates of the upcoming activities occurring regarding the Community Access Road. The updates include information and reminders regarding the release of the Draft EA / IS, and the community-specific Milestone #3 Progress Report Feedback. A meeting was offered.
January 28, 2025	Phone	x		<ul style="list-style-type: none"> ■ Roger Oskineegish (Road Lead for Nibinamik) 	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received a voicemail from Nibinamik First Nation with a request for a return call.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
January 28, 2025	Email	x		<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Riley Weyman (Legal Counsel) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Wendy Koehler (Senior Program Manager) ■ Zachary Davis (Legal Counsel) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant received an email from Nibinamik First Nation thanking them for following up and indicated they have reviewed Capacity Funding Agreement and proposed some minor changes to Section 2.1. The MFFN CAR Project Consultant was requested to accept the changes made to the agreement if they approve and share a clean copy.
January 29, 2025	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Riley Weyman (Legal Counsel) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Wendy Koehler (Senior Program Manager) ■ Zachary Davis (Legal Counsel) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to Nibinamik First Nation thanking them for sharing the edited copy of the Capacity Funding Agreement and noted that this was shared with the Project Team for review.
January 29, 2025	Phone		x	<ul style="list-style-type: none"> ■ Roger Oskineegish (Road Lead for Nibinamik) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant returned a missed call from Nibinamik First Nation. Reception indicated that Roger Oskineegish had left for the day, and the MFFN CAR Project Consultant noted they would call the following day.
January 29, 2025	Email		x	<ul style="list-style-type: none"> ■ Roger Oskineegish (Road Lead for Nibinamik) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to a member of Nibinamik First Nation apologizing for missing their call. They noted they would return their call the following morning.
January 30, 2025	Phone		x	<ul style="list-style-type: none"> ■ Roger Oskineegish (Road Lead for Nibinamik) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant called Nibinamik First Nation. Reception indicated that Roger Oskineegish was not in the office.
January 30, 2025	Phone	x		<ul style="list-style-type: none"> ■ Roger Oskineegish (Road Lead for Nibinamik) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant received a phone call from Nibinamik First Nation, where they discussed the upcoming release of the Draft EA / IS, the Three Roads Project Gathering & Expo, and the Capacity Funding Agreement. Nibinamik First Nation indicated that they are planning a community meeting on February 6, 2025, to discuss nearby projects, and requested information about the Community Access Road. Nibinamik First Nation also requested whether the Community Access Road would be available to present to community members in Thunder Bay roughly around February 13, 2025.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
February 5, 2025	Phone		X	<ul style="list-style-type: none"> ■ Roger Oskineegish (Road Lead for Nibinamik) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant phoned Nibinamik First Nation to provide an update on information that had previously been requested on January 30, 2025. They left a voicemail.
February 5, 2025	Email		X	<ul style="list-style-type: none"> ■ Roger Oskineegish (Road Lead for Nibinamik) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an update that they had prepared some information about the Project to be shared at the February 6, 2025, meeting, and that they hope to share it the following morning. The MFFN CAR Project Consultant also provided their availability and requested more information about the Nibinamik First Nation community meeting in Thunder Bay on the week of February 13, 2025.
February 6, 2025	Email		X	<ul style="list-style-type: none"> ■ Roger Oskineegish (Road Lead for Nibinamik) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant shared a presentation deck with information about the Project for the Nibinamik First Nation community meeting.
February 10, 2025	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Wendy Koehler (Senior Program Manager) ■ Zachary Davis (Legal Counsel) ■ Riley Weyman (Legal Counsel) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email to Nibinamik 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	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Wendy Koehler (Senior Program Manager) ■ Zachary Davis (Legal Counsel) ■ Riley Weyman (Legal Counsel) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent Nibinamik 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	In-person	x		<ul style="list-style-type: none"> ■ Dan Brenzavich (Representative) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team and representatives of Nibinamik First Nation met to discuss the CAR and the Draft EA / IS during the Three Road Projects Gathering and Expo in Thunder Bay, Ontario.
February 19, 2025	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email to Nibinamik First Nation announcing that the Draft EA /

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
				<ul style="list-style-type: none"> ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Gershom Beaver (Band Manager) ■ Walter Oskineegish (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Wendy Koehler (Senior Program Manager) ■ Zachary Davis (Legal Counsel) ■ Riley Weyman (Legal Counsel) 		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	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team shipped the Assessment Summary: Draft EA / IS hard copy to Nibinamik First Nation.
February 20, 2025	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Wendy Koehler (Senior Program Manager) ■ Zachary Davis (Legal Counsel) ■ Riley Weyman (Legal Counsel) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant emailed Nibinamik First Nation updating them about the upcoming activities occurring regarding the Community Access Road. It was also indicated that a copy of the Draft EA / IS is available for review. The deadline to provide feedback on the community-specific Milestone #3 Progress Report was February 14, 2025. Feedback was requested by this date to allow for updates before the report is made publicly available. Feedback received after the deadline is still accepted for incorporation into the Draft RoCE. It was also noted that Community Capacity Funding is still available. A meeting was offered.
February 20, 2025	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Riley Weyman (Legal Counsel) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Wendy Koehler (Senior Program Manager) ■ Zachary Davis (Legal Counsel) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent Nibinamik First Nation an updated comment of the Capacity Funding Agreement, with the changes Nibinamik had requested.
February 25, 2025	Email	x		<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Riley Weyman (Legal Counsel) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant received and email from a representative of Nibinamik First Nation to note that a Band Council Resolution was underway to authorize the signature of the Capacity Funding Agreement. They requested an additional copy of the Agreement with tracked changes accepted, noting that the document was locked for editing.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
				<ul style="list-style-type: none">■ Wendy Koehler (Senior Program Manager)■ Zachary Davis (Legal Counsel)		

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
March 04, 2025	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Riley Weyman (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Roger Oskineegish (Road Lead for Nibinamik) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email to Nibinamik First Nation with the February 2025 E-blast. The E-blast provided an update on the Community Access Road including: The Draft EA / IS release to Indigenous communities, community meetings with Marten Falls First Nation, 2025 Three Road Projects Gathering and Expo and information on upcoming engagement activities including Public Information Centre #6 and webinars. Links to the MFFN CAR website were included.
March 06, 2025	Email	x		<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Riley Weyman (Legal Counsel) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Wendy Koehler (Senior Program Manager) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Walter Oskineegish (Band Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant received an email from Nibinamik First Nation with a copy of Capacity Funding Agreement.
March 11, 2025	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Riley Weyman (Legal Counsel) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Wendy Koehler (Senior Program Manager) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Walter Oskineegish (Band Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to Nibinamik First Nation thanking them for sending the Capacity Funding Agreement. The consultant also indicated that they are awaiting the void cheque or banking letter from Nibinamik First Nation.
March 11, 2025	Email	x		<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Riley Weyman (Legal Counsel) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Wendy Koehler (Senior Program Manager) ■ Gershom Beaver (Band Manager) ■ Walter Oskineegish (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant received an email from Nibinamik First Nation thanking them for the update.
March 11, 2025	Email	x		<ul style="list-style-type: none"> ■ Roger Oskineegish (Road Lead for Nibinamik) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant received an email from Nibinamik First Nation notifying them of a change in email address and providing the updated contact information.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
March 18, 2025	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Riley Weyman (Legal Counsel) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Wendy Koehler (Senior Program Manager) ■ Gershom Beaver (Band Manager) ■ Walter Oskineegish (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to Nibinamik First Nation with an attached copy of the signed Capacity Funding Agreement. The MFFN CAR Project Consultant noted that they are unable to proceed with arranging payment until they have received copy of the void cheque or banking letter from Nibinamik First Nation.
March 19, 2025	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Riley Weyman (Legal Counsel) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Wendy Koehler (Senior Program Manager) ■ Gershom Beaver (Band Manager) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Walter Oskineegish (Band Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to Nibinamik First Nation with a summary of discussions held in the Project breakout sessions, attended by the representatives of Nibinamik First Nation in November 2023, and participation in the Cumulative Effects Workshop undertaken on the last day of the ATRI Forum. The email also summarized consultation and engagement activities that occurred 2024 and 2025 in relation to the EA / IA. A meeting was offered.
March 19, 2025	Email		x	<ul style="list-style-type: none"> ■ Roger Oskineegish (Road Lead for Nibinamik) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to Nibinamik First Nation informing them that their contact list will be updated to include the new email address.
March 28, 2025	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Riley Weyman (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Gershom Beaver (Band Manager) ■ Wendy Koehler (Senior Program Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to Nibinamik First Nation notifying them that Draft EA / IS is available for Indigenous community review and they are available to assist Nibinamik First Nation with the review process. The MFFN CAR Project Consultant indicated that if Nibinamik First Nation would like to book an in-person or virtual meeting to discuss the Draft EA / IS they can reach out. The MFFN CAR Project Consultant indicated that on March 19, 2025, they distributed ATRI Forum #2 Summary with comments and notes. The MFFN CAR Project consultant also indicated that in April and May of 2025, the Project will be hosting webinars on identified project effects and proposed mitigations measures for land, water and people.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
April 03, 2025	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) ■ Riley Weyman (Legal Counsel) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email to Nibinamik 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 03, 2025	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Tom Semple (Kasabonika Lake First Nation Chief) ■ Ton Knijnenburg (Kasabonika Lake First Nation Consultant) ■ Jordan Dunnigan (Kasabonika Lake First Nation Consultant) ■ Simon Semple (Kasabonika Lake First Nation) ■ Bob Baxter (Marten Falls First Nation (MFFN)) ■ Walter Oskineegish (Nibinamik First Nation) ■ Roger Oskineegish (Nibinamik First Nation) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to Kasabonika Lake First Nation requesting an indication of their availability to attend a virtual meeting to discuss the Marten Falls First Nation Community Access Road Project with them and asked if there are any additional individuals that they would like included in the meeting. Representatives from Nibinamik First Nation were copied on the email.
April 10, 2025	Email	x		<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Walter Oskineegish (Band Manager, Nibinamik First Nation) ■ Tom Semple (Chief, Kasabonika Lake First Nation) ■ Ida Morris (Band Administrator, Kasabonika Lake First Nation) ■ Jack Daniel Brown (Deputy Chief, Kasabonika Lake First Nation) ■ Ton Knijnenburg (Consultant) ■ Jordan Dunnigan (Consultant) ■ Eno H. Anderson (Kasabonika Lake First Nation) ■ Simon Semple (Councillor, Kasabonika Lake First Nation) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team ■ MFFN CAR Community Member Advisor ■ MFFN Leadership ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant received an email from Kasabonika Lake First Nation about a face-to-face meeting with the Project Team in Winnipeg to discuss the "First Nation Community Access Roads" with Chiefs and Community Representatives. Kasabonika Lake First Nation noted that representatives will attend the Ontario Prospectors & Explorers Symposium in Thunder Bay next week and hope to meet with representatives from Nibinamik, Marten Falls, and Webequie First Nations to discuss various road projects. Kasabonika Lake First Nation suggested a centralized partnership among First Nations communities and resource companies could be beneficial for future deals and partnerships. Representatives from Nibinamik First Nation were copied on the email.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
April 10, 2025	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Walter Oskineegish (Nibinamik First Nation) ■ Wendy Koehler (Senior Program Manager) ■ Riley Weyman (Legal Counsel) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email to Nibinamik First Nation announcing that the Community Well-Being Report is now available online, and those who requested hard copies will receive them shortly after. The MFFN CAR Project Team outlined the timeline for review of the Draft EA / IS and stated that the final date for comments and feedback is June 23, 2025. Methods of contact, including website, email, mailing address and phone number were provided to submit comments or feedback.
April 15, 2025	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Walter Oskineegish (Nibinamik First Nation) ■ Wendy Koehler (Senior Program Manager) ■ Riley Weyman (Legal Counsel) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to Nibinamik First Nation following up if there is an update regarding the void cheque or banking letter. The MFFN CAR Project Consultant indicated that, unfortunately they are unable to process the capacity funding payment until they receive the above-mentioned document(s).
April 15, 2025	Email	x		<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Walter Oskineegish (Nibinamik First Nation) ■ Wendy Koehler (Senior Program Manager) ■ Riley Weyman (Legal Counsel) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant received an email from Nibinamik First Nation noting that they followed up about the void cheque or banking letter, and they are hoping they will be able to provide it soon.
April 15, 2025	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Walter Oskineegish (Nibinamik First Nation) ■ Wendy Koehler (Senior Program Manager) ■ Riley Weyman (Legal Counsel) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to Nibinamik First Nation noting the update provided by them and indicated that they are looking forward to hearing from Nibinamik First Nation regarding the Capacity Funding Agreement.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
April 22, 2025	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Walter Oskineegish (Band Manager, Nibinamik First Nation) ■ Tom Semple (Chief, Kasabonika Lake First Nation) ■ Ida Morris (Band Administrator, Kasabonika Lake First Nation) ■ Jack Daniel Brown (Deputy Chief, Kasabonika Lake First Nation) ■ Ton Knijnenburg (Consultant) ■ Jordan Dunnigan (Consultant) ■ Eno H. Anderson (Kasabonika Lake First Nation) ■ Simon Semple (Councillor, Kasabonika Lake First Nation) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to Kasabonika Lake First Nation indicating that they are currently focused on addressing comments / questions from Indigenous communities, and the public, relating to the Draft EA / IS for the Community Access Road. They indicated that unfortunately, the Project Team is not located in Winnipeg, however, they would be happy to arrange a virtual meeting to discuss and better understand their interest and questions. The Project Consultant also provided dates for the Public Information Centres in-person meetings which they are welcome to attend. Representatives from Nibinamik First Nation were copied on the email.
April 22, 2025	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Walter Oskineegish (Band Manager, Nibinamik First Nation) ■ Tom Semple (Chief, Kasabonika Lake First Nation) ■ Ton Knijnenburg (Consultant) ■ Jordan Dunnigan (Consultant) ■ Simon Semple (Councillor, Kasabonika Lake First Nation) 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN Leadership ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to Kasabonika Lake First Nation indicating that currently they are focused on addressing comments / questions from Indigenous communities, and the public, relating to the Draft EA / IS for the Community Access Road. They indicated that unfortunately, the Project Team is not located in Winnipeg, however, they would be happy to arrange a virtual meeting to discuss and better understand their interest and questions. The Project Consultant also provided dates for the Public Information Centres in-person meetings which they are welcome to attend. Representatives from Nibinamik First Nation were copied on the email.
April 28, 2025	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Walter Oskineegish (Nibinamik First Nation) ■ Wendy Koehler (Senior Program Manager) ■ Riley Weyman (Legal Counsel) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to Nibinamik First Nation, sharing updates on the upcoming activities in April regarding the Community Access Road. The updates included important information and reminders about the release of the Draft EA / IS, upcoming webinars, and PIC #6 that will be hosted in Thunder Bay and Geraldton. The MFFN CAR Project Consultant encouraged Nibinamik First Nation to book a meeting to discuss the Draft EA / IS.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
April 30, 2025	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Walter Oskineegish (Nibinamik First Nation) ■ Wendy Koehler (Senior Program Manager) ■ Riley Weyman (Legal Counsel) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email to Nibinamik First Nation with a reminder for the new webinar series on the Draft EA / IS. The reminder provided information on upcoming webinars, including: Community Well-Being, Land: Ungulates (Moose and Caribou), Water: Fish and Fish Habitat and People: Land and Resource Use. Links to the MFFN CAR website and to register for the Community Well-Being webinar were included.
May 06, 2025	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) ■ Riley Weyman (Legal Counsel) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email to Nibinamik 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.
May 08, 2025	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) ■ Riley Weyman (Legal Counsel) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email to Nibinamik 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	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) ■ Riley Weyman (Legal Counsel) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email to Nibinamik 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.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
May 26, 2025	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) ■ Riley Weyman (Legal Counsel) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email to Nibinamik First Nation inviting recipients to attend the upcoming Public Information Centre #6 on May 26 and 29, 2025, in Thunder Bay and Geraldton, respectively. An informational poster for the event and a poster for the release of the Draft EA / IS release to the public was attached, and the date, time and location of each event were included in the body of the email. A link to the event information page was included.
May 28, 2025	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Walter Oskineegish (Band Manager) ■ Wendy Koehler (Senior Program Manager) ■ Riley Weyman (Legal Counsel) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to the Nibinamik First Nation regarding upcoming activities occurring for the Community Access Road. Updates included the end of the review period for the Draft EA / IS, and encouraging Nibinamik First Nation to book a meeting to discuss the Draft EA / IS. Public Information Centre (PIC) #6 will be hosted in Thunder Bay and Geraldton, with the first hour dedicated to Indigenous community members. Nibinamik First Nation was informed about the upcoming webinar related to People: Land and Resource Use.
June 05, 2025	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Riley Weyman (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Gershom Beaver (Band Manager) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email to Nibinamik First Nation inviting recipients to register for the upcoming People: Land and Resource Use webinar on Thursday, June 5, 2025, from 4 to 5 p.m. EST. An invitation to reach out Nibinamik First Nation is interested in a meeting to talk about any of the topics covered in the webinar series was also included. Links to the registration page for the webinar and the location to view previous webinars were included.
June 11, 2025	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Riley Weyman (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email to Nibinamik 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.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
June 25, 2025	Letter (via email)	x		<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Hezekiah Neshinapaise (Councillor) ■ Richard Roundhead (Councillor) ■ Stanley Oskineegish (Finance Administrator) ■ Benny Yellowhead (Councillor) ■ Lias Yellowhead (Consultation Officer) ■ Byron Wapoos (Economic Development Officer) ■ Walter Oskineegish (Band Manager) ■ Riley Weyman (Legal Counsel) ■ Zachary Davis (Legal Counsel) ■ Chirag Patney (Consultant) ■ Morgan Edwards (Consultant) ■ Rita Karrel (Consultant) ■ Dorothy Moszynski (Ministry of the Environment, Conservation and Parks) ■ Sasha McLeod (Ministry of the Environment, Conservation and Parks) 	<ul style="list-style-type: none"> ■ MFFN CAR EA / IS Email Portal ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team received an email from Nibinamik First Nation with a cover letter and Review Report providing 147 comments on the Draft EA / IS.
June 30, 2025	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Riley Weyman (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to the Nibinamik First Nation regarding upcoming activities occurring for the Community Access Road. Updates included the end of the review period for the Draft EA / IS, information on Public Information Centre #6 and the Draft RoCE for Indigenous communities. A meeting was offered.
July 11, 2025	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Riley Weyman (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant ■ MFFN CAR Community Member Advisor 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to Nibinamik First Nation regarding the community-specific ATRI: Draft IA Report. The report, based on publicly available sources and Indigenous Knowledge Reports, outlines the assessment process for these rights and interests. The review period is 90 days, and feedback is welcome. Comments will be received until October 9, 2025, and meetings are available to discuss the assessment process and gather additional information. An MFFN CAR Community Member Advisor was included on the email.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
July 15, 2025	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Riley Weyman (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email to Nibinamik 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	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Riley Weyman (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email to Nibinamik First Nation with corrections to the June 2025 E-blast email including, the correct link for the June E-blast and attaching the Summer 2025 Field Notice. Links to the MFFN CAR project website, June 2025 E-blast, Summer 2025 Field Notice and MFFN CAR social media pages were included.
July 30, 2025	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Riley Weyman (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to Nibinamik First Nation regarding the upcoming Draft RoCE for Indigenous communities, which will be released in Fall 2025. Field studies are ongoing to support preliminary design and future permitting for the Marten Falls First Nation Community Access Road Consultant, including Stage 2 Archaeological Assessment, Groundwater Well Decommissioning, and Geotechnical Investigation. The community-specific ATRI: Draft IA Report, sent on July 11, 2025, is available for review and feedback. The review period is 90 days.
July 31, 2025	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Riley Weyman (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email to Nibinamik 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.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
August 07, 2025	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Riley Weyman (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email to Nibinamik First Nation with the July 2025 E-blast. The E-blast provided an update on the Community Access Road including: the latest on the Draft EA / IS, Plain Language Summaries available in five languages, New Video: Understanding Cumulative Effects, a reminder of the Draft EA / IS Series and upcoming 2025 field work. Links to the MFFN CAR project website, plain language summaries, technical reports, Cumulative Effects video, webinar recordings, Field Notice and social media pages were included.
August 19, 2025	Phone		x	<ul style="list-style-type: none"> ■ Roger Oskineegish (Road Lead for Nibinamik) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant phoned Nibinamik First Nation to discuss a comment received on the Draft EA / IA that Nibinamik First Nation has Indigenous Knowledge to share with the Community Access Road. There was no option to leave a voicemail.
August 20, 2025	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Riley Weyman (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Wendy Koehler (Senior Program Manager) ■ Rita Karrel (Consultant) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to Nibinamik First Nation regarding the comments received on the Draft EA / IS, included a comment from Nibinamik First Nation noting they had Indigenous Knowledge to share about water, and requesting capacity funding. The MFFN CAR Project Consultant requested a phone call with Nibinamik First Nation to discuss how their Indigenous Knowledge could be shared with the Community Access Road.
August 20, 2025	Phone		x	<ul style="list-style-type: none"> ■ Roger Oskineegish (Road Lead for Nibinamik) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant phoned Nibinamik First Nation several times to discuss a comment received on the Draft EA / IA that Nibinamik First Nation has Indigenous Knowledge to share with the Community Access Road. There was no option to leave a voicemail.
August 29, 2025	Email		x	<ul style="list-style-type: none"> ■ Michael Sugarhead (Ogamakan) ■ Riley Weyman (Legal Counsel) ■ Walter Oskineegish (Band Manager) ■ Gershom Beaver (Band Manager) ■ Nora Jean Wabasse (Chief and Council Executive Assistant) ■ Roger Oskineegish (Road Lead for Nibinamik) ■ Wendy Koehler (Senior Program Manager) 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to Nibinamik First Nation to follow-up on providing Indigenous Knowledge. The MFFN CAR Project Consultant also provided an update that there was a new video about understanding cumulative effects, and reminded Nibinamik First Nation that the community-specific ATRI: Draft IA Report is available for review.

B16. Nibinamik First Nation

B16.1 Outgoing Community Specific Correspondence

B16.2 Incoming Community Specific Correspondence

B16.3 Community Specific Meeting Materials

B16.1 Outgoing Community Specific Correspondence

From: Anderson, Victoria [REDACTED]
Sent: Wednesday, 25 September 2024 20:19
To: [REDACTED]
Cc: [REDACTED]
Subject: MFFN Community Access Road – About the Draft EA / IS
Attachments: 2024-09-25_About the Draft EA-IS Process_Nibinamik.pdf; FAQ - Draft EA IS - September 2024.pdf

Dear Ogamakan Michael Sugarhead,

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:

[REDACTED]

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,

Victoria Anderson BA, BSc
She/Her

Socio-Economic Specialist, Impact Assessment and Permitting, Western Canada
[REDACTED]

AECOM
[REDACTED]

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September 25, 2024

Nibinamik First Nation
General Delivery, Summer Beaver, Ontario
[REDACTED]

Subject: Draft Environmental Assessment / Impact Statement Report (EA / IS)

Dear Ogamakan Michael Sugarhead,

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.

Phone: [REDACTED]

Email: info@martenfallsaccessroad.ca

Web: <http://www.martenfallsaccessroad.ca>





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.

Phone: [REDACTED]

Email: info@martenfallsaccessroad.ca

Web: <http://www.martenfallsaccessroad.ca>





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.

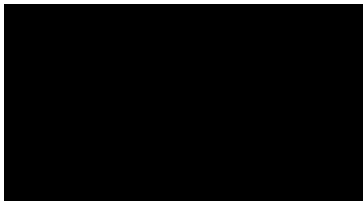
A Community Coordinator would provide advice, guidance and support for community engagement activities related to the proposed Community Access Road. At this stage in the process, a Community Coordinator could focus their time preparing the community for when the Draft EA / IS is circulated and help 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,



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
- 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
- Walter Oskineegish, Nibinamik First Nation Band Manager
- Gershom Beaver, Nibinamik First Nation Band Manager
- Norma Jean Wabasse, Nibinamik First Nation Chief and Council Executive Assistant
- Roger Oskineegish, Nibinamik First Nation Road Lead
- Riley Weyman, Legal Counsel, Pape Salter Teillet LLP
- Wendy Koehler, Senior Program Manager, Jon Schiffer, CPA Professional Corporation

Phone: [REDACTED]

Email: info@martenfallsaccessroad.ca

Web: <http://www.martenfallsaccessroad.ca>





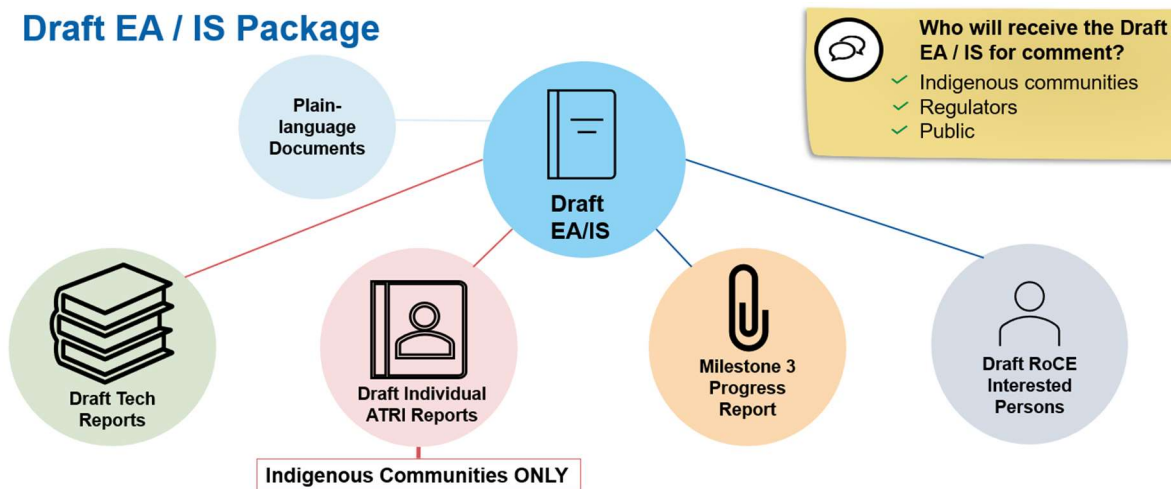
Frequently Asked Questions – Draft EA / IS

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.

Draft EA / IS Package



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.



From: Anderson, Victoria [REDACTED]
Sent: Friday, 27 September 2024 22:34
To: [REDACTED]
Cc: [REDACTED]
Subject: MFFN Community Access Road - What's New
Attachments: [REDACTED]

Hello Ogamakan Sugarhead,

I hope you're doing well. I wanted to share the following information regarding the Marten Falls First Nation Community Access Road for the month of September:

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 Nibinamik 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 and for coordinating the review of this and associated documents. **A job poster is attached to this email to share with Community members.**

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).

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 to discuss.

Stay up to date!

To stay updated on ongoing activities for the MFFN CAR, sign up for our newsletter here: [REDACTED]

Follow us on [Facebook](#), [LinkedIn](#) and [Instagram](#).

IK Program

We want to check in on the status of the Indigenous Knowledge Funding and Sharing Agreement that we had shared with Nibinamik First Nation for review. While the December 11, 2023 deadline for the submission of Indigenous Knowledge has passed, we can accommodate Nibinamik First Nation if you need additional time. Please let us know your thoughts.

Please feel free to reach out if you have any questions, comments, or concerns.

All the best,

Victoria Anderson BA, BSc
She/Her

Socio-Economic Specialist, Impact Assessment and Permitting, Western Canada
[REDACTED]

AECOM
[REDACTED]

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MARTEN FALLS FIRST NATION ALL SEASON COMMUNITY ACCESS ROAD

WE'RE HIRING!



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

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

If so, this could be the role for you!

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

Responsibilities

- Coordinate between the MFFN Project Team and community members living in / outside of your 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: Anderson, Victoria [REDACTED]

Sent: Wednesday, 16 October 2024 19:03

To: Riley Weyman [REDACTED]

Cc: [REDACTED]

Subject: RE: MFFN Community Access Road - What's New

Hello Riley,

I apologize for the delayed response, please see the attached Indigenous Knowledge Funding and Sharing Agreements.

I'm looping in Bob Baxter and Andrea Nokleby (cc'd), who can help answer questions about the Indigenous Knowledge program.

All the best,

Victoria Anderson BA, BSc
She/Her

Socio-Economic Specialist, Impact Assessment and Permitting, Western Canada

[REDACTED]

AECOM

[REDACTED]

[REDACTED]

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From: Anderson, Victoria [REDACTED]

Sent: Monday, November 4, 2024 5:42 PM

To: Riley Weyman [REDACTED]

Cc: [REDACTED]

Subject: RE: MFFN Community Access Road - What's New

Hi Riley,

I can confirm that Nibinamik is not currently accessing funding for the Community Coordinator position, though I do want to give an update on the proposed Marten Falls First Nation (MFFN) Community Access Road and the Community Coordinator Program (the Program).

After some deliberation, the Program has been discontinued and is being replaced with a one-time capacity funding payment to help support engagement in the Community Access Road in a manner that best suits the community.

The original objective of identifying a Community Coordinator was to have the individual support consultation efforts between the MFFN Community Access Road and Nibinamik First Nation 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 Nibinamik 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 Nibinamik First Nation’s engagement in the Community Access Road; we believe that this approach will provide the community with the flexibility to allocate the funds as they see fit and ensure that use matches their needs.

If Nibinamik First Nation chooses to, these funds could support their review and comment gathering on the Draft EA / IS by elders and / or youth, for example. If the community would like to have a Community Coordinator to support the review (e.g. by gathering and compiling feedback) they 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 the community. During the review period of the Draft EA / IS, the Project Team will continue to make themselves available to help support the community upon request (e.g. with Project materials and information, and meetings as required).

If this capacity funding is of interest, 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.

Regarding the IK Program, I’m hoping to touch base with Andrea (the IK Program lead) this week to provide you with some additional information.

Please let me know if you have any questions.

Best,

Victoria Anderson BA, BSc
She/Her

Socio-Economic Specialist, Impact Assessment and Permitting, Western Canada
[REDACTED]

AECOM
[REDACTED]

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Subject: MFFN Community Access Road - What's New

Attachments: [Redacted]

From: Anderson, Victoria

Sent: Tuesday, November 19, 2024 11:21 AM

To: Riley Weyman [Redacted]

Cc: [Redacted]

Subject: RE: MFFN Community Access Road - What's New

Hi Riley,

That's great to hear, thanks for the update. Our team is still finalizing the capacity funding agreement on our end, and I'll be able to share that soon for your review and sign-off.

Regarding your questions about the Indigenous Knowledge Funding Agreement, I've attached Schedule A (the Aboriginal Treaty Rights and Interests Study Areas) as well as Schedule B (IK Guidance Document) to this email. In relation to your question about the timelines, we're hoping that Nibinamik First Nation can please provide an update on when Draft and Final reporting / mapping could be provided. The timeline for inputs into the Draft EA / IS Report has passed, but we will work with Nibinamik to integrate IK into the Final EA Report.

On a personal note, I was looking forward to travelling up to Summer Beaver last week for the Three Roads presentations, and was disappointed that we weren't able to make it due to the fog. I hope everyone in the community is doing well!

Best,

Victoria Anderson BA, BSc
She/Her

Socio-Economic Specialist, Impact Assessment and Permitting, Western Canada

[Redacted]

AECOM

[Redacted]

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Update on the Study Areas for the Aboriginal and / or Treaty Rights and Interests Impact Assessment

October 2024

The purpose of this memo is to share further updates on the study areas for the Aboriginal and / or Treaty Rights and Interests (ATRI) Impact Assessment that will be completed for the Marten Falls First Nation (MFFN) Community Access Road (CAR) Project (the Project). The ATRI environmental discipline includes the following Valued Components and associated considerations for the assessment:

- **Indigenous Current Use of Land and Resources for Traditional Purposes** – refers to activities that are integral to a community’s way of life and culture (hunting, trapping, fishing, plant harvesting, ceremonial or spiritual practices, and other cultural practices), and considers direct impacts from construction and operation (physical disturbance), changes to the quality and / or quantity of resources, and changes to access to sites and areas used for these activities; and
- **Cultural Continuity and Wellbeing** – refers to the experience of culture and how traditional knowledge and culture is maintained and transmitted, and considers the experience of being on the land, connection to the land and ability to practice and transmit cultural traditions, and governance and stewardship.

What is a Study Area?

Study areas identify the geographic areas within which potential effects of the Project may or are likely to occur. These study areas are used to guide the data collection and assessment processes. To capture the range of potential effects, the following study areas are typically used in environmental assessment processes:

- **Construction Disturbance Area (previously referred to as the Project Development Area):** the area of expected direct physical disturbance from Project;
- **Local Study Area:** the area where the potential direct effects of the Project (e.g., loss of or alteration of sites and areas used for traditional purposes) may occur; and
- **Regional Study Area:** the area where the potential indirect effects of the Project (e.g., effects to Indigenous land and resource use resulting from changes in the availability of wildlife, fish, etc.) may occur.

Study areas specific to the ATRI Valued Components were developed for the Project. These are described below.





ATRI-specific Study Areas for the Project

Preliminary study areas for Aboriginal and / or Treaty Rights and Interests were developed and shared with Indigenous communities and groups in August 2020. They were also included in the Indigenous Knowledge Program Guidance Document that was shared with all Indigenous communities and groups in November 2020.

The preliminary Local Study Area was revised and slightly increased in size when the Project Development Area (revised to the Construction Disturbance Area) was established to take into account potential aggregate sites, temporary construction camp locations, and construction access roads. The preliminary Regional Study Area was revised to include four additional quaternary watersheds based on inputs from Indigenous communities and groups, and therefore also increased in size.

Revisions to the study areas were shared with Indigenous communities and groups through communications in January 2021 and August 2022. The most recently shared study areas from August 2022 are shown in **Figure 1** appended to this memo. These study areas were used to establish the Project Team's understanding of existing conditions with respect to ATRI, as described in the Preliminary Existing Conditions Report prepared for and shared with each Indigenous community and group in 2023.

Revisions to the ATRI-specific Study Areas for the Impact Assessment

The characterization of existing conditions for the Project was completed on two alternative route options (Alternative 1 and 4). The information collected on existing conditions for all disciplines (e.g., ATRI, wildlife, fish, vegetation, air quality, etc.) was used to inform the selection of the technically preferred Route Alternative (the corridor that is most preferred from a technical perspective). The ATRI Impact Assessment will be completed on the technically preferred Route Alternative. Therefore, the ATRI study areas were revised for the assessment to focus on the technically preferred Route Alternative.

Since the ATRI study areas are based on the study areas of other Valued Components that are relied on for ATRI (e.g., wildlife, surface water, fish), changes to the study areas for these other Valued Components also led to the following changes to the study areas for ATRI for the assessment:

- The Local Study Area increased from a 5 km buffer to a 10 km buffer; and
- The Regional Study Area increased in size (more than doubled in area) as the extent shifted from a quaternary to a tertiary watershed level.

The assessment study areas also include ancillary features such as pits and quarries, temporary access roads and worker camps.





In addition, based on inputs from Indigenous communities and groups to date about the potential for the Project to influence Aboriginal and / or Treaty Rights outside of the Regional Study Area given the ranges and movements of caribou, a Caribou Regional Study Area has also been identified that encompasses the four caribou ranges that are intersected by the Project. The inclusion of the Caribou Regional Study Area enables the Project Team to assess the potential indirect impacts on ATRI resulting from potential Project effects on caribou specifically.

The ATRI study areas that will be used for the assessment are shown in **Figure 2** appended to this memo. An overview of the changes to the ATRI study areas for the purposes of the assessment is provided in **Table 1** appended to this memo.

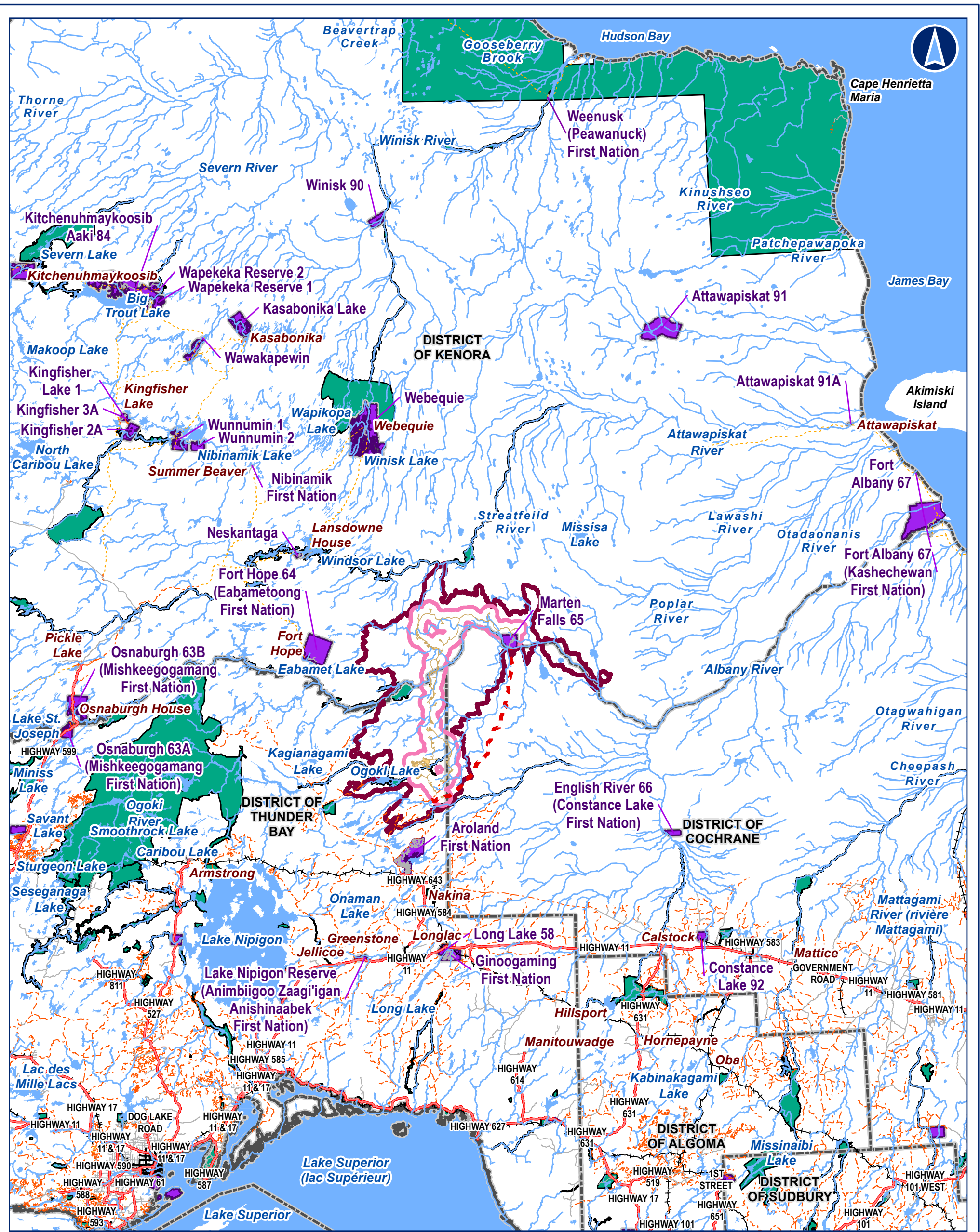
Your Knowledge and Input is Important to Us!

The Project Team wants to understand Aboriginal and Treaty Rights and Interests related to the Project. Indigenous Knowledge and information on Indigenous land and resource use and cultural practices will help us to better understand and appreciate the environment with respect to the identity, culture, and heritage of Indigenous communities. If your community has Indigenous Knowledge or information that you would like to share or if you would like to learn more about the Indigenous Knowledge Program and / or share information on Aboriginal and / or Treaty Rights and Interests, please do not hesitate to reach out to Bob Baxter at [REDACTED] or Andrea Nokleby [REDACTED]
[REDACTED]

We hope you and your community are safe and well.

- Encl. **Figure 1.** Aboriginal and / or Treaty Rights and Interests Existing Conditions Study Areas
Figure 2. Updated Aboriginal and / or Treaty Rights and Interests Study Areas for the Impact Assessment
Table 1. Comparison of the Existing Conditions and Assessment Study Areas for ATRI





Legend

- ATRI Local Study Area
- ATRI Regional Study Area
- Construction Disturbance Area

General Features

- Highway
- Major Road
- Local Road
- Resource / Recreation Road
- Winter Road
- Service Road
- Alleyway / Laneway

- MFFN Existing Winter Access Road
- Railway
- Watercourse
- Waterbody
- First Nation Reserve
- District Municipal Boundary
- Provincial Park

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Aboriginal and/or Treaty Rights and Interests Existing Conditions Study Areas

0 15 30 60 90 120
Kilometres

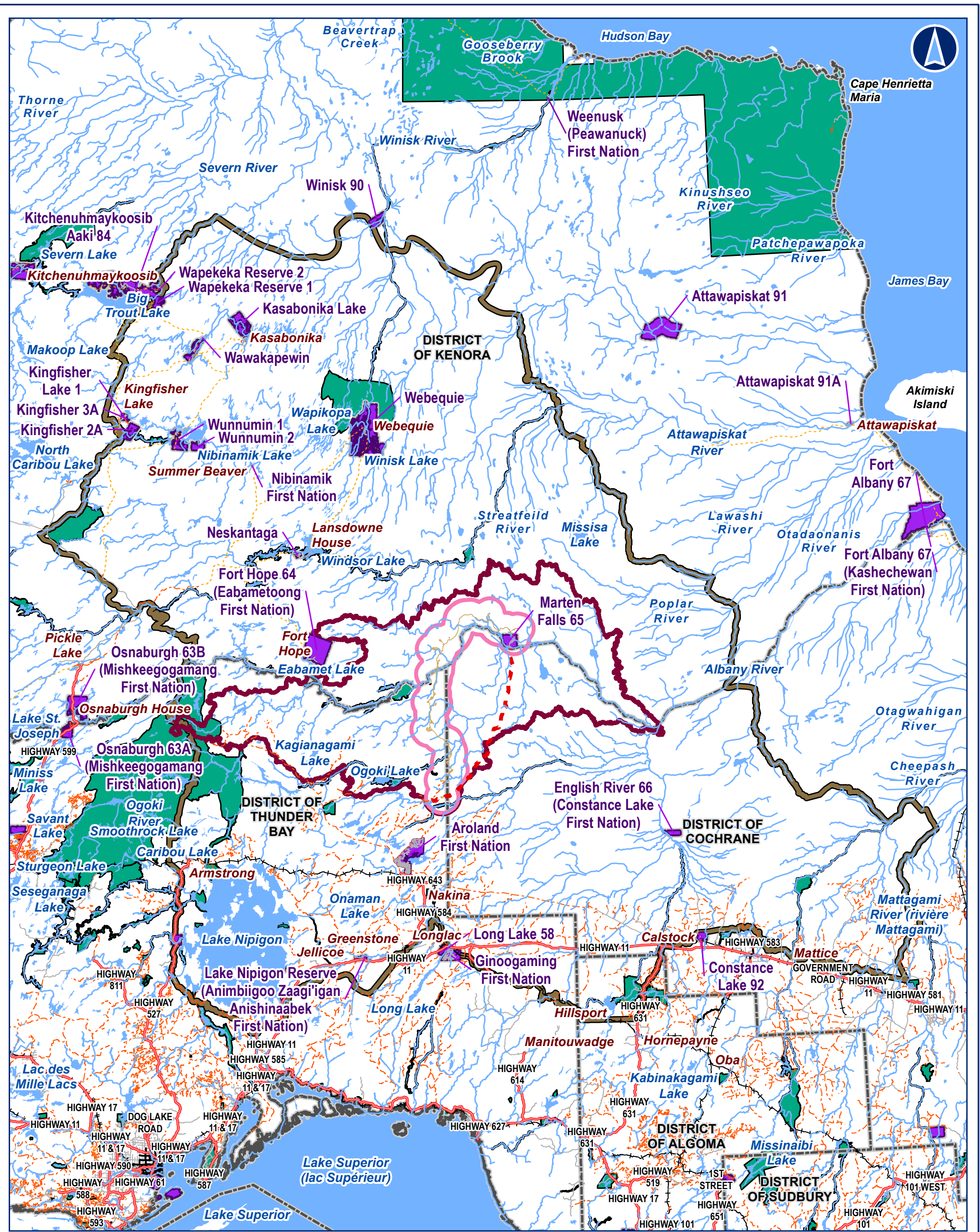
Datum: NAD 1983 CSRS UTM Zone 16N

Jul, 2024 1:2,500,000
*when printed 11"x17"

Rev:00

Figure 1

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Legend

- ATR Local Study Area
- ATR Regional Study Area
- ATR Caribou Regional Study Area
- Construction Disturbance Area

General Features

- Highway
- Major Road
- Local Road
- Resource / Recreation Road
- Winter Road
- Service Road
- Alleyway / Laneway
- MFFN Existing Winter Access Road
- Railway
- Watercourse
- Waterbody
- First Nation Reserve
- District Municipal Boundary
- Provincial Park

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Updated Aboriginal and/or Treaty Rights and Interests Local and Regional Study Areas Used for the Impact Assessment

0 15 30 60 90 120
Kilometres

Datum: NAD 1983 CSRS UTM Zone 16N

Jul, 2024 1:2,500,000
"when printed 11"x17"

Rev:00

Figure 2

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Table 1. Comparison of the Existing Conditions and Assessment Study Areas for Aboriginal and / or Treaty Rights and Interests

Study Area	Geographic Extent*		Area Size		Rationale
	Existing Conditions	Impact Assessment	Existing Conditions	Impact Assessment	
Local Study Area	<ul style="list-style-type: none"> • 5 km buffer from the Route Alternatives and other project components and temporary infrastructure (e.g., aggregates sources, access roads, construction camps, staging areas, and stockpile areas). • Corresponds to the outermost boundaries of the combined Local Study Areas for the fish and fish habitat, surface water, vegetation, general wildlife, moose, air quality, noise, and visual Valued Components (as delineated in August 2020). 	<ul style="list-style-type: none"> • 10 km buffer from the Construction Disturbance Area (the area of expected direct disturbance which includes a 100-metre Right-of-way, temporary construction access roads, work areas, worker camps, and pits, quarries and associated access roads) of the Technically Preferred Route Alternative. • Corresponds to the outermost boundaries of the combined Local Study Areas for the aquatics (surface water and fish and fish habitat), vegetation, birds, wildlife (general), wolverine, ungulates (moose and caribou), air quality, visual, and noise Valued Components. 	367,245 ha	461,856 ha**	<ul style="list-style-type: none"> • Captures the area where direct and / or more noticeable environmental effects and impacts of the Project on Aboriginal and / or Treaty Rights and Interests may occur. • Allows for route refinement during Project design (e.g., avoiding or mitigating impacts to sensitive features). • Defined based on the key components that may be relied on for the exercise of harvesting and cultural practice rights in the area of the Project, or have the potential to influence it.
Regional Study Area	<ul style="list-style-type: none"> • Combined area of the quaternary watersheds that interact with the Route Alternatives and the Local Study Area. • Corresponds to the outermost boundaries of the combined Regional Study Areas for the fish and fish habitat, surface water, vegetation, and general wildlife Valued Components (as delineated in August 2020). 	<ul style="list-style-type: none"> • Combined area of the three tertiary watersheds (4GD-Upper Albany – Makokibatan, 4GE-Lower Ogoki, and 4GF-Upper Albany – Muswabik) that are intersected by the Technically Preferred Route Alternative. • Corresponds to the outermost boundaries of the combined Regional Study Areas for the aquatics (surface water and fish and fish habitat), vegetation, birds, and wildlife (general) Valued Components. 	1,210,273 ha	2,590,869 ha	<ul style="list-style-type: none"> • Captures the area where indirect and less noticeable environmental effects and impacts of the Project on Aboriginal and / or Treaty Rights and Interests may occur. • Allows the Proponent to gather information at a larger scale to better understand potential indirect Project effects on the environment and associated impacts on Aboriginal and / or Treaty Rights and Interests. • Defined based on key components that may be relied on for the exercise of harvesting and cultural practice rights at a more regional level.
Caribou Regional Study Area	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • Coincides with Regional Study Area used for the assessment on caribou, which consists of four caribou ranges: Missisa, Nipigon, Ozhiski, and Pagwachuan. 	N/A	19,250,753 ha	<ul style="list-style-type: none"> • Allows the Proponent to assess the potential indirect impacts on Aboriginal and / or Treaty Rights and Interests outside of the Regional Study Area resulting from potential Project effects on caribou specifically. • Informed by inputs from Indigenous communities and groups and regulators.

*Note that the selection of a Technically Preferred Route Alternative resulted in refined study areas (presumed impact areas) for the impact assessment, which represent only one route corridor instead of two; the Existing Conditions study areas were delineated based on all Route Alternatives.

**While the buffer has doubled in size (from a 5 km to a 10 km buffer), the total area has not because the Existing Conditions Local Study Area was a buffer on all Route Alternatives while the Assessment Local Study Area is a buffer on the Technically Preferred Route Alternative only.

Subject: Marten Falls First Nation Community Access Road (MFFN CAR) Milestone #3 Progress Report
Sent: 2024/11/28, 23:15:29
From: Anderson, Victoria [Redacted]
To: [Redacted]
Cc: [Redacted]

Dear Ogamakan Michael Sugarhead,

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 Nibinamik 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 haven't already, please fill out this questionnaire to identify a key contact and preferences related to the review process: [Redacted]

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,

Victoria Anderson BA, BSc
She/Her

Socio-Economic Specialist, Impact Assessment and Permitting, Western Canada
[Redacted]

AECOM
[Redacted]

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Subject: FW: Marten Falls First Nation Community Access Road (MFFN CAR) Milestone #3 Progress Report
Sent: 2024/11/28, 23:45:29
From: Anderson, Victoria <[REDACTED]>
To: Oskineegish, Roger

Hello Roger,

I'm forwarding this email (below) along to you, as I received a bounce-back from your other email address ([REDACTED]).

Your iCloud email address was shared with us by the Ministry of Mines, but I noticed that Riley Weyman usually uses your [REDACTED] account when he emails us. Is it okay if we update your email address on our Master Contact List to [REDACTED]?

Thanks,

Victoria Anderson BA, BSc
She/Her

Socio-Economic Specialist, Impact Assessment and Permitting, Western Canada
[REDACTED]

AECOM
[REDACTED]

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From: Anderson, Victoria <[REDACTED]>

Sent: Thursday, 28 November 2024 23:58

To: [REDACTED]

Cc: Riley Weyman [REDACTED]

[REDACTED]

Subject: RE: Marten Falls First Nation Community Access Road (MFFN CAR) Milestone #3 Progress Report

Hello again Ogamakan Michael Sugarhead,

I wanted to note that I received a bounce-back from Nora Jean Wabasse's email address ([REDACTED]). Is there an alternate email address that I can use to ensure that Nora Jean receives this information as well?

All the best,

Victoria Anderson BA, BSc
She/Her

Socio-Economic Specialist, Impact Assessment and Permitting, Western Canada
[REDACTED]

AECOM
[REDACTED]

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From: Anderson, Victoria
Sent: Tuesday, December 17, 2024 3:18 PM
To: [Redacted]
Cc: [Redacted]

Subject: RE: MFFN Community Access Road - What's New

Hi Riley,

I've attached a copy of the Capacity Funding Agreement for the Marten Falls First Nation Community Access Road. In addition to the signed agreement, we will need the following information for the transaction:

- Community Name or entity owned by the community (e.g. the Band Office)
- Phone Number
- Key point of contact
- Email address
- Mailing Address

Please reach out if you have any questions.

Best,

Victoria Anderson BA, BSc
She/Her

Socio-Economic Specialist, Impact Assessment and Permitting, Western Canada

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Community Capacity Funding Agreement

THIS COMMUNITY CAPACITY FUNDING AGREEMENT (“Agreement”) made as of the _____ day of _____, 202__.

BETWEEN:

OF THE FIRST PART

[Enter Name of Community]

[Enter Mailing Address]

Attention: [Enter Primary Contact Name]

Email: [Enter Primary Contract Email Address]

(hereinafter, the “Community”),

- AND -

OF THE SECOND PART

Marten Falls First Nation as represented by 2617482 Ontario Inc.

[Enter Mailing Address]

Attention: Qasim Saddique, Project Director

Email: [REDACTED]

(hereinafter, the “Project Team”),

- AND -

OF THE THIRD PART

AECOM Canada Ltd.

[Enter Mailing Address]

Attention: [Enter Contact Name]

Email: [Enter Primary Contract Email Address]

(hereinafter, “AECOM”),

(Each a “Party” and collectively the “Parties” to this Agreement)

RECITALS:

WHEREAS Marten Falls First Nation (“MFFN”) is a remote First Nation community in northern Ontario located at the junction of the Albany and Ogoki rivers, approximately 430 km northeast of Thunder Bay;

AND WHEREAS MFFN is currently only accessible by air and a winter road. Given the unreliability of the winter road, MFFN is proposing an all-season community access road (the “Project”) to connect MFFN to Ontario’s provincial highway network (i.e., Highway 643) to the south via the existing Painter Lake Road;

AND WHEREAS MFFN is represented by the Project Team to assist MFFN with a Provincial Environmental Assessment and Federal Impact Assessment (the “Draft EA/IS”) to assess the potential Project effects and benefits;

AND WHEREAS the Project Team would like to engage the Community for participation in a “Community Capacity

Funding Program” as set out in this Agreement so as to facilitate the review of the Draft EA/IS by the Community and the gathering of feedback where provided by the Community.

AND WHEREAS, through this Agreement, the Community has agreed to participate in the Community Capacity Funding Program.

AND WHEREAS the Parties agree that it is the Community’s responsibility to identify the use and allocation of the funds in connection with this Agreement for the purposes of reviewing the Draft EA/IS and, further, to have an opportunity to provide feedback at its discretion to AECOM and the Project Team (“**Funding Purpose**”).

AND WHEREAS, specific to this Agreement, the Project Team has retained AECOM for the sole purpose of making payment of the Capacity Funding (as defined below) to the Community at the direction of the Project Team as set out in this Agreement.

NOW THEREFORE THIS AGREEMENT WITNESSES that, for the good and valuable consideration set out herein, the Parties hereby agree as follows:

ARTICLE I: PAYMENT OF CAPACITY FUNDING

1.1 Lump Sum Payment. The Project Team agrees to pay the Community a one-time, lump sum payment of \$ [REDACTED] (“**Capacity Funding**”).

1.2 Schedule of Payment. Upon execution of this Agreement by all Parties, the Project Team hereby directs AECOM to pay the Community the Capacity Funding within 30 days of the execution of this Agreement by all Parties.

ARTICLE II: SCOPE OF CAPACITY FUNDING

2.1 Scope of Capacity Funding. The Capacity Funding is intended to support the Community's ability to engage on the Project in accordance with the Funding Purpose. The Capacity Funding may be used to facilitate the Funding Purpose by financially supporting the Community's review of the Draft EA/IS, including costs related to: (a) securing meeting space, (b) rental or purchase of office and/or accessibility equipment; (c) office materials and incidentals; (d) compensating community members for their time to review and the provision of feedback; or (e) hiring of a community coordinator to facilitate the Community's review and organize the submission of feedback.

2.2 Confirmation of Draft EA/IS Review and Provision of Feedback. The Community agrees that it shall review the Draft EA/IS and provide written confirmation of its completed review to AECOM and the Project Team. This written confirmation shall be provided by no later than 120 days following the Community’s receipt of the Draft EA/IS (“**Review Date**”). Additionally, the Community may provide feedback it obtains through the review process to AECOM and the Project Team at its sole discretion before the Review Date.

2.3 Voluntary Participation. The Community agrees that it is participating in the Community Capacity Funding Program voluntarily, without pressure, duress or inducement. As the Community Capacity Funding Program is being used to facilitate engagement with several First Nations across northern Ontario, it is acknowledged and agreed that the Capacity Funding is intended to support Community consultation and that neither the Project Team nor AECOM make any representations or warranties, express or implied, in relation to the sufficiency of the Capacity Funding to fully facilitate the Community’s engagement on Project, including the Funding Purpose as set out herein.

ARTICLE III: USE OF INFORMATION

3.1 Use of Information. The Project Team and AECOM may use the information gathered through the Community Capacity Funding Program and this Agreement for the purposes of incorporating the Community review

and feedback into finalizing the Provincial Environmental Assessment and Federal Impact Assessment of the Project. Further, AECOM and the Project Team may use the information to report on the Community Capacity Funding Program to the MFFN or any authority having jurisdiction, including on issues pertaining to specific Community consultation or First Nation consultation generally, in respect of the Project or any other reasonable use or purpose, including to comply with any legal obligations.

3.2 No Expectation of Confidentiality. There is no expectation of confidentiality associated with the Community Capacity Funding Program, including in relation to this Agreement, receipt of written confirmation of the Community's review and feedback, and the Capacity Funding.

ARTICLE IV: RELATIONSHIPS AMONGST PARTIES WITHIN COMMUNITY CAPACITY FUNDING PROGRAM

4.1 Role of AECOM. The Project Team and the Community confirm and agree that AECOM's only responsibility under this Agreement is to facilitate the payment of the Capacity Funding in accordance with Article I (Payment of Capacity Funding). The Project Team and Community acknowledge and agree that AECOM shall have no other obligations or requirements of any kind or nature whatsoever with respect to this Agreement. AECOM and the Project Team have no responsibility for, or control of, the Community or its personnel and AECOM and the Project Team will have no liability for any acts or omissions of the Community or its personnel. The Project Team and the Community agree and acknowledge that AECOM makes no representations, and shall have no responsibility, as to the completeness or sufficiency of the Community Capacity Funding Program or the Capacity Funding for any purpose, including the Funding Purpose. AECOM does not have responsibility regarding the treatment of Community's consultation or feedback by any authority having jurisdiction in relation to the Project.

4.2 Independence of Community. The Parties acknowledge and agree that the Community is not a consultant, subconsultant, contractor, subcontractor, employee, or advisor of AECOM or the Project Team. For greater certainty, this Agreement shall not be interpreted or construed to create an association, joint venture, agency relationship, vendor-client relationship or partnership between the Parties. It is understood and agreed that the Community's participation in the Community Capacity Funding Program does not represent the Community's position in relation to the Draft EA/IS in any way whatsoever and this Agreement shall not be interpreted or construed to represent a position by the Community in relation to the Draft EA/IS for any purpose.

ARTICLE V: GENERAL

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

5.2 Entire Agreement. This Agreement (a) constitutes the entire agreement and understanding between the Parties with respect to the subject matter hereof and (b) supersedes all prior agreements, understandings, negotiations and discussions by or between the Parties pertaining to the subject matter of this Agreement. There are no warranties, representations or other agreements, whether oral or written, express or implied, collateral or otherwise, by or between the Parties pertaining to the subject matter of this Agreement except as set forth in this Agreement.

5.3 Assignment. No Party may assign this Agreement without the prior consent in writing of the other Parties.

5.4 Modification and Waiver. This Agreement may not be modified, amended or supplemented except by written agreement of the Parties. No act or omission by a Party, other than a written waiver, shall constitute a waiver of any provision of this Agreement. No waiver of any provision of this Agreement shall constitute a waiver of any other provision, nor shall any such waiver constitute a continuing waiver, unless otherwise specifically agreed in writing by the Parties.

5.5 Notice. All written notices required to be given in this Agreement must be in writing and must be delivered to each Party's representative at each Party's address first listed above. Notice may be given by (a) hand delivery; (b) email; or (c) registered mail. Notice by hand delivery or registered mail shall be effective on the day of delivery. Notice by email shall only be effective on the day of written responding confirmation of receipt (which, for certainty, does not include any automated replies from a recipient's email account.) Each Party's representative and address may be changed upon the delivery of written notice to the Parties.

5.6 Successors and Assigns. This Agreement shall be binding upon the Parties and shall continue in full force and effect in the event any Party is permitted to assign this Agreement or if there is any change in ownership, control or management of any Party.

5.7 Dispute Resolution. Upon the delivery of a written notice of a dispute arising out of or in connection with this Agreement by any Party, the Parties shall attempt to resolve such dispute, by structured negotiation, on a without prejudice basis, with the assistance of a mediator appointed by the Parties. If a dispute cannot be settled within a period of 30 days after such notice of dispute, or such longer period as may be agreed to by the Parties, the Parties shall be free to pursue any other procedures or remedies available to them, including arbitration or litigation, in an effort to finally resolve the dispute.

5.8 Interpretation. The recitals first listed above form an integral and essential part of this Agreement. Capitalized terms shall be given the meaning as first set out in this Agreement.

5.9 Severability. The invalidity or unenforceability of any provision of this Agreement will not affect the validity or enforceability of any other provision but this Agreement will be construed as if such invalid provision were omitted.

5.10 Counterparts, Signatures and Retention. This Agreement may be executed in one or more counterparts, each of which is an original, and which, taken together, shall constitute one and the same agreement. The signing of a facsimile copy or portable document format (PDF) copy of this Agreement and any amendments thereto shall have the same effect as the signing of an original. The retention of an electronic version of this Agreement is permitted and the subsequent production of an electronic version of this document shall be treated as if it was the production of an original signed copy.

[Remainder of page intentionally blank. Signature page follows.]

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

[NAME OF COMMUNITY]

Per: _____
I/We have authority to bind the [name of
community].

Name: _____
Title: _____
Date: _____

Per: _____
I/We have authority to bind the [name of
community] .

Name: _____
Title: _____
Date: _____

Marten Falls First Nation as represented by 2617482 Ontario Inc.

Per: _____
I/We have authority to bind 2617482 Ontario
Inc. and the MFFN Project Team.

Name: _____
Title: _____
Date: _____

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

Name: _____
Title: _____
Date: _____

AECOM Canada Ltd.

Per: _____
I/We have authority to bind AECOM Canada Ltd.

Name: _____
Title: _____
Date: _____

Per: _____
I/We have authority to bind the AECOM Canada
Ltd.

Name: _____
Title: _____
Date: _____

Subject: MFFN Community Access Road - What's New

Sent: 2024-12-18, 5:08:52 PM

From: Anderson, Victoria [REDACTED]

To: [REDACTED]

Cc: [REDACTED]

Hello Ogamakan Michael Sugarhead,

I hope you're having a great week.

I wanted to provide some updates about the Marten Falls First Nation Community Access Road for the month of December:

- **Happy 2024 Year-end!**

As we approach the new year, we'd like to acknowledge the milestones achieved for the MFFN Community Access Road in 2024. In particular, we celebrated the selection of the final route for the Community Access Road. On August 26, 2024, Marten Falls First Nation Chief and Council signed a Band Council Resolution confirming the proposed final route.

We took part in multiple events this year, including hosting in-community meetings with Marten Falls First Nation in July and October and in-community meetings with Aroland First Nation in June and July. We also attended the Three-Road Projects Gathering and Expo in June. We extend a great thank you to everyone who attended and took part in these gatherings. Your collaboration has helped shape the future of the road.

Coming up in 2025, we are preparing for the release of the Draft Environmental Assessment / Impact Assessment. We look forward to receiving your insights on this document and are enthusiastic about what 2025 will hold for the Community Access Road.

The Community Access Road is more than infrastructure; it's about securing a better future for our people... It is not just a path to progress; it is a testament to our resilience, our vision for the future and our commitment to the well-being of our people. – Chief Bruce Achneepineskum, Marten Falls First Nation

- **Please fill out our survey!**

- In September, we sent you an email with a letter and FAQ in preparation for the release of the Draft 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.
- **Please fill out this questionnaire to identify a key contact and preferences related to the review process:** [REDACTED]

- **Milestone #3 Progress Report Feedback**

- On November 28, 2024, we sent 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.**

- **IK Report/Study information**

- I understand that prior to me joining the project, there had been conversations between Nibinamik First Nation and Marten Falls Community Access Road Project about Nibinamik creating their own IK Report/Study. Is that still something that Nibinamik is interested in? We are happy to work with you to receive this information into the Final EA / IS.

- **IK Program**

- We want to check in on the status of the Indigenous Knowledge Funding and Sharing Agreements that we had shared with Nibinamik First Nation for review. Do you have any further questions or concerns?

I hope you have a safe and happy holiday season!

Best,

Victoria Anderson BA, BSc

She/Her

Subject: MFFN Community Access Road - What's New

Sent: 2025/01/24, 22:57:49

From: Anderson, Victoria [REDACTED]

To: [REDACTED]

Cc: [REDACTED]

Hello Ogamakan Michael Sugarhead,

I hope you're doing well!

I'm writing to provide the updates below to prepare you for the release of the Draft EA / IS report for the Marten Falls Community Access Road:

- **MFFN CAR Draft EA / IS Email**
 - All information pertaining to the Draft EA / IS will come from a separate email account [REDACTED]. **Please ensure you send your questions and comments on the Draft EA / IS to this email address.**
- **Please fill out our survey!**
 - 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:** [REDACTED]
 - If you do not fill out the survey and identify a preferred method of receiving the document, we will send you a link to a website that hosts the Draft EA / IS document. Please note, the Draft EA/IS is expected to be ~20,000-pages.
- **Book a meeting!**
 - We are here to assist you in the review process of the Draft EA / IS. Please reach out if you would like to book an in-person or virtual meeting to discuss the Draft EA / IS. We understand the size of the document (~20,000 pages) can be overwhelming and are here to support you with review.
 - The MFFN CAR Project Team will be attending the Three Road Projects Gathering and Expo in Thunder Bay February 19-20 and Timmins February 25-26, 2025. Your community has received an invitation to this event with all the details on the event, 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 book in-person meetings during this timeframe.
 - For reference, the email invitation for the Three Roads Project Gathering and Expo would have come from [REDACTED]
- **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.**

Please feel free to reach out by phone if you have any questions or would like to discuss availability for a meeting – my number is [REDACTED]

Have a great weekend!

Best,

Victoria Anderson BA, BSc
She/Her

Socio-Economic Specialist, Impact Assessment and Permitting, Western Canada
[REDACTED]

AECOM
[REDACTED]

aecom.com

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Subject: RE: MFFN Community Access Road - What's New
Sent: 2025/01/24, 23:10:56
From: Anderson, Victoria [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Attachments: [REDACTED]

Hi Riley,

I wanted to follow-up to see if you have any questions about the Capacity Funding Agreement; I've attached another copy here for reference. Have you had an opportunity to review?

I'll note that once we've received the signed Agreement, there are some additional steps and it can take a few weeks to process. I'll be happy to walk you through everything to make sure the payment gets released to Nibinamik smoothly.

All the best,

Victoria Anderson BA, BSc
She/Her

Socio-Economic Specialist, Impact Assessment and Permitting, Western Canada
[REDACTED]

AECOM
[REDACTED]

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Community Capacity Funding Agreement

THIS COMMUNITY CAPACITY FUNDING AGREEMENT (“Agreement”) made as of the _____ day of _____, 202____.

BETWEEN:

OF THE FIRST PART

[Enter Name of Community]
[Enter Mailing Address]
Attention: [Enter Primary Contact Name]
Email: [Enter Primary Contract Email Address]
(hereinafter, the “Community”),

- AND -

OF THE SECOND PART

Marten Falls First Nation as represented by 2617482 Ontario Inc.
[Enter Mailing Address]
Attention: Qasim Saddique, Project Director
Email: [REDACTED]
(hereinafter, the “Project Team”),

- AND -

OF THE THIRD PART

AECOM Canada Ltd.
[Enter Mailing Address]
Attention: [Enter Contact Name]
Email: [Enter Primary Contract Email Address]
(hereinafter, “AECOM”),

(Each a “Party” and collectively the “Parties” to this Agreement)

RECITALS:

WHEREAS Marten Falls First Nation (“MFFN”) is a remote First Nation community in northern Ontario located at the junction of the Albany and Ogoki rivers, approximately 430 km northeast of Thunder Bay;

AND WHEREAS MFFN is currently only accessible by air and a winter road. Given the unreliability of the winter road, MFFN is proposing an all-season community access road (the “Project”) to connect MFFN to Ontario’s provincial highway network (i.e., Highway 643) to the south via the existing Painter Lake Road;

AND WHEREAS MFFN is represented by the Project Team to assist MFFN with a Provincial Environmental Assessment and Federal Impact Assessment (the “Draft EA/IS”) to assess the potential Project effects and benefits;

AND WHEREAS the Project Team would like to engage the Community for participation in a “Community Capacity

Funding Program” as set out in this Agreement so as to facilitate the review of the Draft EA/IS by the Community and the gathering of feedback where provided by the Community.

AND WHEREAS, through this Agreement, the Community has agreed to participate in the Community Capacity Funding Program.

AND WHEREAS the Parties agree that it is the Community’s responsibility to identify the use and allocation of the funds in connection with this Agreement for the purposes of reviewing the Draft EA/IS and, further, to have an opportunity to provide feedback at its discretion to AECOM and the Project Team (“**Funding Purpose**”).

AND WHEREAS, specific to this Agreement, the Project Team has retained AECOM for the sole purpose of making payment of the Capacity Funding (as defined below) to the Community at the direction of the Project Team as set out in this Agreement.

NOW THEREFORE THIS AGREEMENT WITNESSES that, for the good and valuable consideration set out herein, the Parties hereby agree as follows:

ARTICLE I: PAYMENT OF CAPACITY FUNDING

1.1 Lump Sum Payment. The Project Team agrees to pay the Community a one-time, lump sum payment of \$ [REDACTED] (“**Capacity Funding**”).

1.2 Schedule of Payment. Upon execution of this Agreement by all Parties, the Project Team hereby directs AECOM to pay the Community the Capacity Funding within 30 days of the execution of this Agreement by all Parties.

ARTICLE II: SCOPE OF CAPACITY FUNDING

2.1 Scope of Capacity Funding. The Capacity Funding is intended to support the Community's ability to engage on the Project in accordance with the Funding Purpose. The Capacity Funding may be used to facilitate the Funding Purpose by financially supporting the Community's review of the Draft EA/IS, including costs related to: (a) securing meeting space, (b) rental or purchase of office and/or accessibility equipment; (c) office materials and incidentals; (d) compensating community members for their time to review and the provision of feedback; or (e) hiring of a community coordinator to facilitate the Community's review and organize the submission of feedback.

2.2 Confirmation of Draft EA/IS Review and Provision of Feedback. The Community agrees that it shall review the Draft EA/IS and provide written confirmation of its completed review to AECOM and the Project Team. This written confirmation shall be provided by no later than 120 days following the Community’s receipt of the Draft EA/IS (“**Review Date**”). Additionally, the Community may provide feedback it obtains through the review process to AECOM and the Project Team at its sole discretion before the Review Date.

2.3 Voluntary Participation. The Community agrees that it is participating in the Community Capacity Funding Program voluntarily, without pressure, duress or inducement. As the Community Capacity Funding Program is being used to facilitate engagement with several First Nations across northern Ontario, it is acknowledged and agreed that the Capacity Funding is intended to support Community consultation and that neither the Project Team nor AECOM make any representations or warranties, express or implied, in relation to the sufficiency of the Capacity Funding to fully facilitate the Community’s engagement on Project, including the Funding Purpose as set out herein.

ARTICLE III: USE OF INFORMATION

3.1 Use of Information. The Project Team and AECOM may use the information gathered through the Community Capacity Funding Program and this Agreement for the purposes of incorporating the Community review

and feedback into finalizing the Provincial Environmental Assessment and Federal Impact Assessment of the Project. Further, AECOM and the Project Team may use the information to report on the Community Capacity Funding Program to the MFFN or any authority having jurisdiction, including on issues pertaining to specific Community consultation or First Nation consultation generally, in respect of the Project or any other reasonable use or purpose, including to comply with any legal obligations.

3.2 No Expectation of Confidentiality. There is no expectation of confidentiality associated with the Community Capacity Funding Program, including in relation to this Agreement, receipt of written confirmation of the Community's review and feedback, and the Capacity Funding.

ARTICLE IV: RELATIONSHIPS AMONGST PARTIES WITHIN COMMUNITY CAPACITY FUNDING PROGRAM

4.1 Role of AECOM. The Project Team and the Community confirm and agree that AECOM's only responsibility under this Agreement is to facilitate the payment of the Capacity Funding in accordance with Article I (Payment of Capacity Funding). The Project Team and Community acknowledge and agree that AECOM shall have no other obligations or requirements of any kind or nature whatsoever with respect to this Agreement. AECOM and the Project Team have no responsibility for, or control of, the Community or its personnel and AECOM and the Project Team will have no liability for any acts or omissions of the Community or its personnel. The Project Team and the Community agree and acknowledge that AECOM makes no representations, and shall have no responsibility, as to the completeness or sufficiency of the Community Capacity Funding Program or the Capacity Funding for any purpose, including the Funding Purpose. AECOM does not have responsibility regarding the treatment of Community's consultation or feedback by any authority having jurisdiction in relation to the Project.

4.2 Independence of Community. The Parties acknowledge and agree that the Community is not a consultant, subconsultant, contractor, subcontractor, employee, or advisor of AECOM or the Project Team. For greater certainty, this Agreement shall not be interpreted or construed to create an association, joint venture, agency relationship, vendor-client relationship or partnership between the Parties. It is understood and agreed that the Community's participation in the Community Capacity Funding Program does not represent the Community's position in relation to the Draft EA/IS in any way whatsoever and this Agreement shall not be interpreted or construed to represent a position by the Community in relation to the Draft EA/IS for any purpose.

ARTICLE V: GENERAL

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

5.2 Entire Agreement. This Agreement (a) constitutes the entire agreement and understanding between the Parties with respect to the subject matter hereof and (b) supersedes all prior agreements, understandings, negotiations and discussions by or between the Parties pertaining to the subject matter of this Agreement. There are no warranties, representations or other agreements, whether oral or written, express or implied, collateral or otherwise, by or between the Parties pertaining to the subject matter of this Agreement except as set forth in this Agreement.

5.3 Assignment. No Party may assign this Agreement without the prior consent in writing of the other Parties.

5.4 Modification and Waiver. This Agreement may not be modified, amended or supplemented except by written agreement of the Parties. No act or omission by a Party, other than a written waiver, shall constitute a waiver of any provision of this Agreement. No waiver of any provision of this Agreement shall constitute a waiver of any other provision, nor shall any such waiver constitute a continuing waiver, unless otherwise specifically agreed in writing by the Parties.

5.5 Notice. All written notices required to be given in this Agreement must be in writing and must be delivered to each Party's representative at each Party's address first listed above. Notice may be given by (a) hand delivery; (b) email; or (c) registered mail. Notice by hand delivery or registered mail shall be effective on the day of delivery. Notice by email shall only be effective on the day of written responding confirmation of receipt (which, for certainty, does not include any automated replies from a recipient's email account.) Each Party's representative and address may be changed upon the delivery of written notice to the Parties.

5.6 Successors and Assigns. This Agreement shall be binding upon the Parties and shall continue in full force and effect in the event any Party is permitted to assign this Agreement or if there is any change in ownership, control or management of any Party.

5.7 Dispute Resolution. Upon the delivery of a written notice of a dispute arising out of or in connection with this Agreement by any Party, the Parties shall attempt to resolve such dispute, by structured negotiation, on a without prejudice basis, with the assistance of a mediator appointed by the Parties. If a dispute cannot be settled within a period of 30 days after such notice of dispute, or such longer period as may be agreed to by the Parties, the Parties shall be free to pursue any other procedures or remedies available to them, including arbitration or litigation, in an effort to finally resolve the dispute.

5.8 Interpretation. The recitals first listed above form an integral and essential part of this Agreement. Capitalized terms shall be given the meaning as first set out in this Agreement.

5.9 Severability. The invalidity or unenforceability of any provision of this Agreement will not affect the validity or enforceability of any other provision but this Agreement will be construed as if such invalid provision were omitted.

5.10 Counterparts, Signatures and Retention. This Agreement may be executed in one or more counterparts, each of which is an original, and which, taken together, shall constitute one and the same agreement. The signing of a facsimile copy or portable document format (PDF) copy of this Agreement and any amendments thereto shall have the same effect as the signing of an original. The retention of an electronic version of this Agreement is permitted and the subsequent production of an electronic version of this document shall be treated as if it was the production of an original signed copy.

[Remainder of page intentionally blank. Signature page follows.]

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

[NAME OF COMMUNITY]

Per: _____
I/We have authority to bind the [name of
community].

Name: _____
Title: _____
Date: _____

Per: _____
I/We have authority to bind the [name of
community] .

Name: _____
Title: _____
Date: _____

Marten Falls First Nation as represented by 2617482 Ontario Inc.

Per: _____
I/We have authority to bind 2617482 Ontario
Inc. and the MFFN Project Team.

Name: _____
Title: _____
Date: _____

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

Name: _____
Title: _____
Date: _____

AECOM Canada Ltd.

Per: _____
I/We have authority to bind AECOM Canada Ltd.

Name: _____
Title: _____
Date: _____

Per: _____
I/We have authority to bind the AECOM Canada
Ltd.

Name: _____
Title: _____
Date: _____

From: Anderson, Victoria
Sent: Wednesday, January 29, 2025 1:39 PM
To: Oskineegish, Roger <[REDACTED]>
Subject: RE: MFFN Community Access Road - What's New

Hi Roger,

Sorry that I missed your call earlier! I tried to call back but they let me know you've stepped out for the day. I'll try again in the morning.

Thanks,

Victoria Anderson BA, BSc
She/Her

Socio-Economic Specialist, Impact Assessment and Permitting, Western Canada
[REDACTED]

AECOM
[REDACTED]
[REDACTED]
[REDACTED]

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From: Anderson, Victoria
Sent: Wednesday, January 29, 2025 1:32 PM
To: Riley Weyman [REDACTED]
Cc: [REDACTED]

Subject: RE: MFFN Community Access Road - What's New

Hi Riley,

Thanks for sharing the edited copy, I've passed them along to our team for review and hope to have an update soon.

Best,

Victoria Anderson BA, BSc
She/Her

Socio-Economic Specialist, Impact Assessment and Permitting, Western Canada
[REDACTED]

AECOM
[REDACTED]
[REDACTED]
[REDACTED]

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Subject: RE: MFFN Community Access Road - What's New
Sent: 2025-02-05, 1:53:42 PM
From: Anderson, Victoria [REDACTED]
To: [REDACTED]

Importance: High

Hi Roger,

Thanks for the call last week!

Just an update that I've put together a presentation with some project information for you and am just waiting for our team to review it before I can send it over – I'm hoping to have it to you by tomorrow morning (I hope that's not too late!).

I also spoke to our team about the presentation in Thunder Bay. We're available on February 11 in the morning. *We might* be able to make February 13th work as well, but we'll just need a bit more info about the time and place for the presentation. Have you settled on a date and time yet?

Thanks so much,

Victoria Anderson BA, BSc
She/Her

Socio-Economic Specialist, Impact Assessment and Permitting, Western Canada
[REDACTED]

AECOM
[REDACTED]

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Subject: RE: MFFN Community Access Road - What's New
Sent: 2025/02/06, 19:53:03
From: Anderson, Victoria [redacted]
To: [redacted]
Attachments: [redacted]

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Roger,
I hope this isn't coming in too late –

I've attached the presentation that you requested. I included a powerpoint document that includes speaking notes (below each slide), as well as a pdf, just in case you're looking at it on a cellphone. The pdf version doesn't have the speaking notes.

Let me know if you have any further questions!

Best,

Victoria Anderson BA, BSc
She/Her

Socio-Economic Specialist, Impact Assessment and Permitting, Western Canada
[redacted]

AECOM
[redacted]
[redacted]

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Marten Falls First Nation Community Access Road

Update for Nibinamik First Nation

February 2025





Project Team



Bob Baxter

*MFFN Councillor and
Senior Community Member
Advisor*



Lawrence Baxter

*Senior Community Member
Advisor*



Qasim Saddique

Project Director



Jennifer Bruin

Technical Advisor





For Discussion Today

- Introduction
- The Final Route
- Draft EA / IS Process
- What You Need To Know
- What We Heard
- Next Steps

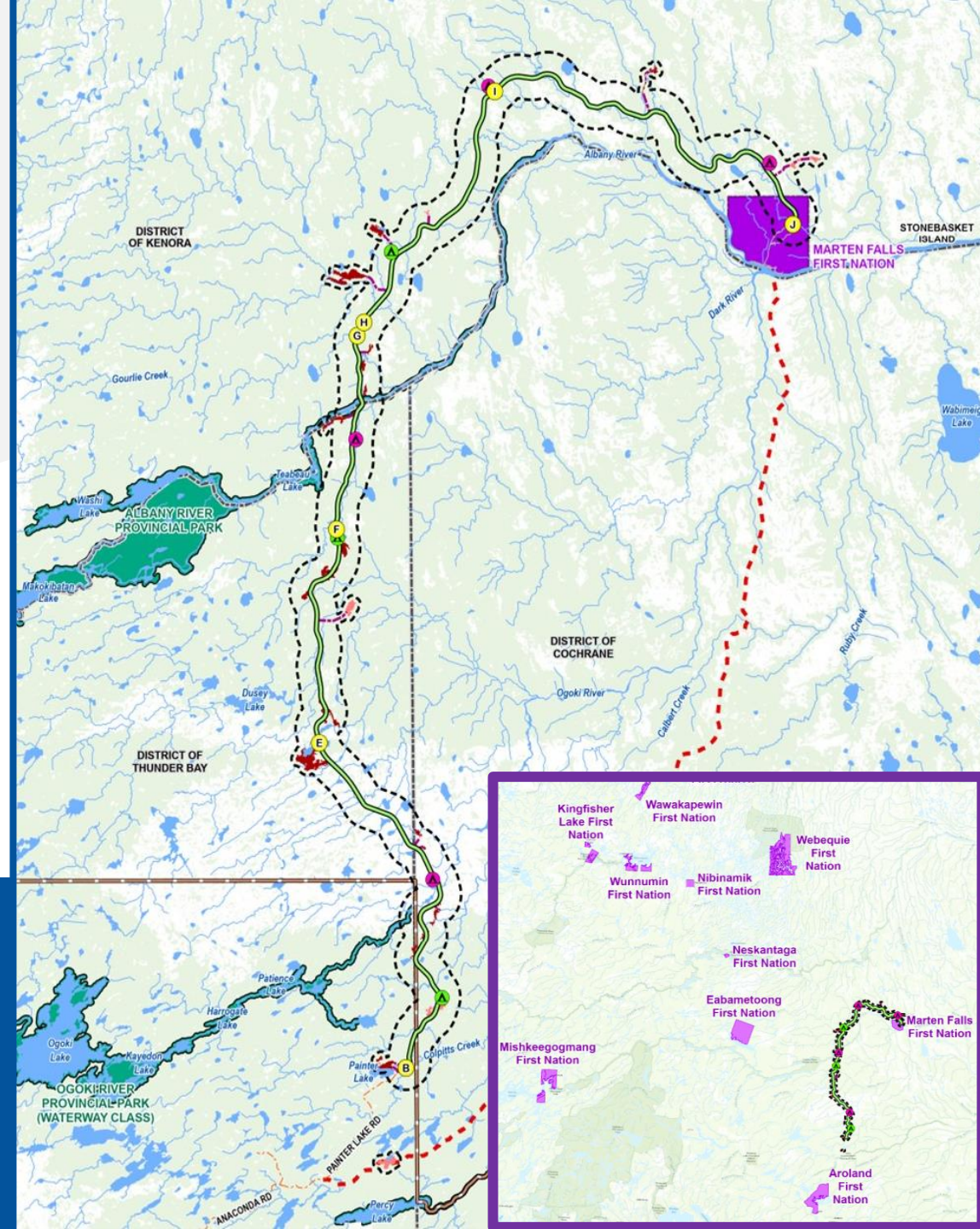


Building the Community Access Road

The Marten Falls Community Access Road is needed to improve the well-being of the community by reducing transportation costs for goods and services, increasing access, helping foster economic development and improve quality of life for community members.

“For as long as I can remember, Marten Falls First Nation has had a strong desire to develop a road that would connect our remote northern community to the Ontario provincial highway network and advance our vision of building a sustainable and thriving community in the North.”

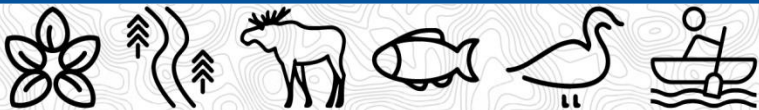
-Chief Bruce Achneepineskum





Environmental Assessment / Impact Assessment Process

- The MFFN Community Access Road Project Team is conducting a coordinated provincial Environmental Assessment and federal Impact Assessment.
- This involves many years of planning, technical studies, data collection, meetings and interviews. It is now time for the next phase—the release of the Draft Environmental Assessment / Impact Statement (EA / IS)

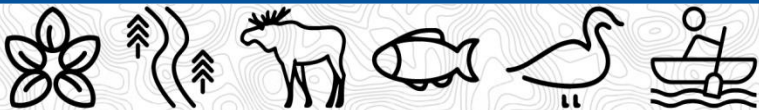




The Community Access Road – Final Route

With the feedback received at MFFN Chief and Council and community meetings, and at open houses over the past year, the Project Consultants have refined their preliminary route recommendation.

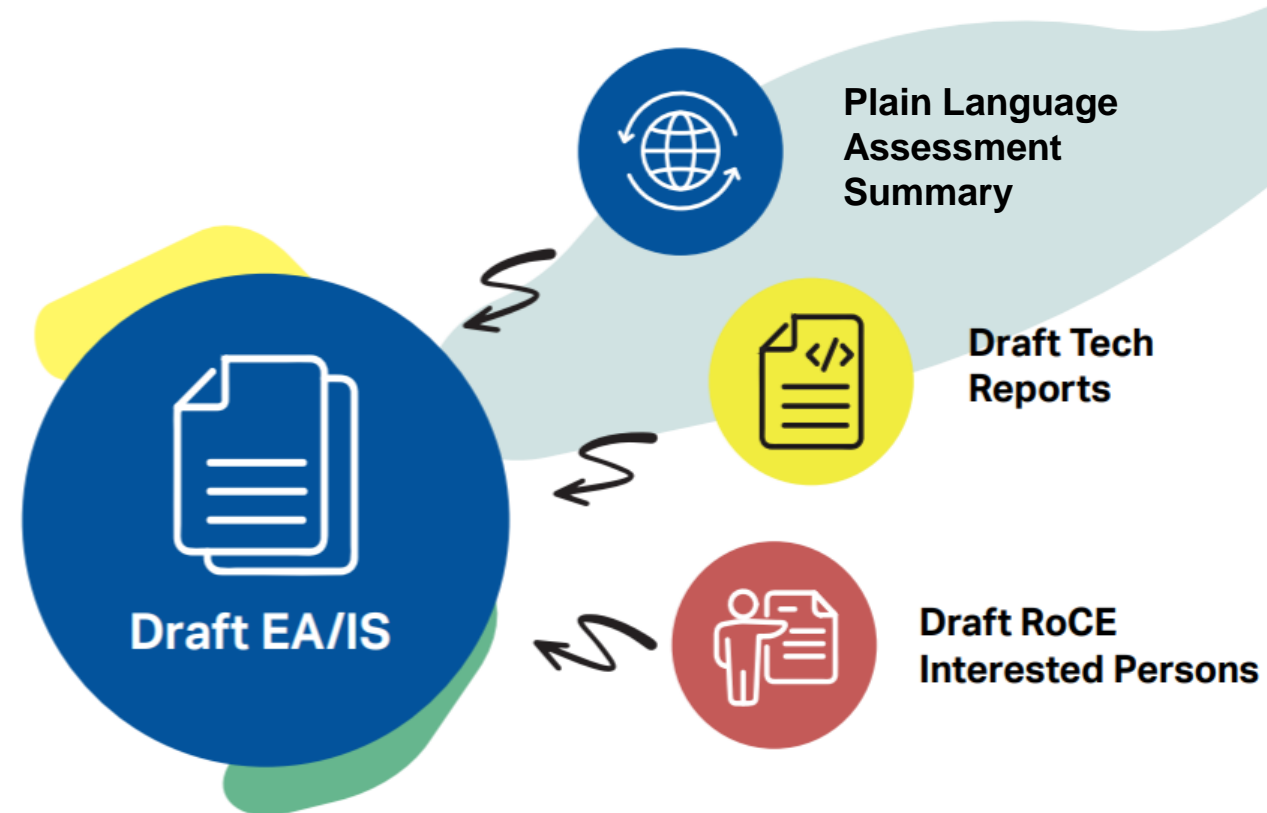
MFFN Chief and Council passed a Band Council Resolution to confirm this preferred route recommendation.





What will you receive in the Draft

The Draft EA / IS will be a large document (approximately 500 - 1000 pages) which includes thousands of pages of supporting documents.

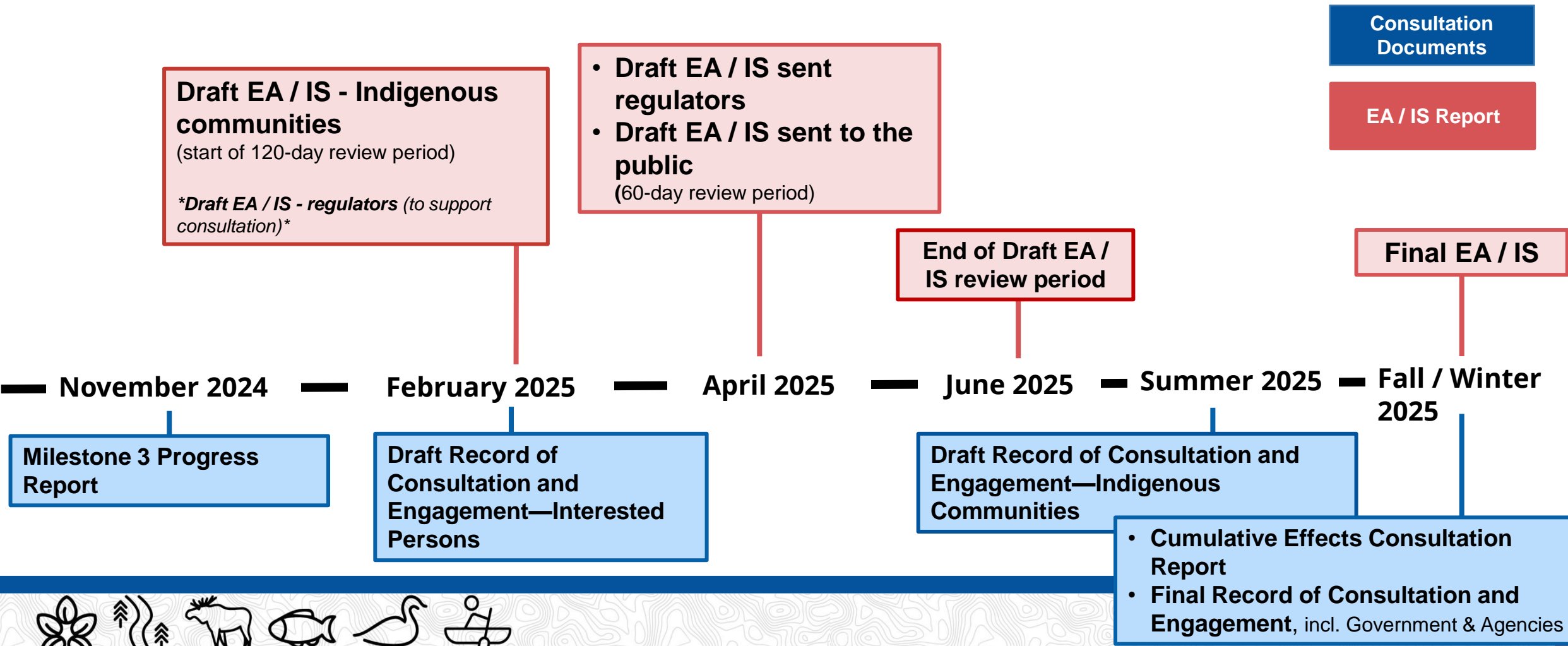


Indigenous communities have early access to the Draft EA / IS this winter with a minimum review period of 120 days





Draft Environmental Assessment / Impact Statement Schedule

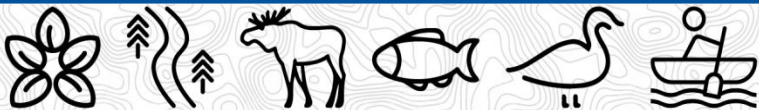




Getting Ready for the Draft EA / IS Report

- The Draft EA contains the results of field programs that have been conducted between 2019 and 2023.

In addition to potential effects and mitigations for direct effects, it will also look at potential cumulative effects with other projects in the region





Why is it important to provide comments in the Draft?

- So that the Marten Falls Community Access Road team can incorporate the comments in the Final.
- Comments can be shared with the Key Community Contact (Roger Oskineegish) to pass along to the Marten Falls Community Access Road.



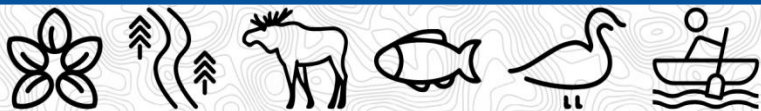


What We Heard from Nibinamik First Nation Community Members

You recently provided feedback and asked questions about:

- Impacts to wildlife
- Invasive species
- Pollution

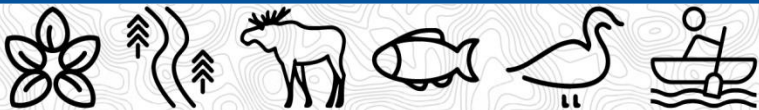
Are there key areas of interest or studies that are important to you?





Next Steps

- Draft EA / IS Review Period for Indigenous Communities (120-days)
- Three Road Projects Gathering & Expo:
 - February 19-20, 2025 in Thunder Bay
 - February 25-26, 2025 in Timmins
- Public Information Centre #6 in Geraldton (Spring 2025)
- Final EA / IS will be submitted (Fall / Winter 2025)





Contact the Community Access Road Project Team

Email us at info@martenfallsaccessroad.ca or

Call us at



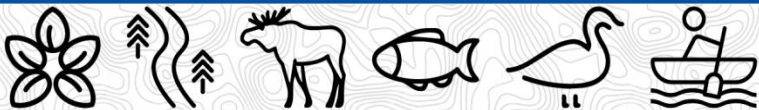
Website:



Follow us on Facebook:



Follow us on Instagram:



From: Marten Falls First Nation Community Access Road - Draft Environmental Assessment / Impact Statement <[REDACTED]>
Sent: Thursday, February 13, 2025 3:35 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: Anderson, Victoria
Upcoming Release of the Draft Environmental Assessment / Impact Statement - February 18, 2025

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

Dear Ogamakan Michael Sugarhead,

We are pleased to announce that the Marten Falls First Nation Community Access Road Project Team will be making the Draft Environmental Assessment / Impact Statement available for review by Indigenous communities and groups on **February 18, 2025**, at [REDACTED]. The Draft Environmental Assessment / Impact Statement is approximately 1,100 pages long, and provides background on Marten Falls First Nation, why they need the Community Access Road, and the studies and activities they have completed to support the proposed development of a road to their Community.

In addition, Indigenous communities and groups can expect to receive a plain language summary of the Draft Environmental Assessment / Impact Statement and Technical Supporting Documents—the Assessment Summary—by registered mail over the coming days. This information package includes the following:

- Introduction to the Assessment Summary;
- Executive summary (of the Draft Environmental Assessment / Impact Statement);
- Letter from Chief Achneepineskum;
- Introduction to the plain language summaries and technical discipline reports (Tech Talk); and
- [Technical discipline plain language summaries](#), including explanations of key definitions and common elements across all summaries.

Included with the Assessment Summary, to support your review, is a USB containing all documents related to the Draft Environmental Assessment / Impact Statement, including the plain language summaries described above. In addition, Indigenous communities who requested hard copies of the Draft Environmental Assessment / Impact Statement will receive these the week of February 24, 2025; approximately 5-6 banker boxes of information will be delivered to the address provided.

As a reminder, the Indigenous communities and groups we are engaging have early access to the Draft Environmental Assessment / Impact Statement; the public review period starts 60-days after the early release to Indigenous communities / groups and ends the same day. This means that Indigenous communities and groups have 120 calendar days to review and provide their comments to the Project Team on the Draft Environmental

Assessment / Impact Statement. The review periods for Indigenous communities and groups, the public and regulators ends June 18, 2025.

Comments and feedback on the Draft Environmental Assessment / Impact Statement can be provided via the Project Website, email or by letter mail, **until June 18, 2025**, at the addresses provided below.

Website: [REDACTED]

Email: [REDACTED]

Mailing Address:

[REDACTED]

If you are not able to provide us with your feedback through any of these addresses, please contact us at [REDACTED]. We will find a way to support your submission through other means.

Four additional support documents for the Environmental Assessment / Impact Assessment process will be released over the coming months. These are:

- **Milestone 3 Progress Report**—This summary of consultation activities was issued for review by Indigenous communities in November 2024, in advance of the release of the Draft Environmental Assessment / Impact Statement. This progress report provides a detailed account of engagement and communication activities conducted from June 1, 2023 to July 31, 2024. A final version of the report will be made available once feedback has been reviewed and addressed; feedback has been requested by February 14, 2025.
- **Draft Record of Consultation and Engagement with Indigenous Communities**—This Record of Consultation and Engagement will be available this summer in advance of the Final Environmental Assessment / Impact Statement. The Indigenous communities and groups we are engaging will have the opportunity to review and comment on the report prior to the release of the Final Environmental Assessment / Impact Statement. Communities will be provided 90 days to review the Draft Record of Consultation and Engagement with Indigenous Communities.
- **Aboriginal and / or Treaty Rights and Interests Reports (ATRI) Reports**—In the coming months, Indigenous communities will be provided with community-specific Aboriginal and / or Treaty Rights and Interest assessment results. In 2024, communities were provided with community-specific preliminary existing conditions ATRI reports for their review. Some feedback was received, and this information will be included, where applicable, in the soon-to-be released ATRI assessment results. This phased approach allows Indigenous communities time to consider their community-specific ATRI assessment in consideration of the information shared in the Draft Environmental Assessment / Impact Statement. Communities will be provided 90 days to review their ATRI assessment results and provide comment.
- **Community Well-Being Technical Report**— Community Well-Being examines three interconnected disciplines: economics, socio-community, and human health and community safety. The Community Well-Being Technical Report will describe changes that might result from the proposed Community Access Road; recognizing both opportunities and challenges. This report will be available for Indigenous communities and groups in April ahead of the release of the Draft Environmental Assessment / Impact Statement to the public and regulators. Communities will be provided 90 days to review the Community Well-Being Technical Report and provide comment. A plain language Community Well-Being summary has

been prepared and included with the Assessment Summary. It is also available on the Draft Environmental / Impact Statement website.

Any concerns raised during the review period by Indigenous communities will be documented in the Final Environmental Assessment / Impact Statement Report.

We appreciate your time and effort to review the Draft Environmental Assessment / Impact Statement, and associated documents, and look forward to receiving your input. We encourage you to book time to meet with the Marten Falls First Nation Community Access Road Project Team to explore your interests, questions and insights.

--

Marten Falls First Nation Community Access Road - Draft Environmental Assessment / Impact Statement

Website: [REDACTED]

Email: [REDACTED]

Phone: [REDACTED]

From: Anderson, Victoria
Sent: Thursday, February 20, 2025 4:15 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: MFFN Community Access Road - What's New
Attachments: [REDACTED]

Hi Ogamakan Michael Sugarhead and Roger Oskineegish,

I hope that you're both doing well! I have a few updates for the Marten Falls First Nation Community Access Road:

- **Draft Environmental Assessment / Impact Statement (EA / IS) available for Indigenous Community review**
 - **MFFN CAR Draft EA / IS Email**
 - As you may already be aware, the Draft EA / IS is now available for Indigenous community review. All information pertaining to the Draft EA / IS will come from a separate email account [REDACTED]. **Please ensure you send your questions and comments on the Draft EA / IS to this email address.**
 - **Book a meeting!**
 - We are here to assist you in the review process of the Draft EA / IS. Please reach out if you would like to book an in-person or virtual meeting to discuss the Draft EA / IS. We understand the size of the document (~20,000 pages) can be overwhelming and are here to support you with review.
 - **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.
 - The **February 28** deadline for expressing interest is approaching fast. I will be sharing the updated copy of the Community Capacity Funding Agreement with Riley Weyman in a separate email, but I have also attached it here. The updated copy has the changes requested by Nibinamik First Nation.
 - **Milestone #3 Progress Report Feedback**
 - The deadline to provide feedback on the Milestone #3 Progress Report was February 14, 2025. Feedback was requested by this date in order to make updates to the Report before it is made available to the public on the project website. We will still accept feedback after this date. Any feedback received after February 14, 2025, will be incorporated into the Draft RoCE.

Later this year, a Draft RoCE will be produced, which will contain the Milestone #3 Report, as well as the other milestone reports, the Interim RoCE and engagement since August 2024. Indigenous communities will have an additional opportunity to provide feedback for the time period covered by the Milestone #3 Report during their review of Draft RoCE.

All the best,

From: Anderson, Victoria
Sent: Thursday, February 20, 2025 4:20 PM
To: Riley Weyman <[REDACTED]>
Cc: [REDACTED]
Subject: RE: MFFN Community Access Road - What's New

Hi Riley,

Please see the attached document for the updated Capacity Funding Agreement with the accepted changes.

In addition to the signed Capacity Funding Agreement, we will also need the following information to distribute the funds:

- a. First Nation Contact Information:
 - i. First Name:
 - ii. Last Name:
 - iii. Email Address:
 - iv. Phone Number:
- b. Void Cheque or Banking Letter for the account where the EFT will be sent

All the best,

Victoria Anderson BA, BSc
She/Her

Socio-Economic Specialist, Impact Assessment and Permitting, Western Canada
[REDACTED]

AECOM
[REDACTED]

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From: Anderson, Victoria

Sent: Tuesday, March 11, 2025 9:08 AM

To: Riley Weyman [REDACTED]

Cc: [REDACTED]

Subject: RE: MFFN Community Access Road - Capacity Funding Agreement

Hi Riley,

Thanks for sending the Capacity Funding Agreement. I've passed it along for signing by our team and will have it back to you as soon as possible.

I'll keep an eye out for the Void Cheque or Banking Letter from Wendy.

All the best,

Victoria Anderson BA, BSc

She/Her

Socio-Economic Specialist, Impact Assessment and Permitting, Western Canada
[REDACTED]

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[REDACTED]
[REDACTED]
[REDACTED]

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From: Anderson, Victoria

Sent: Wednesday, March 19, 2025 1:48 PM

To: [REDACTED]

Cc: Andrea Nokleby [REDACTED]

Subject: Follow-Up on Consultation and Engagement Activities

Good afternoon Ogamakan Michael Sugarhead and Council,

The Project Team for the Marten Falls First Nation Community Access Road (MFCAR) is finalizing their reporting on consultation and engagement activities for 2024 in relation to their Environmental Assessment / Impact Assessment (EA / IA). At this time, we would like to provide you with some general updates and opportunities to discuss next steps with the Project Team.

Over the last two years, as a result of feedback from participating communities and their representatives, this Indigenous-led road Project Team has worked to reduce consultation fatigue by combining efforts with other road projects (Webequie Supply Road [WSR] and Northern Road Link [NRL]) in Northern Ontario to host events together where possible. The Aboriginal and/or Treaty Rights and Interests (ATRI) Forums held in February and November 2023, and the Three Roads Projects Gathering and Expo in June 2024 and February 2025, were undertaken to address consultation and engagement priorities while being respectful of cultural protocols. These events provided opportunities to share information in settings that encouraged discussions and feedback. They have also encouraged community representatives from potentially affected Indigenous communities to participate in learning more about these road projects and to share information individually with each of the Project Teams, that can be considered in each of the EA / IA processes.

Today, we would like to provide you with summaries of the feedback we have received through your community's participation in the ATRI Forum held in November 2023. Attached you will find summaries of discussions held in the MFCAR breakout sessions your representatives attended in November 2023 and participation in the Cumulative Effects Workshop undertaken on the last day of the ATRI Forum.

We note that the Project Teams from MFCAR, NRL, and WSR have indicated their willingness to work with your community through their respective assessment processes and would be happy to set up separate meetings to discuss the next steps at your convenience. We look forward to hearing from you.

Chi Miigwech,

Victoria Anderson BA, BSc

She/Her

Socio-Economic Specialist, Impact Assessment and Permitting, Western Canada
[REDACTED]

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[REDACTED]

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ABORIGINAL AND / OR TREATY RIGHTS AND INTERESTS

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

MIIGWECH / MIIGWETCH / THANK YOU!

Webequie First Nation and Marten Falls First Nation greatly appreciate your community's participation in the 3-day Aboriginal and/or Treaty Rights and Interests Forum and Cumulative Effects Workshop held in Thunder Bay from November 21 to 23, 2023. The Forum focused on discussing potential impacts to northern Indigenous communities' Aboriginal and/or Treaty Rights and Interests and the Workshop provided an overview and discussion of the Cumulative Effects Assessment as they relate to the following Projects:

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

**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 of 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 Interest.

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 ongoing Baseline (Existing) Conditions reporting for all three road Projects

For your review and comment, please find attached:

- Summary of comments your community provided in the individual Project-Specific Breakout Session(s)
- Summary of comments provided during the Cumulative Effects Discussion (Day Three 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 planned related sessions in 2024 and 2025.
Please stay tuned for updates on other sessions and more information on upcoming ones.

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:

MFCAR: Andrea Nokleby: [REDACTED]

NRL: Mishal Naseer: [REDACTED]

WSR: Michael Fox: [REDACTED]



MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD



Cumulative Effects Workshop

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

November 23rd, 2023

The Cumulative Effects Workshop was undertaken with all community representatives present on Day 3 of the Aboriginal and/or Treaty Rights and Interests Forum in Thunder Bay held from November 21st to 23rd, 2023. The purpose of the Workshop was to introduce the concept of cumulative effects and how they would be assessed in the environmental assessment/impact assessment (EA/IA).

The Workshop opened with an overview presentation on Cumulative Effects Assessment by representatives of the three road Project Teams which was followed by the Impact Assessment Agency of Canada's (IAAC) overview presentation. This was then followed by a formal Q&A session where community representatives could ask questions of members of the Project Teams, for Marten Falls Community Access Road (MFCAR), Northern Road Link (NRL), and Webequie Supply Road (WSR), IAAC staff, and the Ministry of the Environment, Conservation, and Parks (MECP) staff about cumulative effects and the cumulative effects assessment process.

The table below outlines the comments made and issues raised by participating community representatives and the responses provided during the session by members of the MFCAR, NRL, and WSR Project Teams, IAAC, MECP, Ministry of Mines (MINES), and Ministry of Natural Resources (MNR) staff. The last column provides further information from the Project Teams as overall post-forum responses considered feedback on comments shared and issues raised by participating community representatives. The table includes comments from an Attawapiskat First Nation community member who attended for information purposes only and were not representing Attawapiskat First Nation. No formal representation from Attawapiskat First Nation was present during the Forum.

Subject: RE: email
Sent: 2025-03-19, 3:20:18 PM
From: Anderson, Victoria [REDACTED]
To: [REDACTED]
Cc: [REDACTED]

Hello Roger,

Thanks for the update! I'll update our contact list with your new email address.

Best,

Victoria Anderson BA, BSc
She/Her

Socio-Economic Specialist, Impact Assessment and Permitting, Western Canada
[REDACTED]

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Subject: MFFN Community Access Road - What's New in March

Sent: 2025/03/28, 22:45:41

From: Anderson, Victoria [REDACTED]

To: [REDACTED]

Cc: [REDACTED]

Hello Ogamakan Michael Sugarhead and Roger Oskineegish,

I have the following updates on the Marten Falls First Nation Community Access Road Project for the month of March:

- **Draft Environmental Assessment / Impact Statement (EA / IS) available for Indigenous Community review**
 - **MFFN CAR Draft EA / IS Email**
 - The Draft EA / IS is now available for review by Indigenous Communities. All information pertaining to the Draft EA / IS will come from a separate email account [REDACTED]. **Please ensure you send your questions and comments on the Draft EA / IS to this email address.**
 - **Book a meeting!**
 - We are here to assist you in the review process of the Draft EA / IS. Please reach out if you would like to book an in-person or virtual meeting to discuss the Draft EA / IS. We understand the size of the document (~20,000 pages) can be overwhelming and are here to support you with review.
- **Aboriginal and / or Treaty Rights and Interests (ATRI) Forum #2 Summary**
 - On March 19, we distributed the ATRI Forum #2 Summary with comments and notes. Please let the MFFN CAR Project Team know if there are any adjustments needed to the comments your community has provided.
- **Upcoming Webinars**
 - In April and May, we will host webinars on identified project effects and proposed mitigation measures for Land, Water and People. Keep an eye out for a registration email from info@martenfallsaccessroad.ca!

Please feel free to reach out if you have any questions or concerns.

All the best,

Victoria Anderson BA, BSc

She/Her

Socio-Economic Specialist, Impact Assessment and Permitting, Western Canada
[REDACTED]

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From: Anderson, Victoria

Sent: Tuesday, April 15, 2025 1:04 PM

To: 'Riley Weyman'

Cc:

Subject: RE: MFFN Community Access Road - Capacity Funding Agreement

Hi Riley,

Thanks for the update, I look forward to hearing from Wendy.

Best,

Victoria Anderson BA, BSc

She/Her

Socio-Economic Specialist, Impact Assessment and Permitting, Western Canada

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Subject: RE: MFFN Community Access Road - Capacity Funding Agreement

Sent: 2025/04/15, 20:36:53

From: Anderson, Victoria [Redacted]

To: Riley Weyman

Cc: [Redacted]

[Redacted]
Hello Riley,

I hope you're having a good week.

I wanted to follow-up from your email below regarding the void cheque or banking letter. Have there been any updates on this? Unfortunately, we are unable to process the capacity funding payment until we receive this information.

Please let me know if there is any additional information you need from me, or if there's anything I can do to help move things along.

I look forward to hearing from you.

All the best,

Victoria Anderson BA, BSc
She/Her

Socio-Economic Specialist, Impact Assessment and Permitting, Western Canada

[Redacted]

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[Redacted]

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Subject: MFFN Community Access Road - What's New in April

Sent: 2025/04/28, 23:15:55

From: Anderson, Victoria [REDACTED]

To: [REDACTED]

Cc: [REDACTED]

Hello Ogamakan Michael Sugarhead and Roger Oskineegish,

I hope spring is treating you well so far.

I'm hoping a procurement specialist from AECOM has been in touch about having you onboarded into our system so that we can pay out the \$ [REDACTED] Capacity Funding. If not, please let me know so that I can follow-up on our side.

A representative from Nibinamik First Nation, Dan, had met with the folks on our team in February and mentioned that Nibinamik has a Mining Week every May, and I know Roger had mentioned that in the past as well. Is that still going ahead this May, and if so, are you still interested in having the Community Access Road Project Team participate?

I have a few updates and refreshers on the Marten Falls Community Access Road Project for the month of April:

- **Draft Environmental Assessment / Impact Statement (EA / IS) Updates**
 - **Public Review Period Now Starting**
 - The Draft EA / IS is now available for public review. Comments and feedback can be provided via the Project website, email or by letter mail.
 - **Book a Meeting**
 - We are here to assist you in the review process of the Draft EA / IS. Please reach out if you would like to book an in-person or virtual meeting to discuss the Draft EA / IS. We understand the size of the document (~20,000 pages) can be overwhelming and are here to support you with review.
 - **Community Well-Being Report**
 - On April 16, 2025, the Community Well-Being Report was released for review by Indigenous communities and groups.
 - We are halfway through the review process of the Draft EA / IS. Please keep in mind that the review process **concludes on June 23, 2025.**
- **Public Information Centre #6**
 - We will be hosting our Public Information Centre (PIC) #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 an email from info@martenfallsaccessroad.ca.
- **Upcoming Webinars**
 - Our Draft EA / IS webinar series will start in May. The first in this series is Community Well-Being, held on Tuesday, May 6, 2025, at 4:00 p.m. EST. Register now by following this link: https://us06web.zoom.us/webinar/register/WN_vpqexWmeRpalobu3qJkAsA
 - Keep an eye out for more information on the remaining webinars in the Draft Environmental Assessment / Impact Statement Series:
 - **Land: Ungulates** - Thursday, May 8
 - **Water: Fish and Fish Habitat** - Thursday, May 22
 - **People: Land and Resource Use** - Thursday, June 5
- **Oji-Cree Translations Available:**
 - Several Oji-Cree translations are now available of the plain language summaries here: [REDACTED]
 - There are also Oji-Cree translations of the executive summary and message from Chief Bruce Achneepineskum: <https://eais.martenfallsaccessroad.ca/draft-ea-is-oji-cree/>
 - Please feel free to share these with community members!

I'll be out of office from April 29 – May 5, but will continue to monitor my email inbox and will gladly accept phone calls if you have any questions or concerns. My number is [REDACTED]

All the best,

Victoria Anderson BA, BSc
She/Her

Socio-Economic Specialist, Impact Assessment and Permitting, Western Canada
[REDACTED]

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Subject: MFFN Community Access Road - What's New in May
Sent: 5/28/2025, 8:10:20 AM
From: Anderson, Victoria [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Attachments: [REDACTED]

Hi Ogamakan Michael Sugarhead and Roger Oskineegish,

I hope you're doing well.

I have the following updates for the month of May regarding the Marten Falls First Nation Community Access Road.

- **Draft Environmental Assessment / Impact Statement (EA / IS) - Reminder for Final Review**
 - We are nearing the end of the review process of the Draft EA / IS. Please submit your comments and feedback via the Project website, [REDACTED] email or by letter mail **by June 23, 2025**.
- **Public Information Centre #6**
 - A reminder that while our Public Information Centre (PIC) #6 was hosted on Monday, May 26, 2025 in Thunder Bay, we have another PIC #6 in Geraldton tomorrow, Thursday, May 29, 2025. The first hour of each PIC is dedicated to Indigenous community members. For more information, visit [REDACTED]
- **Upcoming Webinars**
 - Our next webinar in the Draft EA / IS webinar series is **People: Land and Resource Use**, to be held on Thursday, June 5 2025, at 4:00 p.m. EST. Keep an eye out for the registration link, and for more information on the remaining webinars in the Draft Environmental Assessment / Impact Statement Series.

All the best,

Victoria Anderson BA, BSc
She/Her

Socio-Economic Specialist, Impact Assessment and Permitting, Western Canada
[REDACTED]

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MARTEN FALLS FIRST NATION ALL-SEASON COMMUNITY ACCESS ROAD

PUBLIC INFORMATION CENTRE #6: DRAFT ENVIRONMENTAL ASSESSMENT / IMPACT STATEMENT

Join the Marten Falls First Nation Community Access Road Project Team to discuss updates on the Draft Environmental Assessment / Impact Statement Review.

Thunder Bay Monday, May 26, 2025

Location:

Superior Inn and Conference Centre
555 Arthur St. W, Thunder Bay, Ontario

Time:

5:00 p.m. - 8:00 p.m. Public Session.

*Light refreshments will be served.

Geraldton Thursday, May 29, 2025

Location:

Geraldton Community Centre
200 Wardrope Avenue, Geraldton, Ontario

Time:

4:00 p.m. - 7:00 p.m. Public Session

*Light refreshments will be served.

Learn about:

- What is the Draft Environmental Assessment / Impact Statement?;
- Understanding identified project effects and proposed impact management measures;
- Update on socio-economic studies and the Community Well-Being Report;
- Cumulative effects; and
- Next steps and future opportunities to get involved.

* The first hour is dedicated to Indigenous Community members only.

If you cannot make the in-person session, you can find the information posted on our website (www.martenfallsaccessroad.ca). Public Information Centres are wheelchair accessible; contact us if you require other accessibility accommodations.

Contact Information

Website: <https://eais.martenfallsaccessroad.ca/get-involved/>

Email: info@martenfallsaccessroad.ca

Phone: [REDACTED]



Scan the QR to learn more, and for other ways to Get Involved.

Subject: MFFN Community Access Road - What's New in June

Sent: 6/30/2025, 3:33:46 PM

From: Anderson, Victoria [REDACTED]

To: [REDACTED]

Cc: [REDACTED]

Hi Ogamakan Michael Sugarhead and Roger Oskineegish,

I hope your week is off to a good start.

I've got a few updates to share for the Marten Falls First Nation Community Access Road in the month of June:

- **Draft Environmental Assessment / Impact Statement Review Period Complete. Thank you for your feedback!**
 - The review period for the Draft Environmental Assessment / Impact statement officially closed on June 23, 2025. We sincerely value all the feedback Nibinamik First Nation provided. 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.

All the best,

Victoria Anderson BA, BSc

She/Her

Socio-Economic Specialist, Impact Assessment and Permitting, Western Canada
[REDACTED]

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[REDACTED]

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Subject: MFFN CAR - Aboriginal and / or Treaty Rights and Interests: DRAFT Impact Assessment Report
Sent: 7/11/2025, 2:38:43 PM
From: Anderson, Victoria [redacted]
To: [redacted]
Cc: [redacted]

Dear Ogamakan Michael Sugarhead and Roger Oskineegish,

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 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 9, 2025, Draft 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,

Victoria Anderson BA, BSc
She/Her

Socio-Economic Specialist, Impact Assessment and Permitting, Western Canada

[redacted]

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[redacted]

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Subject: FW: MFFN Community Access Road - What's New in July
Sent: 7/30/2025, 3:22:44 PM
From: Anderson, Victoria [REDACTED]
To: [REDACTED]
Attachments: [REDACTED]

Victoria Anderson BA, BSc
She/Her

Socio-Economic Specialist, Impact Assessment and Permitting, Western Canada

[REDACTED]

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[REDACTED]

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From: Anderson, Victoria
Sent: Wednesday, July 30, 2025 3:19 PM
To: [REDACTED]
Cc: [REDACTED]

Subject: MFFN Community Access Road - What's New in July

Hi Ogamakan Michael Sugarhead and Roger Oskineegish,

I have a few updates to share for the Marten Falls First Nation Community Access Road in the month of July:

- **Draft Record of Consultation and Engagement for Indigenous Communities**
 - 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.
- **Ongoing Field Studies**
 - Field programs will be continuing into the 2025 summer and fall seasons to support the Preliminary Design and future permitting for the MFFN CAR. The following three field programs are included in the Summer 2025 Field Notice: Stage 2 Archaeological Assessment, Groundwater Well Decommissioning and Geotechnical Investigation.
 - For more information, read the full field notice here: [REDACTED]
- **Draft Aboriginal and / or Treaty Rights and Interests: Impact Assessment Report**
 - On July 11, 2025 your community-specific Draft Aboriginal and / or Treaty Rights and Interests: Draft Impact Assessment Report was distributed.
 - 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.
 - Please use the following link to access and download your community-specific report: [REDACTED]

Please reach out if you have any questions.

All the best,

Victoria Anderson BA, BSc
She/Her

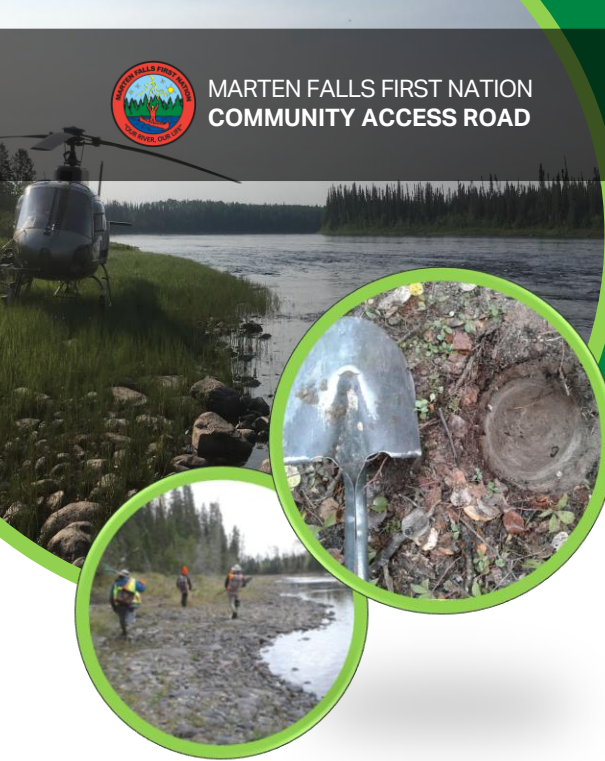


MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

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:

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

██████████ | info@martenfallsaccessroad.ca

www.martenfallsaccessroad.ca



Subject: MFFN Community Access Road IK Program
Sent: 8/20/2025, 4:08:08 PM
From: Anderson, Victoria [redacted]
To: [redacted]
Cc: [redacted]

Hello Roger,

The Marten Falls First Nation Community Access Road team has been hard at work reading through the comments on the Draft Environmental Assessment / Impact statement. While we're working hard to incorporate all the feedback we have received, there is one comment in particular that we received from Nibinamik First Nation I'm hoping to follow-up with you on. The comment we received says:

Recommendation:
Nibinamik was not able to participate in past efforts of the MCAR Project Team to collect Indigenous Knowledge, however Nibinamik should still be given opportunity, including capacity support, to offer Indigenous knowledge of water as the Project progresses.

I'd love to chat more with you about how we can work with Nibinamik First Nation to make sure your Knowledge is incorporated, and to provide information about the funding that's available.

Do you have any time this week for a phone call?

All the best,

Victoria Anderson BA, BSc
She/Her

Socio-Economic Specialist, Impact Assessment and Permitting, Western Canada

[redacted]

AECOM

[redacted]

[redacted]

aecom.com

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Subject: MFFN Community Access Road - What's New in August

Sent: 8/29/2025, 2:16:49 PM

From: Anderson, Victoria [REDACTED]

To: [REDACTED]

Cc: [REDACTED]

Hi Ogamakan Michael Sugarhead and Roger Oskineegish,

I hope you're both enjoying your summer. I sent an email to Roger last week about possibly having a phone call soon to discuss Nibinamik First Nation's interest in contributing IK to the Marten Falls First Nation Community Access Road EA / IS. I'd still be interested in an opportunity to chat if you have time sometime next week?

I also have a few updates to share for the Community Access Road in the month of August:

- **New Video: Understanding 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 Project on the environment and the Community.

- To watch our latest video, click here: [REDACTED]

- **Draft Aboriginal and / or Treaty Rights and Interests: Draft Impact Assessment Report**

- On July 11, your community-specific Draft Aboriginal and / or Treaty Rights and Interests: Draft Impact Assessment Report was distributed.

- The review period closes on **October 9, 2025**. Please submit any comments, questions, additional Indigenous Knowledge or details about important sites, areas or resources through email.

- Please use the following link to access and download your community-specific report: [REDACTED]

I hope you enjoy the long weekend!

All the best,

Victoria Anderson BA, BSc

She/Her

Socio-Economic Specialist, Impact Assessment and Permitting, Western Canada
[REDACTED]

AECOM
[REDACTED]
[REDACTED]
[REDACTED]

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B16.2 Incoming Community Specific Correspondence

From: Riley Weyman

Sent: Tuesday, October 8, 2024 11:04 AM

To: Anderson, Victoria

Cc:

Subject: RE: MFFN Community Access Road - What's New

Good morning Victoria,

Thank you for the update.

Would you be able to provide us a copy of the Indigenous Knowledge Funding and Sharing Agreement?
Thank you for confirming you can accommodate Nibinamik.

Best,

Riley

Riley Weyman (He/Him)

B.A., J.D./Certificate in Environmental Law

Associate

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From: Riley Weyman [REDACTED]

Sent: Thursday, October 31, 2024 12:57 PM

To: Anderson, Victoria [REDACTED]

Cc: [REDACTED]

Subject: RE: MFFN Community Access Road - What's New

Thanks Victoria,

Nibinamik is also interested in receiving funding for the Community Coordinator position. Can you please confirm if they are already accessing this funding, and if not, how they can access it?

We also have a few questions about the Indigenous Knowledge Program funding agreement:

1. Section 3.1 - What are the timelines for the deliverables (i.e. IK program check in meeting, and Final IK Study Report and associated mapping/GIS files)?
2. Section 1.1 - What would the geographic area/scope for Nibinamik's IK Study Report be? It says the geographic area identified in Schedule A, but there was no Schedule A attached to the agreement.
3. Please provide copies of Schedules A and B to the Agreement.

Thanks,

Riley

Riley Weyman (He/Him)

B.A., J.D./Certificate in Environmental Law
Associate

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[REDACTED]

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From: Riley Weyman
Sent: Tuesday, November 5, 2024 10:00 AM
To: Anderson, Victoria [REDACTED]
Cc: [REDACTED]
[REDACTED]

Subject: RE: MFFN Community Access Road - What's New

Thanks Victoria,

Nibinamik is interested in receiving the \$ [REDACTED] funding payment. I will confirm with leadership and the best way to receive the payment and get back to you as soon as practicable.

Looking forward to hearing about the IK program soon.

Best,

Riley

Riley Weyman (He/Him)
B.A., J.D./Certificate in Environmental Law
Associate



[REDACTED]

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From: Riley Weyman <Rweyman@pstlaw.ca>

Sent: Wednesday, November 13, 2024 3:12 PM

To: Anderson, Victoria [REDACTED]

Cc: [REDACTED]

Subject: RE: MFFN Community Access Road - What's New

Good afternoon Victoria,

I can confirm Nibinamik would like to receive the \$ [REDACTED] capacity funding payment. Payment should be made to Nibinamik First Nation. Please share the funding agreement when you are able.

Please let us know if you have an update on the questions regarding the IK program.

Thank you,

Riley

Riley Weyman (He/Him)

B.A., J.D./Certificate in Environmental Law

Associate

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[REDACTED]

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From: Riley Weyman [REDACTED]

Sent: Tuesday, January 28, 2025 4:25 PM

To: Anderson, Victoria [REDACTED]

Cc: [REDACTED]; Wendy Koehler [REDACTED]

Subject: RE: MFFN Community Access Road - What's New

Hi Victoria,

Thank you for following up. We have reviewed and propose some minor changes to s. 2.1 to reflect your point below that the funding is meant to provide Nibinamik “with the flexibility to allocate the funds as they see fit and ensure that use matches their needs.”

As track changes are locked in the agreement, if you approve, please accept the changes and share a clean copy.

Best,

Riley

Riley Weyman (He/Him)
B.A., J.D./Certificate in Environmental Law
Associate



[REDACTED]

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Community Capacity Funding Agreement

THIS COMMUNITY CAPACITY FUNDING AGREEMENT (“Agreement”) made as of the _____ day of _____, 202____.

BETWEEN:

OF THE FIRST PART

[Enter Name of Community]
[Enter Mailing Address]
Attention: [Enter Primary Contact Name]
Email: [Enter Primary Contract Email Address]
(hereinafter, the “Community”),

- AND -

OF THE SECOND PART

Marten Falls First Nation as represented by 2617482 Ontario Inc.
[Enter Mailing Address]
Attention: Qasim Saddique, Project Director
Email: [REDACTED]
(hereinafter, the “Project Team”),

- AND -

OF THE THIRD PART

AECOM Canada Ltd.
[Enter Mailing Address]
Attention: [Enter Contact Name]
Email: [Enter Primary Contract Email Address]
(hereinafter, “AECOM”),

(Each a “Party” and collectively the “Parties” to this Agreement)

RECITALS:

WHEREAS Marten Falls First Nation (“MFFN”) is a remote First Nation community in northern Ontario located at the junction of the Albany and Ogoki rivers, approximately 430 km northeast of Thunder Bay;

AND WHEREAS MFFN is currently only accessible by air and a winter road. Given the unreliability of the winter road, MFFN is proposing an all-season community access road (the “Project”) to connect MFFN to Ontario’s provincial highway network (i.e., Highway 643) to the south via the existing Painter Lake Road;

AND WHEREAS MFFN is represented by the Project Team to assist MFFN with a Provincial Environmental Assessment and Federal Impact Assessment (the “Draft EA/IS”) to assess the potential Project effects and benefits;

AND WHEREAS the Project Team would like to engage the Community for participation in a “Community Capacity

Funding Program” as set out in this Agreement so as to facilitate the review of the Draft EA/IS by the Community and the gathering of feedback where provided by the Community.

AND WHEREAS, through this Agreement, the Community has agreed to participate in the Community Capacity Funding Program.

AND WHEREAS the Parties agree that it is the Community’s responsibility to identify the use and allocation of the funds in connection with this Agreement for the purposes of reviewing the Draft EA/IS and, further, to have an opportunity to provide feedback at its discretion to AECOM and the Project Team (“**Funding Purpose**”).

AND WHEREAS, specific to this Agreement, the Project Team has retained AECOM for the sole purpose of making payment of the Capacity Funding (as defined below) to the Community at the direction of the Project Team as set out in this Agreement.

NOW THEREFORE THIS AGREEMENT WITNESSES that, for the good and valuable consideration set out herein, the Parties hereby agree as follows:

ARTICLE I: PAYMENT OF CAPACITY FUNDING

1.1 Lump Sum Payment. The Project Team agrees to pay the Community a one-time, lump sum payment of \$ [REDACTED] (“**Capacity Funding**”).

1.2 Schedule of Payment. Upon execution of this Agreement by all Parties, the Project Team hereby directs AECOM to pay the Community the Capacity Funding within 30 days of the execution of this Agreement by all Parties.

ARTICLE II: SCOPE OF CAPACITY FUNDING

2.1 Scope of Capacity Funding. The Capacity Funding is intended to support the Community's ability to engage on the Project in accordance with the Funding Purpose. The Capacity Funding may be used to facilitate the Funding Purpose by financially supporting the Community's review of the Draft EA/IS, including costs related to: (a) securing meeting space, (b) rental or purchase of office and/or accessibility equipment; (c) office materials and incidentals; (d) compensating community members for their time to review and the provision of feedback; ~~or~~ (e) hiring of a community coordinator to facilitate the Community's review and organize the submission of feedback; (f) travel for community representatives to engage with off-reserve community members; or (g) professional services (including consultant and legal fees).

2.2 Confirmation of Draft EA/IS Review and Provision of Feedback. The Community agrees that it shall review the Draft EA/IS and provide written confirmation of its completed review to AECOM and the Project Team. This written confirmation shall be provided by no later than 120 days following the Community’s receipt of the Draft EA/IS (“**Review Date**”). Additionally, the Community may provide feedback it obtains through the review process to AECOM and the Project Team at its sole discretion before the Review Date.

2.3 Voluntary Participation. The Community agrees that it is participating in the Community Capacity Funding Program voluntarily, without pressure, duress or inducement. As the Community Capacity Funding Program is being used to facilitate engagement with several First Nations across northern Ontario, it is acknowledged and agreed that the Capacity Funding is intended to support Community consultation and that neither the Project Team nor AECOM make any representations or warranties, express or implied, in relation to the sufficiency of the Capacity Funding to fully facilitate the Community’s engagement on Project, including the Funding Purpose as set out herein.

ARTICLE III: USE OF INFORMATION

3.1 Use of Information. The Project Team and AECOM may use the information gathered through the Community Capacity Funding Program and this Agreement for the purposes of incorporating the Community review and feedback into finalizing the Provincial Environmental Assessment and Federal Impact Assessment of the Project. Further, AECOM and the Project Team may use the information to report on the Community Capacity Funding Program to the MFFN or any authority having jurisdiction, including on issues pertaining to specific Community consultation or First Nation consultation generally, in respect of the Project or any other reasonable use or purpose, including to comply with any legal obligations.

3.2 No Expectation of Confidentiality. There is no expectation of confidentiality associated with the Community Capacity Funding Program, including in relation to this Agreement, receipt of written confirmation of the Community's review and feedback, and the Capacity Funding.

ARTICLE IV: RELATIONSHIPS AMONGST PARTIES WITHIN COMMUNITY CAPACITY FUNDING PROGRAM

4.1 Role of AECOM. The Project Team and the Community confirm and agree that AECOM's only responsibility under this Agreement is to facilitate the payment of the Capacity Funding in accordance with Article I (Payment of Capacity Funding). The Project Team and Community acknowledge and agree that AECOM shall have no other obligations or requirements of any kind or nature whatsoever with respect to this Agreement. AECOM and the Project Team have no responsibility for, or control of, the Community or its personnel and AECOM and the Project Team will have no liability for any acts or omissions of the Community or its personnel. The Project Team and the Community agree and acknowledge that AECOM makes no representations, and shall have no responsibility, as to the completeness or sufficiency of the Community Capacity Funding Program or the Capacity Funding for any purpose, including the Funding Purpose. AECOM does not have responsibility regarding the treatment of Community's consultation or feedback by any authority having jurisdiction in relation to the Project.

4.2 Independence of Community. The Parties acknowledge and agree that the Community is not a consultant, subconsultant, contractor, subcontractor, employee, or advisor of AECOM or the Project Team. For greater certainty, this Agreement shall not be interpreted or construed to create an association, joint venture, agency relationship, vendor-client relationship or partnership between the Parties. It is understood and agreed that the Community's participation in the Community Capacity Funding Program does not represent the Community's position in relation to the Draft EA/IS in any way whatsoever and this Agreement shall not be interpreted or construed to represent a position by the Community in relation to the Draft EA/IS for any purpose.

ARTICLE V: GENERAL

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

5.2 Entire Agreement. This Agreement (a) constitutes the entire agreement and understanding between the Parties with respect to the subject matter hereof and (b) supersedes all prior agreements, understandings, negotiations and discussions by or between the Parties pertaining to the subject matter of this Agreement. There are no warranties, representations or other agreements, whether oral or written, express or implied, collateral or otherwise, by or between the Parties pertaining to the subject matter of this Agreement except as set forth in this Agreement.

5.3 Assignment. No Party may assign this Agreement without the prior consent in writing of the other Parties.

5.4 Modification and Waiver. This Agreement may not be modified, amended or supplemented except by written agreement of the Parties. No act or omission by a Party, other than a written waiver, shall constitute a waiver of any provision of this Agreement. No waiver of any provision of this Agreement shall constitute a waiver of any other provision, nor shall any such waiver constitute a continuing waiver, unless otherwise specifically agreed

in writing by the Parties.

5.5 Notice. All written notices required to be given in this Agreement must be in writing and must be delivered to each Party's representative at each Party's address first listed above. Notice may be given by (a) hand delivery; (b) email; or (c) registered mail. Notice by hand delivery or registered mail shall be effective on the day of delivery. Notice by email shall only be effective on the day of written responding confirmation of receipt (which, for certainty, does not include any automated replies from a recipient's email account.) Each Party's representative and address may be changed upon the delivery of written notice to the Parties.

5.6 Successors and Assigns. This Agreement shall be binding upon the Parties and shall continue in full force and effect in the event any Party is permitted to assign this Agreement or if there is any change in ownership, control or management of any Party.

5.7 Dispute Resolution. Upon the delivery of a written notice of a dispute arising out of or in connection with this Agreement by any Party, the Parties shall attempt to resolve such dispute, by structured negotiation, on a without prejudice basis, with the assistance of a mediator appointed by the Parties. If a dispute cannot be settled within a period of 30 days after such notice of dispute, or such longer period as may be agreed to by the Parties, the Parties shall be free to pursue any other procedures or remedies available to them, including arbitration or litigation, in an effort to finally resolve the dispute.

5.8 Interpretation. The recitals first listed above form an integral and essential part of this Agreement. Capitalized terms shall be given the meaning as first set out in this Agreement.

5.9 Severability. The invalidity or unenforceability of any provision of this Agreement will not affect the validity or enforceability of any other provision but this Agreement will be construed as if such invalid provision were omitted.

5.10 Counterparts, Signatures and Retention. This Agreement may be executed in one or more counterparts, each of which is an original, and which, taken together, shall constitute one and the same agreement. The signing of a facsimile copy or portable document format (PDF) copy of this Agreement and any amendments thereto shall have the same effect as the signing of an original. The retention of an electronic version of this Agreement is permitted and the subsequent production of an electronic version of this document shall be treated as if it was the production of an original signed copy.

[Remainder of page intentionally blank. Signature page follows.]

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

[NAME OF COMMUNITY]

Per: _____
I/We have authority to bind the [name of
community].

Name: _____
Title: _____
Date: _____

Per: _____
I/We have authority to bind the [name of
community] .

Name: _____
Title: _____
Date: _____

Marten Falls First Nation as represented by 2617482 Ontario Inc.

Per: _____
I/We have authority to bind 2617482 Ontario
Inc. and the MFFN Project Team.

Name: _____
Title: _____
Date: _____

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

Name: _____
Title: _____
Date: _____

AECOM Canada Ltd.

Per: _____
I/We have authority to bind AECOM Canada Ltd.

Name: _____
Title: _____
Date: _____

Per: _____
I/We have authority to bind the AECOM Canada
Ltd.

Name: _____
Title: _____
Date: _____

From: Riley Weyman [REDACTED]
Sent: Tuesday, February 25, 2025 2:14 PM
To: Anderson, Victoria; [REDACTED]
Cc: [REDACTED]
Subject: RE: MFFN Community Access Road - Capacity Funding Agreement
Attachments: [REDACTED]

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Hi Victoria,

We are finalizing a BCR authorizing the signature of the Capacity Funding Agreement. I've inputted Nibinamik's contact information in the preamble of the agreement and signee information on the last page. As track changes are locked, could you please accept and return for signature?

As requested, here is the First Nation Contact Information:

- i. First Name: Walter
- ii. Last Name: Oskineegish
- iii. Email Address: [REDACTED]
- iv. Phone Number: [REDACTED]

I have asked Wendy Koehler, cc'd to provide the Void Cheque or Banking Letter for the account where the EFT will be sent.

Thanks,

Riley

Riley Weyman (He/Him)

B.A., J.D./Certificate in Environmental Law
Associate

**PAPE
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TEILLET** LLP BARRISTERS AND SOLICITORS

[REDACTED]

From: Riley Weyman [REDACTED]

Sent: Thursday, March 6, 2025 10:14 AM

To: Anderson, Victoria [REDACTED]

Cc: [REDACTED]

Subject: RE: MFFN Community Access Road - Capacity Funding Agreement

Hi Victoria,

Attached is a copy of the Capacity Funding Agreement for \$ [REDACTED] signed by Ogamakan Sugarhead.

Please return a fully executed copy for Nibinamik's records.

I've asked Wendy Koehler, cc'd to provide the Void Cheque or Banking Letter for the account where the EFT will be sent.

Best,

Riley

Riley Weyman (He/Him)

B.A., J.D./Certificate in Environmental Law

Associate

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[REDACTED]

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Community Capacity Funding Agreement

THIS COMMUNITY CAPACITY FUNDING AGREEMENT ("Agreement") made as of the _____ day of _____, 202____.

BETWEEN:

OF THE FIRST PART

[Enter Name of Community] Nibinamik First Nation

[Enter Mailing Address] _____

Attention: [Enter Primary Contact Name] Walter Oskineegish, Councillor

Email: [Enter Primary Contract Email Address] _____

(hereinafter, the "Community"),

- AND -

OF THE SECOND PART

Marten Falls First Nation as represented by 2617482 Ontario Inc.

[Enter Mailing Address] _____

Attention: Qasim Saddique, Project Director

Email: _____

(hereinafter, the "Project Team"),

- AND -

OF THE THIRD PART

AECOM Canada ULC

[Enter Mailing Address] _____

Attention: [Enter Contact Name] _____

Email: [Enter Primary Contract Email Address] _____

(hereinafter, "AECOM"),

(Each a "Party" and collectively the "Parties" to this Agreement)

RECITALS:

WHEREAS Marten Falls First Nation ("MFFN") is a remote First Nation community in northern Ontario located at the junction of the Albany and Ogoki rivers, approximately 430 km northeast of Thunder Bay;

AND WHEREAS MFFN is currently only accessible by air and a winter road. Given the unreliability of the winter road, MFFN is proposing an all-season community access road (the "Project") to connect MFFN to Ontario's provincial highway network (i.e., Highway 643) to the south via the existing Painter Lake Road;

AND WHEREAS MFFN is represented by the Project Team to assist MFFN with a Provincial Environmental Assessment and Federal Impact Assessment (the "Draft EA/IS") to assess the potential Project effects and benefits;

AND WHEREAS the Project Team would like to engage the Community for participation in a "Community Capacity

Funding Program” as set out in this Agreement so as to facilitate the review of the Draft EA/IS by the Community and the gathering of feedback where provided by the Community.

AND WHEREAS, through this Agreement, the Community has agreed to participate in the Community Capacity Funding Program.

AND WHEREAS the Parties agree that it is the Community’s responsibility to identify the use and allocation of the funds in connection with this Agreement for the purposes of reviewing the Draft EA/IS and, further, to have an opportunity to provide feedback at its discretion to AECOM and the Project Team (“**Funding Purpose**”).

AND WHEREAS, specific to this Agreement, the Project Team has retained AECOM for the sole purpose of making payment of the Capacity Funding (as defined below) to the Community at the direction of the Project Team as set out in this Agreement.

NOW THEREFORE THIS AGREEMENT WITNESSES that, for the good and valuable consideration set out herein, the Parties hereby agree as follows:

ARTICLE I: PAYMENT OF CAPACITY FUNDING

1.1 Lump Sum Payment. The Project Team agrees to pay the Community a one-time, lump sum payment of \$ [REDACTED] (“**Capacity Funding**”).

1.2 Schedule of Payment. Upon execution of this Agreement by all Parties, the Project Team hereby directs AECOM to pay the Community the Capacity Funding within 30 days of the execution of this Agreement by all Parties.

ARTICLE II: SCOPE OF CAPACITY FUNDING

2.1 Scope of Capacity Funding. The Capacity Funding is intended to support the Community's ability to engage on the Project in accordance with the Funding Purpose. The Capacity Funding may be used to facilitate the Funding Purpose by financially supporting the Community's review of the Draft EA/IS, including costs related to: (a) securing meeting space, (b) rental or purchase of office and/or accessibility equipment; (c) office materials and incidentals; (d) compensating community members for their time to review and the provision of feedback; (e) hiring of a community coordinator to facilitate the Community's review and organize the submission of feedback; (f) travel for community representatives to engage with off-reserve community members; or (g) professional services (including consultant and legal fees).

2.2 Confirmation of Draft EA/IS Review and Provision of Feedback. The Community agrees that it shall review the Draft EA/IS and provide written confirmation of its completed review to AECOM and the Project Team. This written confirmation shall be provided by no later than 120 days following the Community’s receipt of the Draft EA/IS (“**Review Date**”). Additionally, the Community may provide feedback it obtains through the review process to AECOM and the Project Team at its sole discretion before the Review Date.

2.3 Voluntary Participation. The Community agrees that it is participating in the Community Capacity Funding Program voluntarily, without pressure, duress or inducement. As the Community Capacity Funding Program is being used to facilitate engagement with several First Nations across northern Ontario, it is acknowledged and agreed that the Capacity Funding is intended to support Community consultation and that neither the Project Team nor AECOM make any representations or warranties, express or implied, in relation to the sufficiency of the Capacity Funding to fully facilitate the Community’s engagement on Project, including the Funding Purpose as set out herein.

ARTICLE III: USE OF INFORMATION

3.1 Use of Information. The Project Team and AECOM may use the information gathered through the Community Capacity Funding Program and this Agreement for the purposes of incorporating the Community review and feedback into finalizing the Provincial Environmental Assessment and Federal Impact Assessment of the Project. Further, AECOM and the Project Team may use the information to report on the Community Capacity Funding Program to the MFFN or any authority having jurisdiction, including on issues pertaining to specific Community consultation or First Nation consultation generally, in respect of the Project or any other reasonable use or purpose, including to comply with any legal obligations.

3.2 No Expectation of Confidentiality. There is no expectation of confidentiality associated with the Community Capacity Funding Program, including in relation to this Agreement, receipt of written confirmation of the Community's review and feedback, and the Capacity Funding.

ARTICLE IV: RELATIONSHIPS AMONGST PARTIES WITHIN COMMUNITY CAPACITY FUNDING PROGRAM

4.1 Role of AECOM. The Project Team and the Community confirm and agree that AECOM's only responsibility under this Agreement is to facilitate the payment of the Capacity Funding in accordance with Article I (Payment of Capacity Funding). The Project Team and Community acknowledge and agree that AECOM shall have no other obligations or requirements of any kind or nature whatsoever with respect to this Agreement. AECOM and the Project Team have no responsibility for, or control of, the Community or its personnel and AECOM and the Project Team will have no liability for any acts or omissions of the Community or its personnel. The Project Team and the Community agree and acknowledge that AECOM makes no representations, and shall have no responsibility, as to the completeness or sufficiency of the Community Capacity Funding Program or the Capacity Funding for any purpose, including the Funding Purpose. AECOM does not have responsibility regarding the treatment of Community's consultation or feedback by any authority having jurisdiction in relation to the Project.

4.2 Independence of Community. The Parties acknowledge and agree that the Community is not a consultant, subconsultant, contractor, subcontractor, employee, or advisor of AECOM or the Project Team. For greater certainty, this Agreement shall not be interpreted or construed to create an association, joint venture, agency relationship, vendor-client relationship or partnership between the Parties. It is understood and agreed that the Community's participation in the Community Capacity Funding Program does not represent the Community's position in relation to the Draft EA/IS in any way whatsoever and this Agreement shall not be interpreted or construed to represent a position by the Community in relation to the Draft EA/IS for any purpose.

ARTICLE V: GENERAL

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

5.2 Entire Agreement. This Agreement (a) constitutes the entire agreement and understanding between the Parties with respect to the subject matter hereof and (b) supersedes all prior agreements, understandings, negotiations and discussions by or between the Parties pertaining to the subject matter of this Agreement. There are no warranties, representations or other agreements, whether oral or written, express or implied, collateral or otherwise, by or between the Parties pertaining to the subject matter of this Agreement except as set forth in this Agreement.

5.3 Assignment. No Party may assign this Agreement without the prior consent in writing of the other Parties.

5.4 Modification and Waiver. This Agreement may not be modified, amended or supplemented except by written agreement of the Parties. No act or omission by a Party, other than a written waiver, shall constitute a

waiver of any provision of this Agreement. No waiver of any provision of this Agreement shall constitute a waiver of any other provision, nor shall any such waiver constitute a continuing waiver, unless otherwise specifically agreed in writing by the Parties.

5.5 Notice. All written notices required to be given in this Agreement must be in writing and must be delivered to each Party's representative at each Party's address first listed above. Notice may be given by (a) hand delivery; (b) email; or (c) registered mail. Notice by hand delivery or registered mail shall be effective on the day of delivery. Notice by email shall only be effective on the day of written responding confirmation of receipt (which, for certainty, does not include any automated replies from a recipient's email account.) Each Party's representative and address may be changed upon the delivery of written notice to the Parties.

5.6 Successors and Assigns. This Agreement shall be binding upon the Parties and shall continue in full force and effect in the event any Party is permitted to assign this Agreement or if there is any change in ownership, control or management of any Party.

5.7 Dispute Resolution. Upon the delivery of a written notice of a dispute arising out of or in connection with this Agreement by any Party, the Parties shall attempt to resolve such dispute, by structured negotiation, on a without prejudice basis, with the assistance of a mediator appointed by the Parties. If a dispute cannot be settled within a period of 30 days after such notice of dispute, or such longer period as may be agreed to by the Parties, the Parties shall be free to pursue any other procedures or remedies available to them, including arbitration or litigation, in an effort to finally resolve the dispute.

5.8 Interpretation. The recitals first listed above form an integral and essential part of this Agreement. Capitalized terms shall be given the meaning as first set out in this Agreement.

5.9 Severability. The invalidity or unenforceability of any provision of this Agreement will not affect the validity or enforceability of any other provision but this Agreement will be construed as if such invalid provision were omitted.

5.10 Counterparts, Signatures and Retention. This Agreement may be executed in one or more counterparts, each of which is an original, and which, taken together, shall constitute one and the same agreement. The signing of a facsimile copy or portable document format (PDF) copy of this Agreement and any amendments thereto shall have the same effect as the signing of an original. The retention of an electronic version of this Agreement is permitted and the subsequent production of an electronic version of this document shall be treated as if it was the production of an original signed copy.

[Remainder of page intentionally blank. Signature page follows.]

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

[NAME OF COMMUNITY]



Per: _____
I/We have authority to bind the [name of
community] .
Name: _____
Title: _____
Date: _____

Marten Falls First Nation as represented by 2617482 Ontario Inc.

Per: _____
I/We have authority to bind 2617482 Ontario
Inc. and the MFFN Project Team.
Name: _____
Title: _____
Date: _____

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

AECOM Canada ULC

Per: _____
I/We have authority to bind AECOM Canada Ltd.
Name: _____
Title: _____
Date: _____

Per: _____
I/We have authority to bind the AECOM Canada
Ltd.
Name: _____
Title: _____
Date: _____

From: Riley Weyman [REDACTED]

Sent: Tuesday, March 11, 2025 9:15 AM

To: Anderson, Victoria [REDACTED]

Cc: [REDACTED]

[REDACTED]

Subject: RE: MFFN Community Access Road - Capacity Funding Agreement

Thanks Victoria

Riley Weyman (He/Him)

B.A., J.D./Certificate in Environmental Law
Associate



[REDACTED]

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From: [REDACTED]

Sent: Tuesday, March 11, 2025 1:18 PM

To: [REDACTED] Michael Sugarhead [REDACTED]; 'Walter Oskineegish'
[REDACTED] 'Benny Yellowhead' [REDACTED]

Cc: Gershom Beaver <[REDACTED]>; 'Mary Ashpanaquestcum' <[REDACTED]>; 'Riley Weyman'
<[REDACTED]>; 'Peggy Sofea' <[REDACTED]>; 'Ruth Mckay'
<[REDACTED]>; 'Robina Neshinapaise' <[REDACTED]>
<[REDACTED]>; victoriawabasse <[REDACTED]>; Anderson, Victoria
<[REDACTED]>; 'Wendy Koehler' <[REDACTED]>; 'Jon Schiffer' <[REDACTED]>

Subject: email

Hello everyone!!
My summer beaver email has been full 4 times since last year and I created a new email address. My email is [REDACTED] Thank you all.

Miigwetch!

Roger Oskineegish
Nibinamik First Nation
Regional Assessment Coordinator / Roads Coordinator

[REDACTED]

From: Riley Weyman <[REDACTED]>
Sent: Tuesday, April 15, 2025 12:52 PM
To: Anderson, Victoria <[REDACTED]>
Cc: [REDACTED]
Wendy Koehler <[REDACTED]>; [REDACTED]
Subject: RE: MFFN Community Access Road - Capacity Funding Agreement

Hi Victoria,

I followed-up with Wendy (cc'd) about the void cheque or banking letter on Friday. I'm hoping she will be able to provide it to you soon.

Best,

Riley

Riley Weyman (He/Him)

B.A., J.D./Certificate in Environmental Law
Associate

**PAPE
SALTER
TEILLET** LLP BARRISTERS AND SOLICITORS

[REDACTED]

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Subject: RE: MFFN Community Access Road - Nibinamik Comments on MFCAR Draft Impact Statement
Sent: 2025-06-25, 9:47:33 AM
From: Rita Karrel [REDACTED]
To: MFFN CAR; [REDACTED]
Cc: 'Michael Sugarhead'; [REDACTED] Richard Roundhead; [REDACTED] Benny Yellowhead; stan oskineegish; lias yellowhead; Byron Wapoot; Chirag Patney; Zachary Davis; Riley Weyman; Anderson, Victoria; Morgan Edwards
Attachments: [Nibinamik_MFCAR EAIS Review_2025.06.25.pdf](#)

Good Morning,

Please find attached the Nibinamik First Nation review of the Marten Falls Access Road (the Project). This report outlines concerns regarding the Projects impacts to Nibinamik Homelands, land use and rights. It is respectfully requested that this submission be reviewed and considered as part of the ongoing Project evaluation process. Please confirm receipt of this letter at your earliest convenience. Should you require any additional information, please contact us.

Thank you for your time and consideration.

Rita Karrel, BSc | Regulatory Specialist

SHARED VALUE SOLUTIONS

[REDACTED]
[REDACTED]
[REDACTED]

SVS is a certified B Corporation using the power of business to solve social and environmental problems.



NIBINAMIK FIRST NATION

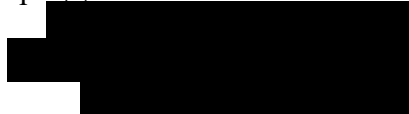
General Delivery
Summer Beaver, Ontario



June 25, 2025

VIA EMAIL to:

eaisinput@martenfallsaccessroad.ca



Marten Falls Community Access Road Project Team,
Impact Assessment Agency of Canada; and
Ontario Ministry of Environment, Conservation and Parks.

RE: Nibinamik First Nation – Review and Recommendations on the *Draft Environmental Assessment/Impact Statement* for the Marten Falls Community Access Road

Marten Falls First Nation (**‘Marten Falls’**) has proposed the creation of the Marten Falls First Nation Community Access Road (the **‘Project’**). The Project is going through a joint process of federal Impact Assessment and provincial Environmental Assessment. As part of that joint process, the *Draft Environmental Assessment/Impact Statement* (**‘Draft EA/IS’**) was provided to Nibinamik First Nation (**‘Nibinamik’**) on February 18, 2025 for review. The *Draft EA/IS* was prepared by Marten Falls and their team of specialists to meet the intent of both the federal *Tailored Impact Statement Guidelines* and the Ontario *Terms of Reference* for the Project.

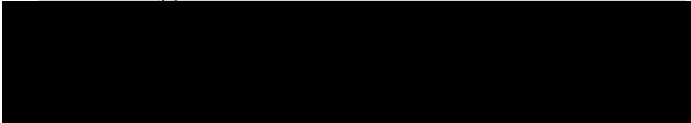
Nibinamik has retained Shared Value Solutions Ltd. to support with reviewing the *Draft EA/IS* with the intention of ensuring that potential impacts and benefits for Nibinamik and our members are recognized and reflected in the assessment of the Project. The full review is attached to this letter.

The attached document outlines comments, questions, and recommendations from Nibinamik regarding the Project. Overall, we support Marten Falls in the creation of an access road for the community and the benefits that it would bring. We also see opportunity in ensuring that potential benefits from development projects, including all-season roads, are equitably disbursed throughout the region. However, we must exercise caution. The Project together with the other proposed all-season roads—Northern Road Link and Webequie Supply Road (**“Roads Projects”**)—will literally pave the way for development in our Homelands. We must ensure that the potential effects from these projects and future industrial development that they will enable are adequately studied and appropriate safeguards are put in place to protect our Homelands and way of life for generations to come.

Nibinamik, Marten Falls, and other First Nations that will be impacted by the Roads Projects are currently co-leading a regional assessment in the Ring of Fire region with the Impact Assessment Agency of Canada under the *Impact Assessment Act* (“**Regional Assessment**”). This Regional Assessment will provide critical information on the potential impacts (negative and positive) the Roads Projects and the industrial development they will enable may have on the environment, on the health and well-being of our community, and on our Aboriginal and treaty rights. The findings from the Regional Assessment will fill key gaps we have identified in the *Draft EA/IS*, particularly relating to cumulative effects and impacts on community wellbeing. It is imperative that the Regional Assessment is completed before regulatory decisions on the Project are made and that the Regional Assessment’s findings and recommendations are incorporated into the impact/environmental assessments for the Project.

We would welcome the opportunity to discuss our review with Marten Falls to help reduce potential impacts and risks of the Project on our community. Additionally, we request that the Marten Fall Community Access Road Project Team, Impact Assessment Agency of Canada, and the Ontario Ministry of Environment, Conservation and Parks provide responses that detail how the issues and recommendations outlined in the review will be addressed and integrated within decision making.

Sincerely,



Ogamakan Michael Sugarhead

CC. Nibinamik First Nation Council

Encl. Nibinamik First Nation Technical Review Report re Maten Falls Community Access Road Draft Impact Statement/Environmental Assessment.

SHARED VALUE
SOLUTIONS



**MARTEN FALLS COMMUNITY ACCESS ROAD
DRAFT ENVIRONMENTAL ASSESSMENT/
DRAFT IMPACT STATEMENT
TECHNICAL REVIEW**

Prepared for: Nibinamik (Summer Beaver) First Nation
June 23, 2025



PROSPERITY. STEWARDSHIP. JURISDICTION.

Nibinamik First Nation

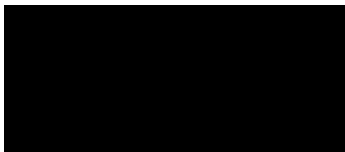
June 23, 2025

Dear Contact,

It is our pleasure to provide you with the Draft Technical Review on the Marten Falls Community Access Road Draft Environmental Assessment/Impact Statement. Hannah May, Genevieve Campbell, Rita Karrel and Morgan Edwards of Shared Value Solutions completed this review with assistance from consultants Dylan White and Dave Norris.

We look forward to continuing to support you in consultation and lands and resources protection matters. Please do not hesitate to get in touch with us if you have any questions or concerns with the enclosed report.

With best regards,



Morgan Edwards

Senior Fisheries Biologist, Shared Value Solutions



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ACRONYMS

ABBREVIATION	NAME
ATRIS	Aboriginal and Treaty Rights and Interests Study Plan
CDA	Construction Disturbance Area
EA/IS	Environmental Assessment/Impact Assessment
GHG	Greenhouse gas
IK	Indigenous Knowledge
LSA	Local Study Area
Mbgs	Metres Below Ground Surface
MFCAR	Marten Falls Community Access Road
MFFN	Marten Falls First Nation
RA	Regional Assessment
RoF	Ring of Fire
ROW	Right-of-Way
RSA	Regional Study Area
SVS	Shared Value Solutions
TKLU	Traditional Knowledge and Land Use
VC(s)	Valued Component(s)



1.0 INTRODUCTION

1.1 BACKGROUND

NIBINAMIK FIRST NATION

Nibinamik First Nation (Nibinamik), also known as Summer Beaver, is an Oji-Cree community, descendants of the Anishinaabe and part of the larger Anishinaabek Nation, situated approximately 215 km northwest of Marten Falls First Nation. The proposed Marten Falls Community Access Road (MFCAR) is located near Nibinamik's Traditional Territory/Homelands; the area west of the Attawapiskat and Winisk rivers. There, the lakes, rivers, and resources are plentiful, and the land has been traditionally used by Nibinamik members and their families present and past. Nibinamik is a remote community, accessible only by plane or by the winter roads during the colder months. The winter roads connect them to neighbouring communities such as Webequie First Nation, Wunnumin Lake First Nation, Neskantaga First Nation, and Eebametoong First Nation (Fort Hope). Nibinamik members frequent these communities often during winter, and in some cases by river during the summer months to visit family, friends, get supplies, and practice traditional activities such as hunting, trapping, and fishing

Summer Beaver began as an intentional community in 1975 when a group of Anglican people, related by kinship, decided to leave Lansdowne House, a Catholic settlement. Violence had reached epic proportions in Lansdowne House in the 1970's and the community was divided along religious lines. The Summer Beaver people felt that they could make a better life for themselves and their children back at Nibinamik Lake. The Canadian government was wary of this move, and offered nothing in the way of support for quite some time.

Nibinamik is a self-governing First Nation with inherent Aboriginal, and Treaty Rights rooted in their relationship with the lands, waters, and ecosystems of their Homelands. These rights include the right to govern, to steward the environment, to harvest, and to meaningfully participate in decision-making processes that affect their Homelands. Nibinamik's responsibilities as stewards of their lands are deeply interwoven with their cultural and spiritual identity and are not only rights but sacred obligations to protect and sustain the land for current and future generations.

Nibinamik signed Treaty 9 in 1905, alongside neighbouring First Nations, with the understanding that they would continue to sustain their way of life through access to, and use of, the lands and waters of their Homelands. Respecting Nibinamik's Treaty and Aboriginal Rights requires their direct participation in environmental and strategic decision-making, particularly for large-scale developments with the potential to disrupt ecosystems, affect harvesting practices, and impact the cultural survival of the community.



MARTEN FALLS COMMUNITY ACCESS ROAD PROJECT

The Marten Falls Community Access Road (MFCAR or “the Project”) is a proposed all-season road intended to connect Marten Falls First Nation to the provincial highway network. The Project is community-led through the Marten Falls Community Access Road Project Team (“MFCAR Project Team”) and is part of a broader infrastructure vision tied to other remote communities and resource development in the region. The proposed two-lane gravel road would cover approximately 184 km and would include multiple water crossings. The Project would also include associated construction infrastructure such as work camps, laydown areas, and aggregate quarries. The cumulative physical footprint of the road corridor—including the roadbed, water crossings, temporary construction areas, and support infrastructure—is estimated to be 12,665 hectares. This construction disturbance area (CDA) is referenced throughout the Draft Environmental Assessment/Impact Statement (AECOM, 2025a).

MFCAR, while it has independent purpose and rationale—connecting a remote fly-in community to the provincial road network—forms a strategic part of a regional road network. This regional network includes the proposed Northern Road Link, which would extend from the MFCAR northeast to the central Ring of Fire mining zone. This link is intended to enable mineral resource development as well as connection to the proposed Webequie Supply Road—led by Webequie First Nation—linking the Webequie community to the same regional road network. The two First Nations, Webequie and Marten Falls are also joint proponents of the Northern Link Road. Although proposed and presented separately, the three (3) road projects are geographically and functionally interdependent.

In January 2025 the Province of Ontario announced that a historical agreement had been established to build roads along the entire route to the Ring of Fire. This agreement includes support for upgrades to Anaconda and Painter Lake Roads, which are important connections on the road to the Ring of Fire, as well as major new investments in infrastructure and energy transmission in the region. Ontario claims it also builds on agreements that are in place with other First Nations partners along the entire proposed length of roads to the Ring of Fire, and helps set the stage for further potential partnerships, including:

- Connecting the proposed Marten Falls Community Access Road, Northern Road Link and Webequie Supply Road – linking Marten Falls First Nation and Webequie First Nation to the Ontario highway network and providing access to the Ring of Fire.
- \$70 million to advance route and design planning of the Greenstone Electricity Transmission Line project.
- “Hold[ing] discussions to establish an agreement to share the economic benefits of forestry and mining operations in the region.” (Government of Ontario, 2025)

Early in 2024, Marten Falls First Nation signed an agreement with Juno Corporation for mineral exploration (MFCAR, 2024). Juno Corporation is a private exploration company with the largest mineral claim holdings in the Ring of Fire area and has been working to support shared goals, including infrastructure development and commercial activities (Juno Corp., 2025).



Marten Falls First Nation has consistently framed the access road as a pathway to greater socioeconomic self-determination. Anticipated benefits include reduced cost of living, improved access to healthcare and education, enhanced food security, and opportunities for training, employment, and local business development. The community has emphasized that the road is not just an industrial access route but a lifeline for improving community health, safety, and well-being. The MFCAR Project Team has also stated a strong commitment to environmental stewardship, recognizing that the proposed route crosses through pristine boreal forests, muskeg, and critical watersheds that are culturally and ecologically significant, and that the Project may lead to environmental and socioeconomic impacts.

Within this context of direct and indirect ecologically significant impacts, there are corresponding impacts to socioeconomic conditions, Aboriginal and Treaty Rights, not only for the community of Marten Falls, but also for nearby Nibinamik First Nation. The proposed regional infrastructure corridor overlaps with Nibinamik's Homelands. The Project must consider and respect Nibinamik's rights and jurisdiction in their Homelands.

PROJECT CONSULTATION AND REGULATORY PROCESS

The regulatory process for the Project is a coordinated environmental assessment (EA) and impact assessment (IA) process, involving both provincial (Ontario) and federal (Canadian) requirements. This approach is undertaken because the two distinct regulatory frameworks are applicable. The effort to align processes has resulted in the MFCAR Project Team generating a single, comprehensive Environmental Assessment/Impact Statement (EA/IS) that satisfies both jurisdiction requirements.

Draft EA/IS Review

In advance of further regulatory progress on the Project, the MFCAR Project Team has circulated a Draft EA/IS for review. The purpose of this draft document is to enable meaningful Indigenous consultation and public engagement, through two reviews:

- Early Access for Indigenous Communities February 18 to June 23, 2025.
- Public Review Period April 22 to June 23, 2025.

Input from these reviews informs the preparation of the Final EA/IS.

Final EA/IS Review

Following the Final EA/IS completion and submission, both federal and provincial authorities will review the Final EA/IS. If approved, conditions will be imposed for Project construction and operation.

The MFCAR Project Team has stated commitments to a Project process guided by principles of truth and transparency; both of which are integral to decision-making process and consultation (MFCAR Project, 2019).



Nibinamik Involvement

Nibinamik First Nation has communicated their right to be actively involved in early decision-making, environmental assessment, monitoring, and long-term stewardship throughout their Homelands (Winterburn, 2019). Nibinamik's involvement in this process is required to ensure potential impacts to their Aboriginal and Treaty Rights and responsibilities to the land are considered and respected. The MFCAR Project Team has facilitated a substantive consultation process for Marten Falls First Nation, as well as Aroland First Nation as the most proximal First Nation to the Project. Nibinamik has not been engaged in such substantive consultation. This creates a tiered approach to consultation, where other Nations, including Nibinamik, fall into a category of lesser consultation despite their being significant potential to impact their rights and interests.

Nibinamik continues to call for robust consultation on all projects in the region affecting their lands and waters, that incorporates Nibinamik knowledge and governance structures. As the projects advance, ensuring that Nibinamik's rights are respected—alongside the shared goal of socioeconomic advancement—will be essential to maintaining a balanced approach to infrastructure development across Treaty 9 territory. Existing and future deficiencies would result in the lack of a meaningful and equitable consultation process throughout the Project and insufficient recognition of First Nations' jurisdiction and governance.

Nibinamik does not oppose development outright, and supports Marten Falls First Nation in their desire for socioeconomic advancement. However, any development in this region should be governed by a process grounded in Aboriginal and Treaty Rights, full transparency, and environmental stewardship. This relates not only to Nibinamik's participation but also the order of the assessment processes. The risks of committing to a development path for MFCAR without fully understanding long-term cumulative consequences limit the ability to truly mitigate regional impacts effectively.

1.2 REVIEW METHODOLOGY AND APPROACH

Nibinamik First Nation contracted Shared Value Solutions (SVS), an environmental and community development consulting firm, to conduct a technical review of the Draft EA/IS for the MFCAR Project. SVS brings together expertise in science, cultural heritage, planning, and regulatory processes, with a commitment to braiding Indigenous Knowledge with western science in support of Nibinamik's values and goals.

SVS assembled an interdisciplinary team to complete the review. The process was designed to incorporate technical evaluations and integrate Nibinamik knowledge. To ensure the review reflected Nibinamik's priorities and concerns, SVS undertook multiple engagement activities, including:

- A community information session to share Project details and document feedback from Nibinamik members;
- Meetings with Nibinamik leadership to understand their perspectives and vision for the land and community;



- Meetings with individual community members, including Elders and Lands & Resources staff; and
- Ongoing communication and feedback loops, including sharing the Draft Technical Review with leadership prior to finalizing the submission.

The SVS team conducted the technical review systematically, assessing EA/IS compliance with relevant legislation, policy frameworks, and professional best practices. The team evaluated data collection methods, analytical approaches, and reported outcomes. Particular attention was given to:

- Alignment with Nibinamik’s values and land stewardship responsibilities;
- Identification of impact pathways and assessment uncertainties; and
- The adequacy of proposed mitigation and adaptive management measures to address Nibinamik priorities.

SVS conducted this review independently from the MFCAR Project Team. Following the submission of the final Technical Review report, Nibinamik expects to be contacted by the MFCAR Project Team to engage in the integration of feedback into the Final EA/IS. This includes discussions between Nibinamik and Marten Falls leadership, and potentially site visits or further dialogue to clarify and address outstanding concerns or recommendations.

1.3 REVIEW OBJECTIVES

The objectives of Nibinamik’s technical review of the Draft EA/IS are to:

First: Understand how the Project team has undertaken the baseline assessments for the purpose of identifying and mitigating impacts.

Second: Identify areas of concern for Nibinamik, and opportunities for improved assessment considerations, mitigation of impacts, Project enhancements, and creating co-benefits.

Outcome: Support Nibinamik in exercising rights and strengthen the basis of decision-making to promote more sustainable Project outcomes including mitigation or accommodations.

The extent to which the outcome is achieved is largely based on how Nibinamik’s feedback is integrated by the MCFAR Project Team and regulators into the Project moving forward.



This technical review intentionally limits comments and concerns to those related directly to the MFCAR Project and the regulatory required scope of the assessment. Nibinamik chose this approach to recognize the regulatory segregation of environmental and cumulative impact assessment of major and interconnected projects (current and future). The rationale for this limitation is not a reflection of Nibinamik's view on the interconnectedness of reasonable current and future Project impacts. This approach should not detract from Nibinamik's ongoing assertion of regional concerns and impacts that will be inherent from the additional projects enabled through the road development.

1.4 REVIEW SCOPE

The technical review included the Draft Environmental Assessment/Impact Statement and appendices developed by AECOM (or consultants) on behalf of the MFCAR Project Team in February 2025. The review also included prior submissions from Nibinamik on the Ring of Fire access roads and regional assessment process or technically relevant supporting documents as required.

1.4.1 SPATIAL SCOPE AND FOCUS

In alignment with the technical review methodology and approach (Section 1.2 above), the spatial scope for this technical review was informed by community feedback SVS received through engagement. Nibinamik community members spoke about:

- Family connections throughout the region, in multiple surrounding communities.
- The land use, land-based learning, and land-based healing undertaken by members in the area surrounding the community and more broadly throughout their Homelands.
- The cumulative impacts of development throughout the region, and within Nibinamik's Homelands.
- The intrinsic linkage between the MFCAR Project and other regional development.

The context provided by Nibinamik members' experience and input necessitated a regional approach and a focus on cumulative effects for the scope of the technical review.

1.4.2 ANALYSIS SCOPE AND FOCUS: PRIORITY ISSUES

This section outlines how the technical review was grounded in potential risks and implications for Nibinamik and its members, drawing from the community's rights and interests.

The methodology for connecting technical review results to potential risks and implications leveraged a braided approach, integrating community-led knowledge, priorities, and concerns with discipline-specific technical expertise. The review functioned as a rights-based and values-based evaluation. Technical concerns were reframed through the lens of Nibinamik's constitutionally protected Aboriginal and Treaty Rights, including land stewardship responsibilities, land use, and cultural continuity. This ensured that recommendations were rooted in Nibinamik's unique cultural, environmental, and governance priorities.



Nibinamik identified several potential infringements on their inherent Aboriginal and Treaty Rights, which are rooted in their relationship with the lands, waters, and ecosystems of their Homelands. Specific Nibinamik priority concerns driving the technical review included:

- **Inadequate consultation and recognition of governance:** Despite numerous communications from the MFCAR Project Team, Nibinamik raised concerns that the consultation process was a “tiered” approach, which lacked government-to-government relations. This approach resulted in less-intensive consultation for Nations outside Marten Falls and Aroland, which risked insufficient recognition of First Nations jurisdiction and governance. Nibinamik is concerned that this limited their involvement in decision-making, environmental assessment, monitoring, and long-term stewardship across their Homelands.
- **Fragmented assessment of cumulative impacts:** Nibinamik was concerned that the regulatory process was assessing the MFCAR in isolation, failing to account for its role as a precursor to broader regional development, including other roads and mining activities within the Ring of Fire. Nibinamik viewed this approach as undermining the Crown’s constitutional obligation to assess regional and cumulative effects (historic, current, and future effects) and their impact on Aboriginal and Treaty Rights, as well as failing to meet the requirement to consider cumulative effects under section 22(1)(a) of the *Impact Assessment Act*. It risks approving precursors for regional development decisions (predicated on MFCAR approval) ahead of understanding the full regional impacts and cumulative consequences or mitigations to Aboriginal and Treaty Rights and interests.
- **Impacts on traditional land use and community well-being:** Impacts on surface water, fish and aquatic ecology, vegetation, terrestrial ecology, and wildlife directly affect Nibinamik’s ability to practice and pass on traditional activities like hunting, trapping, and fishing, and to maintain cultural well-being. Environmental concerns included increased hunting and fishing pressure, habitat fragmentation, spread of invasive species, and contamination risks. Nibinamik members also noted potential negative social impacts from increased access, such as drug and alcohol influx, erosion of language or cultural identity, and increased rates of missing and murdered Indigenous women and children.

The review involved a results-based perspective for evaluating the Draft EA/IS against the following criteria:

- **Adequacy of Baseline Information:** The review evaluated the sufficiency of baseline data in several areas. For example, having comprehensive georeferenced Indigenous Knowledge (IK) for sensitive receptors, to inform the uncertainty of “insignificant” residual effects. Similarly, the spatial scope for Nibinamik’s land and resource use assessment, to avoid generalizing impacts rather than providing community-specific detail.
- **Adequacy of Effects Assessment:** The SVS team reviewed effects assessment definitions and results for alignment with Nibinamik rights and interests (or potential impacts). The cumulative effects assessment should recognize the interconnectedness of ecosystems rather than pre-emptively excluding long-term operational impacts. The designation of “low magnitude” and “insignificant” impacts for some receptors was evaluated against the significant habitat fragmentation and pressures predicted from the Project.



- Adequacy of Methods Used: Methodological choices were assessed for the potential to understate short-term risks from Project activities, such as diesel and wood burning. Having a robust cumulative effects assessment, especially for climate change, and understanding synergistic impacts were also key methodological tests.
- Adequacy of Mitigation, Management, and Monitoring Plans: Proposed mitigation measures were evaluated for their specificity and likelihood of success. For example, a general commitment to reclamation for visual impacts would be deemed inadequate to prevent unintended side trails. For water management, reliance solely on provincial permits without detailed plans reflecting environmental best practices and First Nations values would be seen as a gap. Nibinamik would expect dedicated, long-term monitoring programs (e.g., for visual impacts, climate adaptation, noise) to accompany mitigations for the Project.
- Consideration of Indigenous Knowledge: The Draft EA/IS states a commitment to IK integration, but includes limitations that may raise concerns about the consultation process. A Nation-specific approach is important to ensure inclusion, along with facilitating appropriate capacity to participate and meaningful incorporation of IK into the assessment's conclusions. The Draft EA/IS must include a completed Rights Assessment, demonstrating that the verification of IK integration was not hindered.

1.4.3 DEVELOPMENT OF RECOMMENDATIONS

The technical review methodology is intentionally designed to support the development of recommendations that address Project-specific issues and uphold Nibinamik's rights, values, and long-term interests. This is achieved through a braided approach that integrates community-led knowledge, priorities, and concerns with discipline-specific technical expertise.

By incorporating feedback from Nibinamik's community members and leadership throughout the review process (see Section 1.2, above) the SVS review team ensured that recommendations do not merely address technical gaps in the Draft EA/IS, but are also grounded in Nibinamik's unique cultural, environmental, and governance priorities. This allows the technical review to function as a rights-based and values-based evaluation, rather than a strictly regulatory compliance or best practice check. As a result, the holistic recommendations developed as part of this review are intended to address both community priorities and technical details, such as:

- Best practice mitigation strategies that reflect both technical and cultural considerations;
- Robust mitigation and monitoring recommendations that ensure the effectiveness and accountability of mitigations over time;
- Engineering and design consideration tailored to the geographic, ecological, and social realities of Nibinamik's Homelands;
- Adaptive management frameworks that can respond to emerging impacts or new information.
- Advocating for Nibinamik's inclusion in decision-making processes;



- Ensuring that Nibinamik governance rights and community consent are recognized in Project plan development and implementation; and
- Accountability in areas where the Crown or MFCAR Project Team may otherwise overlook Nibinamik rights or cumulative impacts to Nibinamik.

2.0 REVIEW FINDINGS

Nibinamik recognizes and supports Marten Falls First Nation’s right to socioeconomic betterment that would include an all season road and connection to other provincial infrastructure. However, Nibinamik is opposed to the regulatory decisions on completion of the EA/IS prior to conclusion of the Regional Assessment (under the federal *Impact Assessment Act*) that is currently being conducted on the impacts of potential development in the Ring of Fire area. Decisions on major projects, including the MFCAR, that could impact Nibinamik’s Homelands must be informed by the Regional Assessment. If projects, such as the MFCAR, are approved prior to the completion of the Regional Assessment there is significant risk of inaccuracies in assessment and approval criteria as project approvals may not appropriately account for how individual projects contribute to the cumulative effects or development in the area. It is equally important, that to prevent potential future changes to the road following findings of the Regional Assessment, the MFCAR Project be put on pause until the completion of the Regional Assessment.

The MFCAR generates substantial concerns for Nibinamik. Although framed as a community access road for Marten Falls First Nation, Nibinamik understands the Project would be a multi-use supply road tied to broader regional development. The Draft EA/IS highlights that “traffic levels for the [MFCAR] are estimated at 700 vehicles per day for the north-south section and 100 vehicles per day for the east-west section... these volumes reflect the anticipated peak traffic in 2046.” (AECOM, 2025a, p. 94). In comparison, the Draft EA/IS Community Well-Being Assessment indicates annual average local traffic is between 200 and 420 vehicles per day (AECOM, 2025b). Nibinamik asserts that, as suggested by the estimated 700 daily vehicles traveling north, the MFCAR cannot be separated from the larger regional infrastructure plan, which includes the proposed Northern Road Link, Webequie Supply Road, and the Ring of Fire development (Nibinamik First Nation, November 2021). Nibinamik maintains that it is the Crown’s constitutional obligation to assess regional and cumulative effects and to ensure that potential impacts to Aboriginal and Treaty Rights are not ignored by focusing solely on project-by-project consultations. The MFCAR impact assessment is also statutorily required to consider the Regional Assessment under section 22(1)(p) of the *Impact Assessment Act*.

The Regional Assessment) is underway. Advancing any regulatory process or decisions for the MFCAR ahead of completing the Regional Assessment will advance regional development decisions (predicated on MFCAR approval) ahead of understanding the regional impacts. In other words, it is problematic to progress the regulatory process for the MFCAR before the comprehensive Regional Assessment of the Ring of Fire is complete.

- The MFCAR is more than just a road for Marten Falls First Nation; it is explicitly designed to provide access to the Ring of Fire and other road projects. Its approval is seen by Nibinamik



as a foundational step to broader industrial development, effectively “opening the door” in the region.

- Once the MFCAR is approved and potentially built, it creates significant momentum for further development. Nibinamik recognizes that MFCAR approval represents a commitment to, and facilitates the economic viability of, other regional development projects in advance of understanding the potential impacts.
- By approving this initial piece of infrastructure, regional development decisions are effectively being made piecemeal, without the benefit of a comprehensive understanding of the strategic goals and cumulative consequences of interconnected projects. Its approval is akin to building the basement foundation of a house without having the full architectural blueprint.

Nibinamik does not oppose development outright but insists that it must be governed by a process grounded in Aboriginal and Treaty rights, full transparency, and environmental stewardship. Through this process, Nibinamik must have the ability to shape how, whether, and under what conditions development proceeds across their Homelands. This includes considering and incorporating any findings from the Regional Assessment into all project-specific decisions in the assessment area. The risks of committing to a development path for MFCAR without fully understanding long-term, synergistic consequences limits the ability to truly mitigate regional impacts effectively. Nibinamik strongly recommends ensuring the Regional Assessment is completed first, for the following reasons:

- Chapter 4: *Regional and Strategic Assessment* of the Minister’s Advisory Council on Impact Assessment, (MACIA, 2025) mentions the benefits and necessity for a Regional Assessment of the Ring of Fire, stating it:

has the potential to identify and address the cumulative effects implications of development in the area, induced development from mining activities, and implications of that development on Ontario’s Far North, while at the same time taking concrete actions towards reconciliation.

- Completing the Regional Assessment helps understand the full regional context, potential stresses, and sensitive areas. This regional understanding should then inform the assessment and decision-making for individual projects like the MFCAR.
- If the Regional Assessment is completed first, it can identify regional thresholds, critical habitats, cumulative tipping points, and areas of high cultural significance that might not be apparent when looking at one road in isolation.
- Mitigations can be designed at a regional level to address systemic issues, not just project-specific ones. For example, if the Regional Assessment reveals a major cumulative impact on a caribou herd’s regional population, individual project mitigations can be better coordinated and perhaps more stringent, or even lead to re-thinking the overall regional development plan.
- The Regional Assessment could identify areas where development should be avoided entirely, or where specific types of development are more appropriate. It could also lead to regional monitoring programs and adaptive management strategies.



- By having the regional picture, decision-makers are less likely to approve individual projects that, when combined, lead to unforeseen or unmanageable regional impacts, including impacts on Aboriginal and Treaty Rights.
- No mines, exploration, or other development projects are currently included in the cumulative effects assessment of the Draft EA/IS, despite the well-known impacts of mining on environmental components and Aboriginal and Treaty Rights and the requirement for a cumulative effects to be considered under section 22(1)(a) of the *Impact Assessment Act*.

Nibinamik emphasizes that the MFCAR benefits are recognized and that Nibinamik shares the desire of Marten Falls First Nation to be connected by all-season road to broader infrastructure. However, these benefits must not be pursued at costs unacceptable to impacted Nations. Not only does the order of assessment need to be revised for an improved approach to impact mitigation, but the nature of consultation must be adjusted to be more equitable in recognition of First Nations governance and knowledge systems.

The below sections provide summaries of the Draft EA/IS content as well as the technical appendices referenced in Section 1.4. They also provide analyses of the information from Nibinamik's perspective, grounded in community input, and offer recommendations informed by that analysis.

2.1 SURFACE WATER

2.1.1 SUMMARY OF DRAFT EA/IS CONTENT

The MFCAR Project Team used a combination of desktop review and field investigations to assess the existing condition of surface water within the area of the Community Access Road. The study area encompassed a Local Study Area (LSA) including the CDA, and a 2.5-km buffer, and a larger Regional Study Area (RSA) encompassing three tertiary watersheds (Upper Albany – Makokibatan, Upper Albany – Muswabik, and Lower Ogoki).

The proposed route for the MFCAR will cross 45 waterbodies. For the purposes of the Draft EA/IS, a water body is defined as a watercourse with defined beds or banks. Major watercourses crossed by the Project include the Dusey, Buffaloskin, Ogoki, Albany, and Wabassi rivers. An additional 24 water bodies will be crossed by temporary access roads, leading to aggregate sites. Water body crossings will be a variety of culverts, clear span bridges, and multi-span bridges depending on the size of the waterbody.

The effects to surface water are discussed in terms of the valued components (VCs) of surface water quality, surface water quantity, and sediment quality. The draft EA/IS finds there will be potential effects to these VCs during both construction and the operational and maintenance phases of the Project. The draft EA/IS proposes a variety of mitigation and enhancement measures to reduce or avoid effects to surface water. Examples of these measures include:

- Obtaining provincial permits for water use, water discharge, and the operations of aggregate pits and quarries.



- Designing roads and water body crossings to prevent changes to water flow and water quality.
- Developing environmental plans for spill prevention, waste management, rock blasting, and erosion control.
- Monitoring surface water for quality, quantity (flow and level), and river stability.

Even with proposed mitigation measures, the Project is predicted to have residual (lasting) effects on surface water. Residual effects predicted are listed in Table 1:

Table 1: Surface Water Residual Effects from Construction.

CONSTRUCTION ACTIVITY	RESIDUAL EFFECT APPLIES
Short-term water taking	Surface water quality
Short-term water discharges	Surface water quantity
Short-term water diversion during waterbody crossing construction	Surface water quality Sediment quality
Changes from land cover	
Wash-off of organic debris	Surface water quality
Increased erosion and sedimentation	Sediment quality

The Draft EA/IS anticipates that cumulative effects from the above activities are not expected to be greater than the residual effects from the Project. Communication and coordination between concurrent road development projects, such as the timing and monitoring of water takings and discharge, is a proposed mitigation.

Monitoring programs are planned for the pre-construction, construction, and operations phase of the Project to verify effects predictions and the effectiveness of mitigation measures:

- Pre-construction monitoring will include surveys at water body crossings not previously assessed.
- Construction monitoring will include one or more surface water quality and quantity parameters, like discharge, general chemistry of contaminants of concern, as well as monitoring of erosion and sediment control measures.
- During operation and maintenance, monitoring will be required at all new permanent water crossing structures and roadside drainage features, as well as water quality and streamflow conditions at select locations.



2.1.2 EVALUATION

Nibinamik members have expressed deep concerns about the broader implications of the MFCAR Project on their Homelands. The Draft EA/IS reflects Indigenous Knowledge that underscores a widely held First Nations worldview: *Water is life*. For Nibinamik, this principle is central—healthy water systems are essential not only for sustaining ecosystems, but also for maintaining cultural practices and upholding Aboriginal and Treaty Rights (Chiblow, 2023). The Draft EA/IS does not provide assurance that these essential water systems will be adequately protected by Project mitigations, as highlighted by several deficiencies and gaps in understanding.

CUMULATIVE EFFECTS

Water is particularly vulnerable to cumulative effects because it drives connections across landscapes. Activities within a watershed can have far-reaching and compounding impacts elsewhere, as water flows and different layers connect. Surface water continuously flows through different water bodies and land use areas, supporting both aquatic and terrestrial habitats while connecting and replenishing groundwater systems and peatlands. The Draft EA/IS cumulative effects assessment fails to recognize this vulnerability of water and provide proactive assessments, coordinated protection efforts, and ecologically relevant boundaries:

- Scoping of the cumulative effects assessment does not consider how additive or synergistic effects may change the significance of Project residual effects, pre-emptively excluding effects that could be amplified by compounding projects or land use changes from the cumulative effects assessment.
- The cumulative effect assessment should include all residual impacts from the operation and maintenance phase of the Project, considering the Project Team has recognized there is “moderate” uncertainty regarding these impacts.
- The cumulative effects assessment does not include a determination of significance for surface water based on federal or provincial requirements, which undermines the value of IK that emphasizes the importance of water.
- No mines, exploration, or other development projects are included in the cumulative effects assessment, despite the well-known impacts of mining on water quantity and water quality.

WATER MANAGEMENT

Nibinamik understands the potential benefits of the MFCAR. However, these benefits can only be realised if the Project is completed sustainably. Review of the residual effects and proposed mitigations have created concerns for some proposed strategies for water management, especially surrounding water taking and water discharge.

While some proposed mitigation measures employ best management practices or environmental enhancements, these may be inadequate for protecting this pristine and ecologically sensitive environment. Enhanced mitigation measures may be needed, for example:



- The proposed use of leaching beds for domestic wastewater discharge may introduce nutrients, heavy metals, or emerging contaminants of concern to surface water or impact infiltration regimes with implications for wetlands.
- The proposed measures to use temporary washout sites for concrete equipment may introduce poor-quality wash water (e.g., low pH, corrosive) into terrestrial and aquatic habitats. Preferred environmental practice would be to have water collected, contained, and treated, as well as employ methods to recycle water and reduce freshwater demand.
- Fulsome information must be provided on the locations and quantities of water taking and discharge sites, which must be well studied and well understood to ensure no impacts to ecologically sensitive areas.

It is beyond the current scope of this review to propose a detailed list of enhanced mitigation measures and best management strategies, especially for a Project which will undergo further detailed design and development of environmental protection plans. At this point in the regulatory process, Nibinamik asserts that the proposed mitigation strategies do not provide enough environmental protection and in some cases do not appear to reflect best practice.

Furthermore, much of the proposed mitigation for water taking and discharge relies on compliance with permits from the Government of Ontario (e.g., permits to take water and environmental compliance approvals). While Nibinamik recognizes that provincial permitting is a requirement, it is not enough to rely on the issuance of a permit for environmental protection. At minimum, these permits must contain strict conditions based on the best available science to mitigate potential negative effects.

EFFECTS ASSESSMENT

Nibinamik finds that the surface water effects assessment uses criteria that are too forgiving when characterizing impacts. For example, the Draft EA/IS uses an upper boundary of a 20% change in catchment disturbance to describe “low magnitude” effects. This boundary is based on an understanding that 20% is the natural variation in low hydrometric monitoring equipment. However, the boundary should be closer to 5% based on documentation from the Water Survey of Canada (Terzi, 1981). Furthermore, applying a blanket threshold of 20% does not provide consideration for ecologically sensitive or culturally significant waterbodies which may not tolerate 20% changes.

Nibinamik also notes that the effects assessment does not apply standard quantitative techniques to predict impacts to surface water and sediment quality.

SITE-SPECIFIC ASSESSMENTS, DESIGN, AND MITIGATIONS

There are concerns that the baseline assessment generalized the conditions of streams at water crossings as stable, despite considerable variability in morphology and bed condition found under field conditions. Nibinamik is concerned that generalizations will mean site-specific mitigation and design plans are not developed to the level of rigour required for unique channel conditions. As noted elsewhere, such generalizations will not sufficiently protect ecologically sensitive or culturally



significant waterbodies. Plans for assessment and mitigations do not consider how climate change will impact water levels or storms. The mitigation strategies also fail to address how natural channel design can be used to reduce impacts from any channel realignment required.

WATER QUALITY AND ROADWAY RUNOFF

The Draft EA/IS does not sufficiently consider the effects of roadway runoff on water quality. Roadway runoff is a known source of toxic compounds and contaminants that may impact water quality, sediment quality, and aquatic biota. There is a lack of discussion on how the Project will mitigate these ongoing long-term impacts. Additionally, Nibinamik is concerned that other management strategies to mitigate water quality issues, such as the restriction of road salt, may not be applied long-term without transparent plans for monitoring, responsibility and ownership.

2.1.3 RECOMMENDATIONS AND REQUESTS

The preservation of water integrity is directly tied to Nibinamik community members' capacity to thrive, both spiritually and physically, and to pass on their cultural heritage to the next generation. Negative impacts to water quality and quantity will cause direct adverse impacts to Nibinamik community members' ability to exercise their constitutionally protected Aboriginal and Treaty Rights to hunt, fish, and trap throughout their Homelands.

CUMULATIVE EFFECTS

Nibinamik requests that a more meaningful cumulative effects assessment be completed for the long-term use and operation of the road. The assessment should consider how land use and land cover changes will impact surface water and sediment VCs. This should include capacity and support for Nibinamik to lead their own cumulative effects assessment within their Homelands, including funding to develop a spatial database. Assessing cumulative effects on water requires a watershed-scale approach that considers both direct and indirect, long-term impacts across jurisdictions and ecosystems.

WATER MANAGEMENT

Both water taking and water discharge are potential sources of residual and cumulative effects from the Project. There are additional management strategies and environmental best practices not considered in the Draft EA/IS that would substantially reduce potential impacts to surface water. It is beyond the current scope to propose a detailed list of enhanced mitigation measures and best management strategies, especially for a Project which will undergo further detailed design and development of environmental protection plans, and require further consultation.

Nibinamik requests the development of a comprehensive water management plan that reflects environmental best practices and First Nations values to ensure that exemplary environmental protections are implemented. This management plan should also include provisions for detailed mitigations, documented in an environmental protection plan. This plan should also provide best



management practices, with supporting references, for activities such as concrete mixing, disposal of washout water, and disposal of domestic wastewater.

EFFECTS ASSESSMENT

Nibinamik recommends improving the methods used in the effects assessment to demonstrate that potential effects are well understood and appropriately mitigated. Specific recommendations are made in Appendix A, but include:

- Adjusting the “low” magnitude assessment boundary to reflect the Water Survey of Canada equipment tolerance.
- Grounding effects assessments in quantitative methods such as empirical estimates, export coefficients, and GIS land use change assessments.

SITE-SPECIFIC ASSESSMENTS, DESIGN, AND MITIGATIONS

Nibinamik finds that site-specific assessments are needed to provide tailored mitigation strategies that will protect sensitive surface water features. This includes improved baseline assessments that verify and describe the unique conditions of stream crossings and avoid generalizations of stream condition. Additionally, mitigations for “unmapped” water crossings should be described in the final EA/IS.

Furthermore, waterbody crossing design should consider hydrologic and hydraulic conditions under climate change. Waterbody crossing design and any stream straightening or realignments required must be conducted under the principles of natural channel design and approved/peer-reviewed by qualified professionals in the field.

WATER QUALITY AND ROADWAY RUNOFF

Nibinamik would like to see the development of an ownership and responsibility plan ahead of road construction. This plan should detail how roadway maintenance will avoid impacts to water quality (e.g., such as road salt restriction) and how this will be enforced for the lifetime of the Project. Furthermore, the detailed design stage must also consider how roadway runoff can impact water quality over the long term, and must integrate green stormwater infrastructure into roadway and bridge design.

2.2 GROUNDWATER AND GEOCHEMISTRY

2.2.1 SUMMARY OF DRAFT EA/IS CONTENT

The MFCAR Project team assessed the groundwater VC based on indicators of Groundwater Quality and Groundwater Quantity through the CDA, LSA, and RSA. The assessment included a desktop review of existing information sources and field investigations. The desktop review focused on published information from relevant studies and from interested First Nations communities to



develop a conceptual understanding of the local hydrogeological conditions. Field investigations included various installations and assessments:

- Installations of 20 groundwater monitoring stations in the LSA.
- Borehole drilling and geochemical testing.
- Groundwater level measurements at all monitoring stations in spring, summer, and fall.
- Continuous monitoring of groundwater level at five monitoring stations.
- Groundwater quality sampling at all monitoring stations in spring, summer, and fall.
- Testing for hydraulic conductivity (a measure of how easily groundwater can flow) at all monitoring stations.

EXISTING CONDITIONS

The area is underlain by two major regions: the Precambrian Shield and the Hudson Bay Lowland. In both regions, groundwater is commonly found in bedrock. Overburden (soils overlaying bedrock) contains some groundwater limited to certain areas. Both aquifers (areas where groundwater can flow) and aquitards (areas where groundwater flow is restricted) were found in the overburden. The borehole investigation found that the areas have a surface layer of organic peat-like material, which is just under 1 m thick on average. Under the peat-like layer, there are overburden deposits of silt, sand, gravelly-sand, silt, or clay, depending on the location. At six locations, bedrock was found under the overburden.

Researchers compared groundwater quality results to provincial standards for the protection of aquatic life and human health. Groundwater quality results exceeded some standards for certain metals, organic compounds, and general chemistry, like hardness and pH. Groundwater quality was similar between monitoring stations and over time.

Groundwater can be found both close to the ground surface and at depth in the Project study areas. Groundwater is expected to recharge in higher areas, like eskers or gravelly deposits and flows toward waterbodies in low-lying areas. Groundwater recharge and discharge rates were estimated using a water balance model. Groundwater is expected to flow slowly in most flat areas, but quicker in hilly areas. Groundwater flows to rivers, streams, and peatlands in the area, and could locally flow in almost any direction.

Geochemical testing measured if soils, organics, or bedrock materials have the potential to leach acid or metals. With the exception of six samples, all tested samples were found not to be acid generating. Testing found that most samples could leach some metals, like aluminum, boron, copper, fluoride, silver, and vanadium.



PROJECT EFFECTS

The Project may interact with groundwater during construction and operation, with potential residual effects on groundwater quality and quantity. The assessment predicted possible changes to groundwater quantity and quality from the activities listed in Table 2 below.

Table 2: Activities predicted to change groundwater quality and quantity.

GROUNDWATER QUANTITY	GROUNDWATER QUALITY
Short-term water taking for construction installations, camps, or concrete production;	Accidental spills and leaks during construction and operation;
Dewatering of aggregate pits and quarries;	Water and wastewater discharge;
Road construction in peatland areas interrupting groundwater flow; and	Release of blasting residue from quarries, road cuts, and bridge foundations;
Changes to land use cover and removing vegetation changing how groundwater is recharged.	Exposure of acid-generating or metal-leaching rocks from construction; and Application and storage of chemicals for dust control and de-icing.

There are a variety of mitigation measures proposed to prevent impacts to groundwater. Even with mitigation measures, the residual effects to groundwater are expected to be moderate. However, the MFCAR Project Team does not anticipate significant effects, asserting they are reversible and do not propose a management concern.

Cumulative groundwater effects could arise due to interactions with nearby developments such as the Northern Road Link, Anaconda and Painter Lake Forestry Road upgrades and the Rapid Lynx Broadband project. However, the MFCAR Project Team asserts that there will be not cumulative effects. The MFCAR Project Team will share information and monitoring data with the other developments to reduce negative effects. The MFCAR Project team will also conduct monitoring during pre-construction, construction, and operations.

2.2.2 EVALUATION

EFFECTS ASSESSMENT & MITIGATIONS

Nibinamik is concerned that aspects of the effects assessment may underestimate potential Project effects on groundwater:

- The effects assessment uses a reduced LSA and RSA, making it difficult to assess groundwater-surface water interaction on ecologically relevant scales.
- Site-specific studies will be conducted as mitigation measures, but it is not clear how results from these studies will be used to inform the effects assessment or mitigation measures.



- Locations of water taking and water discharge are missing from the effects assessment, making it difficult to assess potential impacts and the adequacy of mitigation measures for sensitive receptors.
- The effects assessment for groundwater is very spatially and temporally limited, with little consideration for monitoring around aggregate pits and quarries, sensitive receptors, springs and seeps, and other areas importance for groundwater-surface water interactions.
- Mitigation measures rely on the issuance of provincial permits such as permits to take water and environmental compliance approvals. The current Draft EA/IS does not adequately assess impacts from permitted activities as the locations and quantities of water taking and discharge are not yet known. Nibinamik is also concerned that these permits will be fast-tracked and/or will not undergo full evaluation, based on designated activities or changes to provincial permitting requirements with the introduction of new legislation. Fast-tracking permits will undermine the process to address rights impacts in relation to water use and discharge.

PITS AND QUARRIES

The Draft EA/IS predicts residual effects from the dewatering of pits and quarries, driven by the large volumes of groundwater typically associated with dewatering requirements. Nibinamik is concerned that the assessment does not consider the impacts of the aggregate pits and quarries during decommissioning and closure. Temporary quarries are planned to be “abandoned and blocked” (AECOM, 2025a, p. 141). This method of decommissioning and closure does not abide by requirements of Ontario’s *Aggregate Resources Act*, which prescribes a duty to rehabilitate and require suitable progressive and final rehabilitation plans. Quarry abandonment puts the quality and quantity of water resources, human safety, and terrestrial and aquatic ecosystems at risk. An abandoned quarry in an area with abundant bedrock groundwater (such as the Project area) will fill over time from surface water and groundwater inputs. This filling effectively changes the area water balance and surface water and groundwater flow pathways. To the same extent, abandoned quarries often lead to ecological degradation through water pollution, environmental hazards to wildlife, visual environment degradation and the potential to generate metal leaching or acid rock drainage over time.

PEATLANDS

Nibinamik is concerned that the long-term use of the road will have lasting impacts on groundwater flow, which will impact peatland function if not properly designed. While the Draft EA/IS recognizes this potential impact, the MFCAR Project Team has not demonstrated an adequate understanding of baseline conditions nor developed detailed road designs that permit groundwater flow. Further, there is considerable confusion about when and where construction strategies that permit groundwater flow will be required (e.g., floating roads, equalization culverts) or when conventional excavation methods will be used.



2.2.3 RECOMMENDATIONS AND REQUESTS

Nibinamik has made specific recommendations within the comment tracking table in Appendix A, with key recommendations highlighted below.

- Nibinamik requests a strategic approach be developed for aggregate pits and quarries. This should include, at minimum, (1) a plan for ownership and responsibility during all phases of operation and closure, (2) site specific impact assessments for groundwater flow pathways and sensitive receivers, (3) cumulative effects assessments, and (4) comprehensive closure planning that follows reclamation guidelines in the *Aggregate Resources Act*.
- Nibinamik recommends developing comprehensive plans that outline where site-specific studies are needed, based on water taking and discharge locations and how results of these studies will be used to inform permit conditions or specific mitigation measures.
- Nibinamik requests the MFCAR Project Team develop monitoring plans for groundwater dewatering and water taking activities including adaptive management plans.
- Nibinamik recommends improving monitoring programs based on lessons learned from the Draft EA/IS and documenting the approach to adaptive management in the monitoring framework.
- Nibinamik requests that the infiltration of wastewater without treatment be fully prevented or that the MFCAR Project Team provide monitoring and adaptive management plans.
- Nibinamik requests development of a detailed Groundwater Use and Management Plan including locations of water taking, discharge, a water balance, and monitoring program.
- Nibinamik requests mapping of sensitive groundwater areas, such as groundwater recharge zones and pathways to sensitive receptors and the provision of enhanced mitigation measures for construction and operation in these zones.
- Nibinamik requests clarity on peatland-groundwater conditions, including seasonally and spatially relevant assessments. These assessments should inform detailed designs indicating where low-impact technologies (e.g., floating roads) will be required.
- Nibinamik should be further engaged on the permitting and approval of permits to take water and environmental compliance approvals. Additional studies are required to inform these permits and ensure that conditions and operating conditions are protective of groundwater resources and sensitive receptors. Nibinamik recommends that the full permitting process be undertaken for all required activities to ensure fulsome protection of this environmentally sensitive area.
- Nibinamik requests that all aggregate pits and quarries be properly reclaimed with approved restoration plans and water balances for the post-closure phase.

Nibinamik recommends the MFCAR Project Team invest in a proactive approach to peatland management, including further studies to understand peatland hydrology and hydrogeology, the development of a First-Nations-led peatland monitoring network, and supporting pilot



projects for low-impact roadway design or peatland restoration techniques. Peatlands management should be a collaborative effort between projects with predicted cumulative effects in the region.

2.3 FISHERIES AND AQUATIC ECOLOGY

2.3.1 SUMMARY OF DRAFT EA/IS CONTENT

EXISTING CONDITIONS

The MFCAR Project Team assessed 91 proposed road water crossings in the study area. Nine crossings are on large rivers like the Albany, Wabassi, Dusey, and Ogoki. The Albany River, Ogoki River, and Gourlie Creek have high traditional value.

The study area has many types of fish habitat that the Project team described:

- Spawning areas for the six fish species in the Albany River, Dusey River, Ogoki River, and Gourlie Creek.
- Larger lakes and ponds that provide year-round fish habitat, including spawning, rearing, feeding, and overwintering habitat.
- Smaller and shallower areas like wetlands that freeze in the winter, but are good habitat for spawning, rearing, and feeding during different times of the year.
- Streams with fast-moving water and rocky bottoms that provide spawning habitat for brook trout in the fall and other species like suckers in the spring.
- Larger rivers that may offer spawning habitat for lake sturgeon.
- Lakes, like Patience Lake, that may provide spawning habitat for species like walleye.

The Project includes 64 water crossings over water with fish or connected to waters with fish. The presence of fish is known based on past studies and recent field work. However, it is likely that fish are present in all waterbodies near the Project even if there are no records.

Researchers encountered a total of 17 fish species during water crossing assessments. Many of these fish were minnow species or considered forage fish (food for larger fish). Six types of fish have been selected as “key fish species” for this Project. The selection was made based on feedback from Indigenous Peoples, the public, federal authorities, and other interested groups. The six species of fish are: lake sturgeon, pickerel (walleye), speckled trout (brook trout), northern pike, lake whitefish, ling (burbot).



POTENTIAL IMPACTS

Construction and long-term use of the community access road may affect fish and fish habitat. The MFCAR Project Team has evaluated changes to:

- Fish habitat and survival from the placement and construction of bridges and culverts (water crossings, in-stream construction, and blasting activities).
- Fish habitat from clearing of plants and vegetation, from the release of sediment, fuels, or chemicals during construction, and from changes in water flow and depth.
- Fish habitat quality from air contamination and dust.
- Fish survival and reproduction from increased public access and recreational fishing.

The MFCAR Project Team has also identified some residual effects to fish and fish habitat. Residual effects are Project effects that cannot be minimized or avoided through the mitigation actions (see below). The community access road may cause changes to fish and fish habitat quality and quantity through physical habitat changes. Fish survival and reproduction may also be impacted by improved public access bringing pressures such as invasive species (Smith, et al., 2012) and increased recreational fishing.

Cumulative Effects

The MFCAR Project Team considered the combined effects from the Project and other nearby projects, such as other proposed access roads and linear infrastructure. Effects from other proposed access roads are expected to be similar to those from this Project, depending on timing, location, and type of construction work. Each project will have its own site-specific mitigation measures to prevent cumulative effects. These include monitoring, erosion control, best management practices, and abiding by regulatory requirements. The MFCAR Project Team has stated that they do not expect cumulative effects to arise due to the construction of the road.

PROPOSED MITIGATIONS

There are some specific actions that the MFCAR Project Team has proposed to mitigate impacts to fish and fish habitat during the construction phase of the Project:

- Work outside of time periods important to critical fish life stages (spawning and egg development).
- Design and construct bridges and culverts that allow fish passage and prevent impacts.
- Remove fish prior to in-stream construction and use screens to keep fish out during work.
- Use measures to prevent erosion and the release of fine sediments.
- Manage surface water flow to prevent changes in water depth.
- Use a blasting management plan and limit blasting near fish habitat.



- Develop management plans for air quality and dust control.
- Develop a spill prevention and emergency response plan.

The MFCAR Project Team has also proposed actions to take after construction, during general operation and maintenance of the road:

- Replant vegetation near waterbodies and restrict the use of pesticides.
- Remove temporary infrastructure.
- Develop policies to minimize impacts from fishing.

2.3.2 EVALUATION

As noted elsewhere, Nibinamik supports the desire of Marten Falls First Nation to connect their community to services and opportunities with a permanent all-season road. Nibinamik community members recognize the importance of connections and access to their Homelands, and the many benefits that can come from that. Nibinamik also has a duty to future generations to preserve the land and the community's way of life, to ensure cultural well-being and connectivity.

Nibinamik recognizes the MFCAR Project Team's good efforts to pull together a comprehensive characterization of the existing conditions in the aquatic environment along the preferred road route. Nibinamik also recognizes the voices of Marten Falls First Nation land and water users that contributed important information to the existing conditions characterization.

Nibinamik has identified a number of substantial concerns with the MFCAR Project Team's effects assessment that increase the risk to fish and aquatic ecosystems. These concerns are linked to three general themes, driven by Nibinamik community priorities: cumulative effects, the accuracy of effects assessments, and ensuring environmental protections. Specific comments related to these themes are provided, below, in Appendix A.

2.3.3 RECOMMENDATIONS AND REQUESTS

Nibinamik recognizes fish to be cultural keystones, as both food and as important components of aquatic ecosystems. Maintaining healthy fish populations and aquatic ecosystems is directly tied to the community's capacity to thrive, both spiritually and physically, and to pass on critical cultural learnings to future generations. Nibinamik offers some general recommendations, below, to ensure the fish and aquatic ecosystems of this region are protected. More specific comments are provided in Appendix A.

- The cumulative effects assessment is a critical shortcoming of the Draft EA/IS. Nibinamik recommends preparation of a more substantive assessment that incorporates the additional reasonably foreseeable projects beyond a few additional linear infrastructure developments.
- Nibinamik requests clarity and justification for the assigned magnitude and significance for most of the residual effects discussed in Table 9-10 of the Draft EA/IS. The existing



assessment appears to ignore the interconnected nature of water and its tendency to convey impacts and sources of impacts across landscapes. Similarly, Nibinamik requests a robust and defensible assessment of the impacts and associated mitigations for pile driving during bridge construction.

- Nibinamik also requests clarification regarding the designation of some fish species as “key species” compared to others, despite the potential for ecological interactions and the cultural importance of species not designated as “key species”.
- Nibinamik is concerned that language used throughout the proposed mitigations errs on the side of basic practices (i.e., using qualifiers such as “if possible” or “when feasible”) rather than prioritizing environmental protection and avoiding impacts. Nibinamik recommends the use of stronger language throughout the mitigations to confirm the MFCAR Project Team’s commitment to environmental protections above and beyond the industry standards.
- Nibinamik requests that targeted stressor-specific monitoring plans be developed and implemented, especially for sediment and erosion control. These plans would demonstrate that mitigation measures have been as successful as predicted by the MFCAR Project Team.

2.4 PEATLANDS

2.4.1 SUMMARY OF DRAFT EA/IS CONTENT

Peatlands, also known as muskeg, describe a specific type of wetland made up of organic materials from decaying plants. Peatlands were studied to understand potential impacts to peatland ecosystems. The MFCAR Project Team assessed impacts to peatland ecosystems based on four indicators:

- *Availability*: The amount of peatlands.
- *Distribution*: Where peatlands are found and connectivity between peatlands.
- *Composition and Function*: Composition considers species richness, diversity, and abundance in peatlands, whereas function refers to how a peatland functions as a habitat and how it performs.
- *Carbon Storage and Flux*: The ability of peatlands to store carbon.

EXISTING CONDITIONS

The LSA is dominated by wetlands, which comprise 73% of the area. Of those wetlands, 85% are peatlands. Thus, peatlands make up approximately 63% of the LSA, with the most common peatland being fens (37%), followed by organic swamps (23%), and to a lesser extent marshes and bogs.

Wetland vegetation is representative of the Ecoregions 2E (James Bay) and 2W (Big Trout Lake). Peatland ecosystems provide a range of functions categorized as hydrological, biogeochemical, or habitat. The peatland systems also function as carbon sinks, storing more carbon dioxide than they



release. However, peatlands in the study area were also found to be a natural source of greenhouse gas, contributing to the existing emissions estimate of 1,646 tonnes of carbon annually.

PROJECT EFFECTS & MITIGATIONS

Project activities have the potential to affect peatland ecosystems during the construction and operation phases. Peatlands are expected to be affected by a range of Project activities, like creation and removal of temporary infrastructure, creating aggregate pits and quarries, and general road construction, operation, and maintenance. Due to the prevalence of peatlands in the Project study areas, impacts cannot be avoided. However, a variety of mitigation measures and design features are proposed to minimize effects:

- Limit vegetation clearing.
- Complete construction in winter.
- Prepare a vegetation restoration plan.
- Use floating road construction and culverts to allow groundwater flow.
- Design pre-construction, construction, and post-construction monitoring programs.

Even with mitigations, there are predicted residual effects to peatlands. There will be changes to the availability, distribution, composition, and function of peatlands from direct loss, and indirectly from changes to groundwater flow, fragmentation and edge effects, and from dust emissions.

The MFCAR Project team considered Project effects to peatlands to be insignificant. However, there is a moderate degree of uncertainty due to the availability of baseline data and the unknown effectiveness of proposed mitigations. Changes to peatland ecosystems due to changes in groundwater, during construction as well as maintenance and operation, were considered highly uncertain. The MFCAR Project Team committed to addressing these effects further during the detailed design phase and additional studies to understand existing conditions. The MFCAR Project Team expected that an improved understanding of peatland hydrology and hydrogeology would help to refine road design.

Cumulative effects from nearby projects are anticipated to result in effects on peatlands. However, the Draft EA/IS predicts that peatland ecosystems will remain self-sustaining and ecologically effective within the region. This reasoning is used by the MFCAR Project Team to assert that there will be no cumulative effects on peatlands due to the Project.

2.4.2 EVALUATION

The peatland assessment was reviewed from a hydrogeologic perspective, whereas considerations for vegetation were captured elsewhere (see Section 2.5, below). The focus of the evaluation is on the residual and cumulative effects assessments.



CUMULATIVE EFFECTS

The peatland cumulative effects assessment states that although the MFCAR Project, Northern Road Link, Rapid Lynx Broadband Project, and the Anaconda and Painter Lake Forestry Road upgrade projects will result in the permanent loss of peatland functional area and ecosystem function, peatlands are expected to remain abundant and connected in the RSA. Further, the Webequie Supply Road (WSR) Project was left out of the cumulative effects assessment on peatlands. Appendix E suggests that the WSR was only included in the cumulative effects for Wildlife, which is a major deficiency of the evaluation of cumulative effects from MFCAR. Nibinamik remains very concerned that the cumulative effects of linear infrastructure throughout the RSA will result in irreversible changes to peatland function, including impacts to wildlife habitat, carbon storage, hydrology and drainage, and groundwater flow pathways. Road disturbance of peatland environments is known to have significant and lasting impacts on function, availability, and distribution, with only marginally successful restoration methods available (Ament, 2008). By assuming there will be little effect on the net ecological function and connection of peatlands in the area without adequate analysis, modelling, monitoring, and restoration plans, Nibinamik cannot be assured that effects will not have a lasting impact on ecosystem function.

Cumulative residual effects on peatland ecosystems from proposed development projects and climate change are predicted. Increased risk of forest fire in peatland ecosystems is a key potential impact identified by the Draft EA/IS. Impacts to the water table, such as changes to groundwater flow direction, are anticipated from linear projects like roadway development, as well as proposed temporary workspaces. Changes to water distribution, in combination with changes to rain and snowfall distribution from climate change, mean a heightened risk of forest fire for much of the RSA. The MFCAR Project Team relies on piecemeal environmental protections, implemented by each individual project separately, to explain the forest fire risk. Nibinamik is concerned that without coordinated, First Nations-led, forest fire management and response, region-spanning wildfires will become more frequent and more devastating.

RESIDUAL EFFECTS

Nibinamik is concerned about significant direct loss of peatlands from Project construction. The MFCAR Project Team considers the residual effect to be “low” and asserts the loss of peatlands to be small relative to the RSA, which encompasses multiple quaternary watersheds. However, like all wetlands, the ecosystem benefits of peatlands (storing carbon dioxide and acting as carbon sinks) greatly outweigh their physical size. Despite suggesting peatland restoration, Nibinamik notes there remains considerable uncertainty about the feasibility of peatland restoration as reflected by language in the Draft EA/IS.

The Draft EA/IS also does not consider potential impacts to groundwater quality from construction in peatlands and peatland restoration. Nibinamik is concerned that methylmercury concentrations could increase in groundwater due to construction activities changing groundwater sulfur content. Increased methylmercury in groundwater could influence surface water quality and fish health in areas of groundwater discharge. These potential effects have not been meaningfully assessed or mitigated.



2.4.3 RECOMMENDATIONS AND REQUESTS

The peatland effects assessment contains numerous uncertainties which raise concerns about its reliability and the effectiveness of proposed mitigations. Nibinamik offers the following recommendations and requests, which are also provided in more detail in Appendix A.

- Due to the uncertainty and severity of potential cumulative effects to peatlands from compounding linear development projects, Nibinamik recommends these impacts be considered “significant.” Nibinamik also requests that additional coordinated mitigation measures be developed.
- Due to the uncertainties around peatland restoration, the direct loss of peatlands from Project construction should be considered “significant.” Additional mitigation measures should be required to ensure peatlands can be restored and that local environmentally sensitive areas are not impacted.
- A more comprehensive cumulative effects assessment for peatlands is warranted given the uncertainty surrounding peatland hydrology and hydrogeology. Similar to recommendations made above for groundwater (Section 2.2), the MFCAR team should invest in a proactive approach to peatland management, including further studies to understand peatland hydrology and hydrogeology, and the development of an First Nations-led peatland monitoring network. Nibinamik also recommends supporting pilot projects for low-impact roadway design or peatland restoration techniques. Peatlands management should be a collaborative effort between projects across the region, recognizing their shared cumulative impacts.
- Due to the potential risk of forest fire in peatlands with changes in hydrology and hydrogeology, Nibinamik recommends a coordinated, first Nations-led, forest fire management response is warranted.
- Nibinamik requests that the Final EA/IS include an assessment of potential changes to groundwater quality due to construction in peatlands, with an emphasis on changes to sulfur and methylmercury concentrations. This assessment should use an ecosystem-based approach and discuss potential risk to surface water and fish health via groundwater-surface water interaction. Residual effects must be characterized and associated mitigations proposed.
- The impacts of the Webequie Supply Road Project, which is currently undergoing a joint federal and provincial Impact Assessment, must be included in the cumulative effects assessment of the MFCAR on peatlands.

2.5 VEGETATION, SOILS, TERRAIN, AND PHYSIOGRAPHY

2.5.1 SUMMARY OF DRAFT EA/IS CONTENT

The community access road, including temporary and permanent affiliated infrastructure such as aggregate pits, may affect the physical landscape like the terrain, soils, and plants. Temporary



infrastructure will largely be reclaimed, however temporary quarry pits are planned to be abandoned by blocking access, while pits required for ongoing maintenance will remain in operation. The MFCAR Project Team studied both direct and indirect effects from the Project on the physical landscape. They evaluated physical changes to the land as well as how these changes may affect water, fish, plants, and animals. The assessment mostly focuses on the LSA, which includes the communities of Marten Falls First Nation and Aroland First Nation.

EXISTING CONDITIONS

There are two main regional landscapes, Severn Upland (rolling hills with mixed forests, sparse young trees, lakes, and rocky areas) and Hudson Bay Lowland (flat, swampy wetlands with bogs and shallow lakes). The main soil types are mostly organic soils, like peat or muskeg, covering over 65% of the area, and a lesser extent of mineral soils, from sands to heavy clays.

There are two special land features in the Project area, eskers and moraines, and the LSA also contains a lot of terrestrial riparian habitat adjacent to a wide variety of waterbodies.

Traditional plants used for food, materials, medicines, and spiritual purposes are found throughout the area, especially close to lakes and rivers. Black ash trees were the only species at risk (SAR) found in the LSA. However, the ranges for Pitcher's thistle and northern marsh violet overlap — these species are also SARs — with this region, so these species could be present in the LSA.

POTENTIAL IMPACTS OF THE ROAD

The MFCAR may affect soil, vegetation, terrain, and physiography during construction and long-term use due to interactions such as:

- Changes to landforms and slope stability.
- Loss of upland, wetland, and riparian environments, including in areas like provincial parks.
- Some loss of suitable habitat for SAR, like black ash and northern march violet.
- Changes that affect soil moisture and soil density, making it harder for plants to grow.
- Changes to the amount, distribution, and quality of soils.
- The introduction and spread of invasive species, affecting native plants and wildlife habitat.
- Changes to vegetation from direct removal or loss (e.g., land clearing).
- Changes to vegetation due to changes in water flow.
- Contamination of soil, plants, and animals from spills, leaks, dust, and vehicle emissions.
- Changes in water flow and groundwater levels, affecting soil and plant health.
- Loss of plant biodiversity, increased erosion, and changes in water temperature.



PROPOSED MITIGATIONS

The MFCAR Project Team has proposed some measures that will be used to minimize or avoid impacts during the construction and operation phases:

During Construction

- Limit the size and amount of land cleared for construction areas and facilities.
- Minimize vegetation clearing and soil disturbance.
- Use a soil management plan with guidelines to prevent soils from entering water.
- Clean equipment to prevent the spread of invasive species.
- Use management plans to prevent dust and air emissions and monitor air quality.

After Construction

- Replant areas with native vegetation.
- Monitor soil and plant health regularly.
- Minimize use of herbicides in maintenance.
- Reclaim affiliated temporary infrastructure, with the exception of inactive pits, which will be abandoned and blocked.

2.5.2 EVALUATION

Nibinamik community members recognize that with respect to terrain and physiography, the physical impacts of linear infrastructure are unavoidable. Instead, community concerns focused on potential unknown or uncharacterized impacts of MFCAR on plant medicines, with specific mention of cedar bark, sap, birch bark, Labrador tea, and chaga.

Many pathways of impacts on plant medicines and culturally important vegetation are possible due to the proposed road. This includes increased human-caused forest fires, invasive species proliferation, over-harvesting of resources, and vegetation community shifts towards successional and disturbance-tolerant species (Watson, 2005).

Because plant medicines are not assigned economic value within western standards, they are often not taken into account when examining the impact of invasive species. Habitat fragmentation would alter vegetation communities along the MFCAR, with ecological effects to extensive adjacent areas (such as changes in plant species composition, road avoidance by large wildlife, pollinator and seed disperser impacts, etc.). The ecological changes to areas adjacent to the road and related infrastructure could further impact the distribution and abundance of plant medicines in unpredictable ways.



Airborne dust and road run-off contaminants, such as silts, sands, and salt, will have a negative impact on plant medicine quality near the MFCAR, and in particular quarry operations. Access through the region by various people (for recreation, forestry, construction and maintenance, community members, visitors, hunters and anglers etc.) will increase the harvesting of plant medicines. Often, increased human access leads to overharvesting (Mychasiw & Hoefs, 1988). [REDACTED]

Nibinamik community members also expressed concerns that the Project would facilitate the proliferation of invasive plant species, which can outcompete important native species and are less valuable as food sources for valued wildlife. Invasive species exert a cost of \$13–\$34 billion dollars per year on Canadian industries (Colautti, 2006). And, this is, by definition, an underestimate as no dollar-value is assigned for subsistence harvesting, culturally significant plants and animals, or ecosystem services. Roads are well-established vectors for invasive species proliferation (Mortensen, 2009) meaning the MFCAR comes with a massive risk of spreading invasive species. This may include terrestrial vegetation species such as European buckthorn, garlic mustard, and Japanese knotweed, but also aquatic plants like common reed, flowering rush, and Eurasian water-milfoil. Roads can also spread invasive tree insects such as hemlock, woolly adelgid, forest tent caterpillar, pine false webworm, and spruce budworm on vehicles, plant debris, relocated brush, and firewood. Tree diseases found elsewhere in the province such as Armillaria root rot, brown spot needle blight, and white pine blister rust are also at risk of being spread along the MFCAR (Madadi, 2017).

Many of these invasives have the potential to exert major damage on valued ecosystem components: invasive diseases, pests, and competitors on culturally significant plants and wildlife, and aquatic invasives on local fisheries (Smith, et al., 2012; Colautti, 2006)).

2.5.3 RECOMMENDATIONS AND REQUESTS

Nibinamik provides the following recommendations and requests related to avoiding or minimizing impacts to vegetation, soils, and terrains along the MFCAR, which are also provided in more detail in Appendix A:

- Nibinamik requests to be engaged on oversight and decision-making regarding access permissions and access control along the MFCAR.
- Nibinamik recommends the development and implementation of a plant medicines mitigation and conservation plan. Nibinamik also requests to be provided this plan for review and comment.
- Nibinamik recommends that temporary quarry pits be not only abandoned but also reclaimed, and that reclamation plans are developed in alignment with a plant medicines mitigation and conservation plan. Nibinamik also requests review of reclamation plans.
- Nibinamik recommends the development and implementation of an invasive species mitigation and management plan specific to both construction and operation of MFCAR and permanent quarry pits. Nibinamik also requests to be provided this plan for review and



comment, and for opportunities to collaborate with Marten Falls First Nation on invasive species management measures.

- Given the pristine and sensitive nature of the boreal forest in the region, Nibinamik requests that the MFCAR Project Team pursue a zero-invasives policy to ensure no or negligible residual effects due to the Project. This must not include application of chemical treatments that are harmful to non-invasive insects.
- To minimize impacts, Nibinamik recommends limiting the ROW to the width required for a community access road (as opposed to a heavy-use industrial road). This would lend itself to a variable-width ROW based on local conditions rather than a 60 m ROW for the entire length.
- To mitigate the residual effects of dust management, Nibinamik recommends that the operations must not apply chloride-based products and instead use nature-based solutions (that do not include fresh water withdraw).

2.6 TERRESTRIAL ECOLOGY AND WILDLIFE

2.6.1 SUMMARY OF DRAFT EA/IS CONTENT

The MFCAR has the potential to impact sensitive wildlife and bird species, including SAR, that are native to the boreal forest. The MFCAR Project Team studied what changes to wildlife and birds could occur, and how these changes can affect resources for First Nations communities. The terrestrial ecology existing conditions were established through field studies, gathering Indigenous Knowledge, and consulting public data, focused primarily in the LSA. Examples of information included in the assessment are:

- Bats: The LSA has habitat for bat breeding but habitat for bat resting and winter hibernation is limited.
- Furbearers: The LSA has suitable habitat for animals like wolverines, American marten, and beavers.
- Reptiles and Amphibians: Six types of frogs and toads, along with garter snakes, were found during field studies. The LSA has amphibian breeding habitat like bogs, fens, marshes, and swamps.
- Pollinating Insects: Bumblebees and lady beetles, which are both SAR, could be present in the LSA and RSA.
- Birds: There is good bird habitat throughout the LSA, including nesting habitat. One noted exception is osprey habitat, which is poor or nonexistent.
- Bird Species at Risk: Common nighthawk, bald eagle, olive-sided flycatcher, and rusty blackbird were SAR found commonly during field studies. The availability of nesting habitat in the LSA for SAR birds is variable.



IMPACTS ON TERRESTRIAL ECOLOGY

The study assessed three aspects to understand impacts to birds and wildlife: how much habitat is available, where habitat is, and how well birds and wildlife can survive and reproduce. Many Project activities have the potential to cause habitat loss or harm bird and wildlife survival, such as:

- Potential for chemical spills or leaks
- Blasting activities
- Dust and air emissions
- Disturbances such as light, noise, and human activity
- Vehicle collisions
- Habitat fragmentation caused by linear development
- Increased public access to hunting, harvesting, and fishing in the area

The MFCAR Project Team has proposed standard measures to minimize or mitigate these impacts, such as environmental monitoring and protection plans and wildlife protection policies.

Despite measures to protect birds and wildlife, the MFCAR may still impact wildlife and bird populations. The MFCAR Project Team anticipates residual effects on terrestrial ecology values to include:

- Loss of habitat, disturbances, dust, noise, and vehicle collisions. Potentially impacted species include bats, wolverines, martens, beavers, reptiles, amphibians, and pollinating insects. The MFCAR Project Team expects these species to be able to survive and adapt to the changes in habitat availability and populations.
- Direct loss of suitable bird habitat is predicted to be minimal, but the MFCAR Project Team anticipates that bird populations could be disrupted by noise, lights, and human activity.

Cumulative effects on wildlife and birds may occur due to the combined impacts of the new access road and other current and future projects. However, the MFCAR Project Team expects cumulative effects will be minimal, due to the abundance of available habitat in the Project study areas.

The MFCAR Project Team predicts that wildlife and bird populations will remain stable and healthy upon completion of the Project. A terrestrial biodiversity offset plan is being developed, which will create additional migratory bird habitat if needed, and monitoring programs and protective measures may be adjusted in order to improve survival of wildlife.

2.6.2 EVALUATION

The MFCAR Draft EA/IS predicts a human disturbance of 0.3% for the LSA. This is considerably lower than the Canadian average of 16.8% disturbance (Hill, 2024). However, the entire length of the MFCAR would impact the region in numerous ways, and become the first major and permanent road



through a previously undeveloped and highly naturalized area. It would, therefore, have far greater proportional environmental impacts than can be described by percent land use change, and would create a historic starting point for future developments (Mychasiw & Hoefs, 1988; Bekker, 2003; Watson, 2005).

The proposed MFCAR represents the beginning of a cascade of changes in the region. The Draft EA/IS acknowledges that the outcome of all impacts to plants and wildlife are negative, with the majority of impacts classified as “ongoing” and “irreversible.” In addition to being negative and irreversible, several of these impacts should be classified as “moderate” or “high” magnitude and are “significant” (as opposed to their currently assessed values of “not significant”).

Cumulative impacts are notoriously difficult to predict, assess, or monitor (Clark, 1994). As such, EIS work is often unable to quantify hypothetical, and sometimes emergent, effects. In this case though, a large contiguous wilderness without any permanent roads makes things more evident: all future developments which utilize the MFCAR will have impacts related to the Project, and therefore contributing to its cumulative effects. Robust, long-term monitoring (to detect changes) and research (to discover mechanisms) should be used to understand what this new road means for terrestrial ecological systems.

Nibinamik is concerned that the MFCAR Project Team has minimized the potential impacts to terrestrial ecology, wildlife, and birds. There are insufficient details provided in the Draft EA/IS to overcome the uncertainties associated with proposed mitigations. Nibinamik is concerned that a more conservative approach is required to ensure the local environment is appropriately protected. Nibinamik highlights the following concerns related to wildlife and birds, based on feedback received from community members.

INCREASED ACCESS FOR OUTSIDE INDUSTRY

New roads create major opportunities to access natural resources beyond mining. In addition to minerals, the completion of the MFCAR would immediately expose timber, wildlife, plants, and fungi to increased harvesting levels and greatly enhance the risk of over-exploitation (Mychasiw & Hoefs, 1988; Bekker, 2003). Legal sport and subsistence hunting as well as illegal poaching are expected to increase with creation of a road. Many Canadian case studies have shown that overharvesting follows the development of new roads into wilderness areas (Mychasiw & Hoefs, 1988).

WILDLIFE HABITAT FRAGMENTATION

Roads are known to create substantial fragmentation effects within wilderness areas (Ament, 2008). This fragmentation alters microclimates along the road (i.e. changes average temperatures, solar exposure, and drainage), which can result in significant changes to adjacent vegetation communities (Watson, 2005). These altered habitats often transition from mature systems towards successional, disturbance-tolerant habitats that contain invasive plants (Watson, 2005). The conversion of interior habitat to edge habitat results in decreased habitat function and productivity for many species, including those which are wide-ranging or large-territory dependent (Carr, 2011; Committee on the Status of Species at Risk in Ontario [COSSARO], 2015). These alterations to the vegetation



communities and associated ecosystems can result in significant impacts to the quality and quantity of important habitat for wildlife and birds, including;

- Stress induced by road and air traffic can be energetically costly, creating functional habitat loss by reducing, limiting, or otherwise changing movement.
- Lack of cover may also alter wildlife movement and pathways, forcing use of suboptimal or difficult terrain as well as increasing hunting efficiency and predation.
- Altered competition, disease, or parasites in previously undisturbed areas.
- Increased mortality due to traffic.
- Edge effects altering vegetation communities, causing habitat loss.

IMPACTS ON CULTURALLY VALUED SPECIES

Caribou

Boreal (i.e. woodland) caribou have been in decline for more than a century, resulting in near extirpation from the southern 40% of their range (COSSARO, 2015). This decline has been strongly linked to human development and settlement activities exacerbated by caribou avoidance behaviour resulting in the functional loss of habitat (ECCC, 2019; Carr, 2011). Formerly productive caribou habitat has been altered such that it supports smaller and more precarious caribou herds. Simultaneously, this altered habitat promotes competitors such as deer and moose, and facilitates hunting success for predators like grey wolf and black bear (Curveira-Santos, 2024; Dickie, 2017).

Caribou are known to preferentially avoid human disturbance (with a minimum buffer of 500 m), which creates functional habitat loss with margins up to 15 km (Carr, 2011; COSSARO, 2015; ECCC, 2019) on top of the direct physical loss. The Draft EA/IS states that the direct loss of 16,901 ha of Category 1 habitat within the Missisa caribou range would bring the total disturbed habitat area for this herd to 8%. The MFCAR Project Team asserts this major regional change as a “low magnitude” and “not significant” impact to the Missisa herd. Nibinamik fundamentally rejects this characterization, given the ongoing and substantial extirpation of boreal caribou linked to human activities.

Impacts to the Nipigon herd have been interpreted in the Draft EA/IS as “moderate magnitude” and “significant”, because “the Nipigon range already exceeds the disturbance threshold established by Environment and Climate Change Canada, so any additional habitat loss is considered significant” (MNRF, 2010). However, the Draft EA/IS does not fully acknowledge fragmentation, effective habitat loss (possibly up to 15 km), predator-mediated competition, and increased predator hunting efficiency effects on the Nipigon herd.

The MFCAR also sets the stage for major future cumulative effects to this herd from development associated with the road (including forestry and exploration impacts). Nibinamik community members have consistently voiced concerns regarding appropriate characterizations and mitigations of cumulative effects. Nibinamik asserts that, at minimum, the “moderate” and “significant”



designations should be applied for the proposed negative, permanent, and irreversible impacts on the already declining Missisa caribou herd.

Moose

Nibinamik members underscored the importance of moose as a culturally significant species. Moose will be impacted by the MFCAR through habitat fragmentation, effective habitat loss, road mortality, and increased predator efficiency. Moose are known to preferentially avoid roadways (up to at least 1,000 m; (Beazley, 2004), which creates functional habitat loss along the entire proposed route. Impacts to moose can also occur despite their preference for avoidance, due to the attractive quality of sodium-rich vegetation along the edges of access roads, which increases the risk of road mortality due to vehicle collisions (Laurian, 2008).

The Draft EA/IS acknowledges that there will be residual effects on moose in the form of altered habitats (due to invasive species), changes in movement patterns, and direct as well as functional habitat loss. However, the MFCAR Project Team maintains that all impacts to moose are “low magnitude” and “not significant.” The proposed MFCAR also has a high likelihood of increasing levels of legal recreational and subsistence moose hunting and a possible increase of some illegal poaching, concerns consistently raised by Nibinamik community members.

There are multiple impact pathways, a high likelihood of increased moose mortality, and notable uncertainties regarding the efficacy of proposed mitigation measures. Together, these factors do not lead Nibinamik to be confident in the MFCAR Project Team’s effects assessment. Recognizing the cultural importance of this species, Nibinamik asserts that the proposed impacts to moose in the LSA are, at minimum, of “moderate” magnitude and “significant.”

Other Valued Wildlife

Predators, fur-bearers, birds, and other valued wildlife species will all be affected by proposed MFCAR development. As noted above, habitat fragmentation will have a lasting (permanent and irreversible) impact on all species in the vicinity of the Project, with the magnitude likely varying due to habitat needs, home range size, migration patterns, and other species-specific factors. New infrastructure has the potential to alter behaviour and mortality risks. Roads and culverts may attract wildlife, such as grazing ungulates, to cleared embankments, or beavers to culverts with running water as well as predators to the travel corridor.

Wolverine is a Threatened SAR and is present in northern Ontario because of the availability of large contiguous natural areas and undeveloped wilderness. In many parts of the world, wolverine have been extirpated or drastically reduced due to development (Scrafford M. A., 2018). It is well established that, in Ontario, wolverine population size and habitat occupancy go down as road density goes up (Scrafford, M.A., 2018; Ontario Wolverine Recovery Team, 2013). Improved hunting efficiency of wolves along roads may also be an important impact for wolverines: as potential competitors, wolves will sometimes kill, but often do not eat, wolverines (Scrafford, M.A., 2018).

Appropriately, the Draft EA/IS acknowledges a high level of uncertainty regarding residual effects on wolverine caused by the MFCAR. However, the MFCAR Project Team still aimed to minimize the



Project impacts. Nibinamik asserts that the magnitude of impact to wolverine in the region will be “high” and “significant,” given that the road will directly contribute to local declines of a Threatened SAR.

The MFCAR Project Team has stated that “habitat connectivity isn’t a problem for martens,” (AECOM, 2025a, p. 210) however has not provided evidence to support this claim. Linear features, depending on their size, type, and density, are known to impact the movement patterns and habitat occupancy of martens (Tigner, 2015). Therefore, as with wolverine, the MFCAR would very likely impose substantial local impacts on martens with habitat ranges overlapping the LSA.

2.6.3 RECOMMENDATIONS AND REQUESTS

Nibinamik is concerned that Project impacts to terrestrial ecology, wildlife, and birds have been consistently minimized in the Draft EA/IS. Uncertainties and limited details have not provided sufficient confidence that residual effects have been appropriately characterized by the MFCAR Project Team. Nibinamik provides recommendations and requests in Appendix A, based on these themes:

- Nibinamik requests that impacts to key wildlife species (e.g., moose, caribou, wolverine) be appropriately characterized as “significant.”
- Nibinamik recommends developing more appropriate and effective mitigations to ensure that impacts due to habitat fragmentation and increased public access are avoided or minimized. Minimization must entail reducing the road clearing from 60 m to a variable-width ROW accommodating only the Project footprint needs which considers a road appropriately sized for community access needs.
- Nibinamik requests to be involved in environmental management and monitoring measures to ensure protection of culturally valuable species and ecosystems. This include operations monitoring and wildlife management practices such as beaver removal.

2.7 LAND AND RESOURCE USE

2.7.1 SUMMARY OF DRAFT EA/IS CONTENT

The Project could lead to changes in the way the land is used and experienced. The MFCAR Project Team described land and resource use, and how the land looks (the “visual environment”). These are closely related: when humans use and change the land, we also change how it looks. The MFCAR Project Team studied current land uses and the visual environment in the CDA, the LSA, and the RSA. Nibinamik is grouped with approximately 20 other local communities in the RSA, and most of the assessment focuses on effects on the LSA.

The MFCAR Project Team evaluated nine VCs for land and resource use:

- Land Use Compatibility



- Parks and Protected Areas
- Recreation and Tourism
- Extractive Resource Industry
- Forestry Industry
- Remote Outfitters
- Traditional Land Use and Trapping
- Visual Environment
- Energy and Linear Infrastructure

Project construction and ongoing long-term use of the MFCAR will change land use and the visual character of the area. Effect pathways were described that relate to:

- Land Use Compatibility: Construction is planned within protected areas and provincial parks. These areas will be affected by construction and changes in noise and air quality.
- Tourism, Recreation, and Outfitters: There will be potential impacts to tourism and traffic from improved access and changes in noise, air quality, and animal habitat.
- Trapping: [REDACTED]
- Mineral Extraction and Forestry: Improved access to the area may increase opportunities for mineral extraction and forestry.
- Energy Projects and Linear Infrastructure: There is potential for increased opportunity to develop energy facilities along the road route.
- Visual Environment: The community access road will change the visual character of the area. This has the potential to effect parks, protected areas, recreation and tourism, and the privacy of permanent settlements. Construction and infrastructure could disturb culturally significant landscapes.

In the Draft EA/IS, the MFCAR Project Team proposed measures to mitigate effects to land and resource use and the visual environment. These focus mainly on minimizing effects on the CDA and LSA.

Land and Resource Use

- Engagement with affected groups like camp owners, outfitters, mineral and land claim holders, trapline tenure holders, and nearby First Nations.
- Limit land clearing and the creation of new trails and roads in provincial parks.



- Engage with provincial regulators to create control measures for park use, hunting restrictions, and education.
- Properly design infrastructure to prevent impacts to fish and animal habitat.
- Limit land clearing and ensure reclamation in disturbed areas.

Visual Environment

- Design bridges to blend in with the landscape and maintain natural vegetation.
- Maintain tree cover around sensitive areas like camps, outfitters, and settlements.
- Collaborate with local governments and First Nations communities to identify and protect cultural heritage sites.

The MFCAR Project Team also assessed the combined effects from this Project and other existing and potential future linear infrastructure projects. Potential cumulative effects include loss of habitat for furbearing mammals, improved access to land for trapping and hunting, and other disturbances during construction and long-term use of the MFCAR.

2.7.2 EVALUATION

INSUFFICIENT STUDIES FOR NIBINAMIK LAND AND RESOURCE USE

The existing conditions characterization and effects assessment are focused on the LSA, which includes a 5-km buffer around the CDA. As a result, land and resource use effects included in the Aboriginal and Treaty Rights and Interests assessment (see Section 2.14, below) are mainly for Marten Falls First Nation and Aroland First Nation. In contrast, effects on Nibinamik’s land and resource use are considered only within the broader RSA, which encompasses more than 20 other local communities. This approach results in a generalized assessment of regional impacts, without providing a detailed or community-specific analysis of the effects on the rights, values, and interests of Nibinamik.

Further, the assessment describes trapping in the RSA as an “historically important activity” that is now “less common” and “largely recognized as a pastime” (Dillon Consulting Ltd., 2024a). However, this generalization fails to reflect the lived realities of Nibinamik community members, who continue to actively rely on trapping as a meaningful part of their subsistence practices and cultural identity. For Nibinamik, trapping remains a vital connection to the land, Traditional Knowledge, and intergenerational teaching. This type of generalization is reflected throughout the Draft EA/IS and is a recurring concern for Nibinamik.

POTENTIAL IMPACTS ON NIBINAMIK LAND AND RESOURCE USE

Nibinamik community members expressed a range of concerns about the proposed road and related development, highlighting significant direct impacts on their own land and resource use, as well as indirect impacts through changes to wildlife patterns and habitat. Community members recognize



that improved access to their Homelands through all-season roads could offer benefits—such as enhanced opportunities for hunting, trapping, fishing, and other traditional activities, as well as bringing youth onto the land for learning and healing. However, these potential advantages were weighed against serious concerns. Specifically, community members emphasized the potential disruption to wildlife habitat, changes to harvesting practices, and broader implications for their governance systems and responsibilities to care for the land.

Impacts to Wildlife Habitat and Harvesting Practices

- Increased hunting and fishing pressure on local wildlife (e.g., moose, caribou, beaver, grouse, lynx, marten, muskrat, migratory birds).
- Wildlife displacement due to noise (e.g., helicopters from mining exploration scaring off moose).
- Reduced hunting opportunities due to moose and caribou displacement and mortality from clear-cutting and road creation, including increased vulnerability to predators like wolves.
- Reduced access to and/or availability of medicinal plants and other culturally important vegetation (e.g., cedar bark, sap, birch bark, chaga).
- Concerns regarding the spread of invasive species (plants, insects) via transport trucks and the resulting impact on culturally valued species.
- Concern about potential accidents and spills on the road during construction and operation, which could impact water quality, fish and fish habitat, and other wildlife species that are important sources of traditional food and medicine. These environmental impacts would affect the ability of community members to harvest and consume traditional foods from the land.

Land Use and Governance

- Outsiders gaining access to Nibinamik’s Homelands for hunting, fishing, and resource extraction (e.g., through MNR permits). Community members have already noticed a rise in outsiders coming to hunt and fish on their land without their permission, arriving by float planes.
- Road access may change how people use and relate to the land; many Nibinamik land users say it “doesn’t feel right.”
- Nibinamik land users expressed fears of the area becoming more overdeveloped and disconnected from traditional Ways of Life.
- Nibinamik community members expressed that they should be informed and involved in decision-making around development in their Homelands.



QUARRY RECLAMATION

Nibinamik community members have raised concerns about the reclamation or ongoing operation of aggregate pits and quarries once the road construction is done, and how these might affect their use of the land in the region. Despite soft commitments from the MFCAR Project Team to reclaim aggregate infrastructure, changes in the ownership of quarries are likely to occur over the life of the Project and would affect the reclamation process. The Draft EA/IS did not provide clarity regarding a reclamation approach for pits and quarries that may change ownership (see Section 2.5 above).

CUMULATIVE EFFECTS

Lastly, the report concludes that because there are currently no existing energy or linear infrastructure projects within the CDA, the Project will have no potential cumulative effects on the Land and Resource Use VC. This conclusion appears to completely overlook the likelihood that the road will facilitate future linear development, energy infrastructure development, and resource exploration. Once the MFCAR is built, it will significantly ease access for proponents to initiate energy and infrastructure projects, making such development far more feasible. As a result, the Project is likely to have an ongoing, permanent irreversible cumulative negative impacts on Land and Resource Use for Nibinamik.

2.7.3 RECOMMENDATIONS AND REQUESTS

Nibinamik provides the following recommendations and requests, which are also provided in more detail in Appendix A, to ensure that the Project effects on Nibinamik's land and resource use are adequately assessed and that appropriate mitigation measures are implemented to minimize these effects:

- Nibinamik requests that the effects of the MFCAR on Nibinamik's land and resource use be assessed independently and in detail to ensure that the full scope of impacts is understood. The MFCAR team should develop and implement meaningful, community-specific mitigation measures in collaboration with Nibinamik.
- Nibinamik recommends that the Land and Resource Use assessment explicitly account for the future development of energy and linear infrastructure that the MFCAR Project will enable. Ignoring these foreseeable outcomes undermines the integrity of the assessment.
- Nibinamik requests the development of robust, forward-looking mitigation measures to address the cumulative and long-term impacts on Nibinamik land and resource use.
- Nibinamik requests participation in the development of a comprehensive closure and reclamation plan for all aggregate pits and quarries associated with the Project. As noted above, this plan should remain enforceable regardless of any future change in ownership or responsibility. These sites will have direct impacts on fish and wildlife habitat during construction, which in turn affects Nibinamik's rights and land and resource use, including hunting, trapping, and fishing. Failure to implement thorough and culturally informed reclamation measures risks causing long-term, avoidable harm to the land and undermines Nibinamik's rights and responsibilities as stewards of their Homelands.



2.8 COMMUNITY WELL-BEING

2.8.1 SUMMARY OF DRAFT EA/IS CONTENT

The MFCAR could bring both positive and negative changes to the well-being of multiple communities in northern Ontario. In the Draft EA/IS, the MFCAR Project Team assessed community well-being for two (2) communities most immediately impacted by the proposed road, Marten Falls First Nation and Aroland First Nation. The assessment focused on the following factors that influence this VC:

- Local economy
- Traditional land use and culture
- Access to food and water
- Housing
- Safety
- Community and public health
- Infrastructures and services
- Environmental factors

The community well-being assessment was completed in two (2) stages. First was a local study focused on Marten Falls First Nation and Aroland First Nation, and second was a regional study focused on the Kenora, Thunder Bay, and Cochrane Districts. Nibinamik was grouped into the Kenora District with 14 other First Nations and local communities. The local assessment included IK and looked at how the Project might affect different people in the community—like women, youth, and Elders—in different ways. The regional study instead compiled community information across multiple districts and did not discuss well-being for specific communities.

The local community well-being assessment describes the potential benefits and challenges of the Project on Marten Falls First Nation and Aroland First Nation's well-being, including:

Potential Benefits

- Creation of jobs and boosts to local employment and the economy.
- Improved mental health from increased financial stability and employment opportunities.
- Improved access to surrounding communities.
- Improved access to goods and services, like health care and mental health support.
- Improved access to food through more efficient road-based deliveries.



- Increased access to educational and economic opportunities.

Potential Challenges

- Construction and other activities may lead to more working-age men in work camps, and thus a gender imbalance in communities.
- Construction jobs could encourage off-reserve community members to return, putting pressure on community housing and infrastructure.
- Impacts on traditional foods and harvesting areas due to increased access.
- Increased challenges related to mental health, and changes in social dynamics.
- Increased traffic resulting in increased risk of accidents on the road.
- Increased community access to drugs and alcohol.
- Risk of decrease in public safety.
- Impacts to human health from changes to air, water, soil quality, and noise.

The MFCAR Project Team plans to put together working groups with Marten Falls First Nation and Aroland First Nation to address their community needs and concerns related to healthcare, emergency services, employment, housing, safety, cultural programming, and violence prevention. Fair employment opportunities, along with job readiness programs, will be used for employment and work camps. The MFCAR Project Team is also planning to monitor air, water, and soil to help understand and address potential impacts to human health. Monitoring and mitigation plans will be different between construction and operation, and these will be created as part of the final Project permitting process.

2.8.2 EVALUATION

INSUFFICIENT STUDIES FOR NIBINAMIK WELL-BEING

The regional community well-being study looked at a large area that stretches south to Thunder Bay and east past Sioux Lookout. As a result, the study does not provide a good understanding of the potential impacts to the well-being of Nibinamik community members. For example:

- The study includes large cities and towns like Kenora, Sioux Lookout, and Dryden in the Kenora District, which means that it will not reflect the realities and needs of small, remote communities such as Nibinamik.
- The study averages information on community dynamics, employment rates, education opportunities, household characteristics, and housing adequacy for the whole district, which does not accurately reflect conditions in small, remote communities like Nibinamik.



- The study makes assumptions that do not represent life in Nibinamik. For example, the study assumes that members actively travel to Kenora for services like grocery stores, the airport, schools, and healthcare.

Overall, there are significant gaps in this study as it relates to accurately reflecting the potential benefits and challenges from the Project for Nibinamik. The regional study also does not assess the potential Project effects on community well-being in Nibinamik. Further studies are needed to determine the road's potential impacts to Nibinamik's well-being. Completing the formal regional assessment prior to the EA/IS for MFCAR, as noted at the start of this section, would relieve many of the uncertainties regarding the road's potential effects on Nibinamik community well-being.

POTENTIAL IMPACTS OF MFCAR ON NIBINAMIK'S WELL-BEING

The Project is located near Nibinamik's Homelands, where community members regularly engage in traditional activities such as hunting, trapping, and fishing within and around the RSA. This proximity means the Project may directly impact these practices and the associated rights of the community, and ultimately their well-being.

Community well-being is a top priority for Nibinamik leadership, especially as the community faces significant health challenges related to drug and alcohol use, mental health and youth suicide, as well as high rates of diabetes. While Nibinamik recognizes the potential benefits of all-season road access, any development must prioritize the health and well-being of the community and uphold Nibinamik's governance over their Homelands.

Community members shared their visions for potential benefits and concerns about improved road access to the Nibinamik Homelands, including:

Potential Benefits

- The winter road season is getting shorter due to climate change, which shortens the window for Nibinamik to transport supplies into the community. Having easier access would allow Nibinamik to have more reliable year-round access to supplies, food, and goods
- Year-round access would also lower the cost of supplies such as food, construction supplies, gas, etc.
- Development around Nibinamik could bring training and job opportunities for community members.
- Increased access to friends and family in surrounding communities.
- Easier access to the land for youth and future generations allowing them to continue to hunt, fish, harvest, and live off the land.
- Increased access to healthcare and emergency care.
- Easier to evacuate when there are emergencies such as forest fires.



- Increased economic development opportunities. Since Nibinamik is not recognized as a “reserve” by the federal government, the Nation has limited access to funding and support.

Concerns

- Community safety and well-being is a priority for Nibinamik. Most members that provided input on MFCAR mentioned the concern that all-season road access in the region will facilitate drug and alcohol transportation to the community.
- Members are concerned about increased rates of missing and murdered Indigenous women and children resulting from road access to Nibinamik and the region.
- Members fear that development will deepen existing social challenges; some feel the community needs healing before moving forward.
- Members note that youth are already losing connection to traditional practices, relying more on store-bought food (which has been linked to rising diabetes rates), and there are concerns that year-round road access might exacerbate these challenges.
- Members are concerned that there will be an increase in loss of language, cultural identity, and traditional place names through easier access.
- Members are concerned that the Draft EA/IS does not represent their community well-being needs by lumping the Nibinamik in with Kenora for the well-being assessment.
- The Regional Assessment has a community-specific approach to assessing well-being. However, members are concerned that project sequencing will not allow the Regional Assessment to inform MFCAR construction and Ring of Fire access.

All of the above factors need to be reflected in MFCAR’s impact assessment to allow Nibinamik to make informed decisions on the Project.

CUMULATIVE IMPACTS ON NIBINAMIK’S WELL-BEING

The MFCAR is proposed to increase access to and from the Marten Falls First Nation and Aroland First Nation communities. However, the Project also inserts itself into the broader development strategy around the Ring of Fire and creating road access for industry to these mineral deposits. Despite being proposed as a community access road, it cannot be decoupled from the larger regional goals regarding development in this area. Therefore, the MFCAR will lead to additional development within and around the Nibinamik Homelands, resulting in broader and cumulative impacts on community well-being. These will almost certainly include increased opportunities for development of the area in industries such as mining, forestry, and hydro, as well as the construction of additional roads, and expanded opportunities for sport hunting and fishing. Such developments will place greater pressure on fish and wildlife populations, their habitats, and ultimately on Nibinamik as a whole.



2.8.3 RECOMMENDATIONS AND REQUESTS

Nibinamik is in the process of conducting a Traditional Knowledge and Land Use (TKLU) study on their Homelands to document land use by membership. This study will allow Nibinamik to complete an informed assessment of the impacts of the Project on their rights and interests, and propose mitigation or compensation measures to appropriately minimize Project residual and cumulative effects on Nibinamik community well-being.

In lieu of the TKLU study completion, Nibinamik presents some recommendations specific to the assessment of impacts of MFCAR on Nibinamik community well-being, as well as suggested mitigation measures and monitoring programs:

- Nibinamik asserts that no decision about the Project should be made before the Nibinamik TKLU study and the Ring of Fire Regional Assessment are complete.
- Nibinamik requests that the MFCAR Project Team work with Nibinamik to develop a Community Well-Being Plan to address their specific needs and concerns. Further, the plans must be funded and implemented to meet community needs and interests.
- Nibinamik recommends that the MFCAR Project team work with Nibinamik to develop education, training, and employment opportunities for community members. These activities must begin as soon as possible to ensure that Nibinamik is prepared to participate in contracting and procurement opportunities. Economic development from regional access must be equitable throughout the region.
- Nibinamik recommends that all non-Indigenous employees affiliated with any aspect of the project undergo cultural awareness and sensitivity training. No-tolerance policies must be established for any form of harassment and violence within Nibinamik Homelands (inside or outside the workplace).

Nibinamik requests that impacts of the MFCAR on Nibinamik community well-being need to be assessed independently, recognizing the distinctive rights, interests, culture, and governance of their Homelands. This is preferred over having Nibinamik grouped into the RSA and further into the Kenora District with 14 other communities.

Nibinamik recommends that a baseline for well-being in Nibinamik be established in collaboration with the community, prior to road construction. Once the baseline is established, a robust monitoring program, and plan to address needs, should be implemented with Nibinamik community monitors. This Project and related development must have positive impacts on community well-being.



2.9 ARCHAEOLOGY AND CULTURAL HERITAGE

2.9.1 SUMMARY OF DRAFT EA/IS CONTENT

EXISTING CONDITIONS

The LSA is a 5-km zone around the proposed road and aggregate pits and quarries that includes:

- Boreal forest, wetlands, mixed forests, and water sources
- Temporary and permanent settlements
- High potential for archaeological finding. This is because the area is close to water, food sources, and community interest areas

One significant site described in the Draft EA/IS [REDACTED]

Stage 2 assessments identified five areas of interest, three of which contained culturally significant material:

- [REDACTED]
- [REDACTED]
- [REDACTED]

The MFCAR Project Team completed a Cultural Heritage Assessment which studied human-made or natural features from both First Nations and European (settler) history. The MFCAR Project Team used background research, mapping, and community feedback to identify 288 significant cultural heritage locations:

- 149 harvest areas
- 49 cultural, spiritual, and sacred areas
- 90 habitation areas
- 23 travel routes

POTENTIAL EFFECTS

Due to the inherent ground disturbance of road construction, the Project could encounter and damage archaeological resources. Proposed mitigation includes additional Stage 2 assessments, consultation, and potential Stage 3 investigations if significant sites cannot be avoided. The best way to protect these sites is through avoiding them. If that is not possible, then sites should be excavated



and documented. Long-term road use and maintenance could lead to wear and tear on the surrounding environment, potentially impacting nearby archaeological sites that were not in the direct path of the MFCAR.

The road may also have direct and indirect negative impacts on heritage sites and landscapes. Direct impacts include removing buildings and disturbing the land. Indirect impacts include altered shadows, vibration, blocked views, and traffic. Proposed mitigation measures include careful Project design and construction planning to avoid sites, identifying areas to protect, and monitoring to ensure protection.

2.9.2 EVALUATION

Overall, Nibinamik would like to see more engagement on the archaeological and cultural heritage assessment. The Draft EA/IS Appendix R mentions that some areas have been exempt from archaeological assessment, however it would be prudent to engage with communities to determine whether these areas might have archaeological or cultural heritage potential before excluding them.

Further, there is no mention of the use of LiDAR data in the assessment, though it is known to be extremely reliable data for archaeological assessments, especially in remote areas.

Lastly, it is important to consider that although there are only three known archaeological sites in the Project area, there have not been many archaeological assessments completed in northern Ontario. Archaeological assessments are often completed in the context of development, and since northern Ontario has not had much development, few archaeological studies have been conducted. Therefore, the absence of known archaeological sites must not exclude the possibility that there are important cultural or archaeological sites to consider in this assessment, and further studies must be done to ensure they are adequately protected.

Ensuring that the Regional Assessment, and comprehensive LiDAR through the RSA, is completed prior to the Final EA/IS for the MFCAR is essential to ensuring that potential unknown or unidentified archaeological and cultural heritage resources are appropriately protected.

2.9.3 RECOMMENDATIONS AND REQUESTS

Based on the evaluation above, Nibinamik provides the following recommendations for archeology and cultural heritage, [which are also provided in more detail in Appendix A:](#)

- Nibinamik requests that the MFCAR Project Team engage with communities beyond the LSA on specific areas that had been designated “exempt” based on Section 1.3.4 of Appendix R.
- Nibinamik recommends that aerial LiDAR data be used to improve archaeological assessments, as it is more reliable than satellite imagery and topographic maps.
- Nibinamik requests that the MFCAR Project Team engage with Nibinamik to develop a protocol for the handling of found sites or artifacts. This protocol would ensure potential community ownership is appropriately evaluated and respected when Anishinaabek Nation artifacts or sites are encountered.



2.10 ATMOSPHERIC ENVIRONMENT

2.10.1 SUMMARY OF DRAFT EA/IS CONTENT

The IK provided in the Draft EA/IS that relates to air quality is from Marten Falls First Nation and highlights that dwellings, protected areas, and areas where human activity is likely to occur should be considered sensitive receptors (AECOM, 2025a). The atmospheric environment VCs are considered to be air quality and greenhouse gases, with indicators for change based on common transportation and construction contaminants (Dillon Consulting Ltd., 2025a). The study area for Project effects on the atmospheric environment includes the CDA, a specific Project Area defined as a 2.5-km buffer from the centreline of the MFCAR, and the LSA. The MFCAR Project Team did not define a RSA for atmospheric environment, asserting that impacts are not anticipated beyond the LSA (Dillon Consulting Ltd., 2025a).

Ambient Air Quality

The ambient air quality baseline was established partially through desktop research and partially through a field study conducted within the Marten Falls community. The community already has sustained human activity (e.g., burning, vehicle traffic, exposed dirt), so the air quality data provides a conservative estimate of baseline conditions (Dillon Consulting Ltd., 2025a). The maximum measured values for some air quality parameters were at or near guidelines (Ontario Ambient Air Quality Criteria, 2020) within the Marten Falls community. The 90th percentile of monitoring and desktop-derived data is compared against baseline demonstrating that when outliers are removed there are no exceedances from guideline. Air quality peaks and guideline exceedances were suspected to result from forest fires, wood burning, and the Marten Falls diesel generating station. The Draft EA/IS results indicate that particulate matter is the only compound with a significant residual effect (AECOM, 2025a).

Proposed mitigations include the development of a construction management plan for fugitive dust management and validation that mitigations are effective. The MFCAR Project Team also cites standard road construction practices as examples of air quality management (AECOM, 2025a).

Greenhouse Gas

Greenhouse gas (GHG) existing conditions were established from data on winter road travel (e.g., traffic volume, vehicle type, emissions factors), and land sequestration of GHG (AECOM, 2025a). Data limitations precluded the Draft EA/IS from including current air travel emissions, and future air travel emission avoided through road use (Dillon Consulting Ltd., 2025b). Marten Falls First Nation IK informed the winter road travel metrics (Dillon Consulting Ltd., 2025b).

The land within the assessment area is mostly peatland and old growth forest. Mature forests have lower carbon sequestration rates, so the MFCAR Project Team assumed a carbon flux of zero. Peatlands comprise 91% of the construction footprint and the MFCAR Project Team asserted them to be a carbon source rather than a sink (Dillon Consulting Ltd., 2025b).



Mitigations for GHG during the operational phase of the road are based on vehicle emission reduction requirements (Dillon Consulting Ltd., 2025b), are influenced by road users and regional governing agencies. The MFCAR Project Team has also noted that reforestation of areas outside the Project footprint or similar carbon offsets could serve as GHG mitigations, but these activities are not included in the Project scope (Dillon Consulting Ltd., 2025b, p. 73). The only GHG mitigation commitments are related to construction and include:

- Measures to develop a management plan which includes effectiveness monitoring.
- Reducing equipment idling and hauling distances.
- Keeping equipment in good working order and using fuel-efficient vehicles.

The significance of residual effects due to GHG emissions was determined based on comparing the magnitude of Project emissions to all Ontario transportation emissions. Despite the irreversible nature of effects, and lack of proposed operational mitigations, the MFCAR Project Team has asserted the residual effects to be “low magnitude” and “not significant” when compared to the rest of the province (Dillon Consulting Ltd., 2025b). Cumulative effects of the Project are noted to be an additionality from this specific Project to the larger GHG emissions of the province and in the context of global climate change.

2.10.2 EVALUATION

The MFCAR Project Team uses the 90th percentile in their evaluation of baseline air emissions data, which can misrepresent air quality risk, particularly when comparing against acute or short-term exposure guidelines such as one-hour averaging periods. These guidelines are typically designed to protect public health during peak exposure events, and using a 90th percentile value may understate the potential for short-term exceedances, creating a false sense of compliance or minimized risk. Where long term averages are relevant, and exceedances do not affect health, the background characterization using 90th percentile may be appropriate.

Furthermore, air emission guideline exceedances in the baseline data are asserted to be linked to wood and diesel burning and attributed to existing community activities. However, both are also Project activities and Nibinamik is concerned that Project influences due to wood and diesel burning are being minimized. The potential human health impacts from these Project activities should be addressed through additional mitigations (e.g., clean fuel use, emissions control technologies, and air quality monitoring near receptors) because the baseline data suggest these types of activities can exceed guidelines. Nibinamik also notes that the work camps are considered to be an emissions source and should be addressed in the air assessment once the final designs are completed.

Nibinamik members expressed concern regarding the impacts of climate change on the environment and community access. Members expressed tangible ways in which climate change is already affecting their lives, such as increased wildfire risk, deteriorating winter road reliability, and reduced safe access to the land to exercise rights. While the Draft EA/IS includes a general discussion on climate change and acknowledges the connectivity between GHG emissions and global trends, it fails to meaningfully assess cumulative GHG effects at a regional scale. This deficit is particularly true in



relation to reasonably foreseeable development projects such as the Northern Road Link, Webequie Supply Road, and associated resource extraction activities. This Project will facilitate additional regional development and this must be considered in the assessment.

This omission is critical because the MFCAR is expected to enable further industrial development, thereby amplifying regional emissions and associated climate-related risks, including wildfire frequency and air quality degradation. These vulnerabilities are especially true for remote communities reliant on winter roads and natural foods, which limits the assessment's ability to evaluate rights-based impacts. A more robust and precautionary approach would consider the synergistic effects of development enabled by MFCAR and the compounding implications for Indigenous resource access, safety, and land use in the context of a changing climate.

2.10.3 RECOMMENDATIONS AND REQUESTS

Nibinamik is concerned that the data analyses applied for baseline air quality may underestimate the health risks presented to the workforce and/or local land users from diesel and wood burning. Nibinamik recommends additional mitigations to ensure the stated Project effects are minimized, including:

- Air emission monitoring to detect health risks and protect worker health, and Project-wide requirements to communicate the timing and location(s) of burning.
- Donating cleared timber (including the cost of a logging truck) to First Nations communities to reduce fuel on site. This donation could be considered an effort to distribute potential Project benefits.
- Nibinamik recommends a Project-wide commitment to Tier 4 engines to reduce equipment emissions. Where it is not possible to meet this requirement, older engines should be retrofitted with particulate filters or use fuel additives to reduce emissions.
- Nibinamik requests dust suppressant for exposed road surfaces be applied. For a holistic approach to environmental stewardship, Nibinamik recommends these should not include chloride products which have knock-on effects for soils, vegetation, wildlife, and aquatic environments. Suppressants must be environmentally safe products vetted through discussions with Nibinamik.
- Nibinamik recommends that all soil stockpiles or borrow sources must have vegetation cover established as soon as possible. Progressive reclamation must be applied to all exposed surfaces to prevent adverse impacts from soil exposure.
- Nibinamik requests that work camps be designed to be low-emission, since these have not been included in the air emission assessment. This includes the use of renewable power, locally-sourced procurement, and local decommissioning options such as donating structures or equipment and supplies to local First Nations communities.

Nibinamik is very concerned that the cumulative effects assessment for GHG does not consider the effects from reasonably foreseeable projects including the additional roads and mining and forestry



operations within the region. Despite the global nature of climate change and GHG emissions, GHG reduction initiatives can improve local air quality by reducing the emissions from fuel combustion. The rationale for not completing a cumulative effects assessment nor proposing Project mitigation specific to GHG reduction is unaligned with addressing rights impacts, local effects from GHG, and the Impact Assessment guidelines (IAAC, 2023). To address what Nibinamik considers to be a significant gap in the cumulative effects assessment:

- Nibinamik requests the cumulative effects from GHG are assessed encompassing other regional projects. If this is undertaken as part of the Regional Assessment, then decision-making pursuant to the MFCAR should be postponed until after the regional GHG cumulative effects assessment is complete. This will inform regional and Project-specific mitigations to address GHG on a regional and Project-specific scale.
- Nibinamik recommends that the Project address the full lifecycle of GHG as part of mitigations to consider material sourcing and energy use. This should include mitigation for sourcing low-carbon road material/products, and reducing GHG emissions from work camps.
- Nibinamik recommends that GHG performance targets be included in the procurement process for the Project.
- Nibinamik requests that specific accommodation for Project GHG emissions include preserving areas of mature forest and/or wetlands, with a specific focus on climate resilience and wildfire prevention.
- Nibinamik also recommends the Project support land-based stewardship initiatives for ecosystem health and resilience, as well as cultural continuity including traditional land management practice supporting fire-adapted landscapes. Offsetting actions should be considered in combination with monitoring or guardianship programs that include a fire watch program. Offsetting should target reducing the risk of wildfire, support cumulative effects mitigation, and align with Indigenous Rights and responsibilities to care for the land.

2.11 VISUAL ENVIRONMENT

2.11.1 SUMMARY OF DRAFT EA/IS CONTENT

The Project is proposing to clear a 60-m wide ROW. The visual environment is measured through three VCs, based on IK from Marten Falls First Nation (cultural heritage resources, recreation and tourism, and permanent settlements) as well as a Provincial Parks and Protected Areas VC from the Ontario government (Dillon Consulting Ltd., 2025c). The effects assessment for the visual environment was informed by field work, desktop data collection, and IK. The specific areas of concern include river crossings, the Albany River Park, and areas identified through consultation for traditional use (some require future georeferencing) (Dillon Consulting Ltd., 2025c). Visibility mapping simulated the potential sightline from sensitive receptors to the MFCAR and temporary construction disturbances (e.g., staging areas, camps, pits etc.). The mitigations proposed in the Draft EA/IS for impacts to the visual environment include:



- Avoiding settlement areas, and clearly defining construction limits to reduce impacts to permanent settlement areas.
- Reduced land clearing and land use;
 - Especially within the Albany River Park, there will be avoidance of additional temporary disturbance within and near the park boundaries.
 - Reducing and monitoring the development of any side trails or roads that could extend into the park, or other specific sites, altering existing landscape features.
 - Restricting construction-related activity to the Project ROW.
- Monitoring river navigation, to determine the need to reduce or reverse visual effects in relation to river crossings.
- Monitoring Parks and Protected Area use levels, and determining any need to maintain access control into parks.
- Refining construction disturbance areas to avoid cultural heritage sites.
- Maintaining vegetation and treed buffers, or remedying/restoring any disturbed vegetation buffers.
- Developing a construction monitoring process to define procedures and working zones to avoid unnecessary effects;
 - Informing construction crews of sensitive locations and receptors to avoid effects.
 - Ground truthing sensitive receptors to avoid unnecessary effects.
 - Setting clear limits and buffers for Project-related operations and Parks and Protected Areas.
- Reducing visual inconsistencies by using local aggregate material for the roadway and shoulder as well as similarly cohesive material for bridge crossings.

Residual visual effects determination was limited to the geographic extent of the CDA (Dillon Consulting Ltd., 2025c, pp. 98-104). The MFCAR Project Team asserted that residual effects durations range from medium- to long-term, are infrequent, and have reversible effects. There are no predicted residual effects and cumulative effects are noted to be negligible and not significant based on the MFCAR Project Team's assessment of the MFCAR alone (Dillon Consulting Ltd., 2025c).

2.11.2 EVALUATION

The MFCAR recommendation to reduce clearing is not reflected in the current design. It is understood that the final engineering and design work is not completed at this point in time, however, the proposal to clear a 60-m wide ROW is inconsistent with best practices to reduce visual impacts (and other environmental disturbances). Nibinamik recognizes that effects to the visual environment



receptor sites from temporary construction activities may be considered infrequent, medium-term, and reversible. However, some quarries, MFCAR itself, and associated watercourse crossings are permanent infrastructure. In absence of a comprehensive decommissioning plan, the Project as a whole is not reversible, and impacts are significant and permanent—especially for crossings. Nibinamik also notes that there was limited geographic confirmation of receptors received through IK, suggesting a high degree of uncertainty must be applied to the results. Similarly, Nibinamik is concerned with the high degree of uncertainty associated with the asserted significance of effects to receptors identified through IK.

Nibinamik recognizes that the Project has committed to reclamation for the temporary construction footprint. However, these efforts take time to established and are not sufficient on their own to prevent the Project from enabling the development of side trails. Reclamation without monitoring and management is at risk of being unsuccessful. Furthermore, the MFCAR Project Team’s caveat to restore disturbed areas from construction activities “where possible” (Dillon Consulting Ltd., 2025c, p. 110) does not provide assurance that appropriate reclamation will take place to address ecological needs, let alone visual impacts. Measures to quantify and improve the effectiveness of visual impact mitigation are necessary for the desired results (no residual effects) to be achieved.

The visual assessment states “it is possible that effects from nearby projects may result in similar effects to those described in this report, however they would be occurring in different spatial and temporal location and would thus not overlap with the effects from this Project and no cumulative effects would occur” (Dillon Consulting Ltd., 2025c, p. 108). Nibinamik is concerned that this is a significant limitation, especially given the context of the MFCAR as part of broader development within the Ring of Fire. Visual impacts from multiple, interconnected linear and resource extraction projects are inherently cumulative, and dismissing them as “minor and contained” without a comprehensive cumulative visual assessment is a serious oversight. This is an especially risky approach to mitigate rights impacts given the lack of IK georeferencing and limited inclusion of IK data within the assessment (noted as an uncertainty in Section 4.4.4 of the Draft EA/IS).

2.11.3 RECOMMENDATIONS AND REQUESTS

Unless otherwise determined through ongoing consultation relating to reclamation and closure, Nibinamik requests that the temporary footprint be blocked off for access by vehicles and off-road vehicles to prevent the development of trails. As noted above, reclamation takes time to establish, and without access restrictions the temporary footprint may enable human access and use in otherwise inaccessible areas. This can lead to the development of trails and the impromptu establishment of parking for land use. Nibinamik recommends that effective mitigation would include components to ensure the visual mitigations are effective, such as natural barricades. In addition to reclamation, the ROW should be reduced from 60 m to a variable-width and only cleared to the extent necessary to accommodate Project needs.

Nibinamik requests firm commitment from the MFCAR Project Team to reclaim and restore the temporary Project footprint. This should be paired with measures and objectives to reduce the visibility of the permanent footprint (e.g., shrubs and trees to block line of sight).



Given that bridges are permanent visual impacts, Nibinamik is skeptical that the commitment to monitor use levels and determine the need to address visual impacts (Dillon Consulting Ltd., 2025c) will be effective. Nibinamik recommends that bridge design(s) incorporate suggestions from First Nations land users regarding how to address the visual impacts of bridges.

Nibinamik notes that there are other Project commitments to have a communication mechanism in place for land users to voice their concerns, and for those concerns to be addressed. Nibinamik recommends that this mechanism be inclusive of impacts to the visual environment, and that concerns related to ongoing impacts are mitigated appropriately and meaningfully throughout the operational phase. This is especially important for addressing potential impacts to receptors that require georeferencing or to address known gaps in the IK available at the time of the assessment. Nibinamik recommends the development of a Visual Monitoring and Adaptive Management Plan with clear triggers for action to facilitate meaningful and ongoing communication. Nibinamik expects this could include addressing impromptu development of parking for land access and creation of trails, unsuccessful reclamation, and impacts to Indigenous land use receptor sites that were not included or georeferenced during the assessment.

In addition to added mitigation for the visual environment impact assessment, Nibinamik requests the MFCAR Project Team revisit the exclusion of reasonably foreseeable projects from the cumulative effects assessment for the visual environment. Nibinamik requests the MFCAR Project Team acknowledge and explicitly assess how the MFCAR, combined with other planned and reasonably foreseeable projects in the region (e.g., other access roads and mining or forestry operations, among other projects), will cumulatively impact the visual landscape, wilderness character, and views from receptors over the long term. This should include strategic visual simulations of the aggregated projects that encompass the full extent of the Ring of Fire development and its associated infrastructure. Additionally, Nibinamik recommends delaying the Final EA/IS until the Regional Assessment is completed, to ensure cumulative effects are appropriately addressed in both.

2.12 ACOUSTICS AND VIBRATIONS

2.12.1 SUMMARY OF DRAFT EA/IS CONTENT

The IK included in the Draft EA/IS Table 8-52 notes that the Marten Falls, Aroland, Attawapiskat, and Neskantaga First Nations are concerned about the potential for increased noise and vibrations at specific land use points (p. 309). Noise and vibration were selected as VCs in the context of peoples' adverse experience from noise (fish and wildlife exposure is excluded).

ACOUSTICS/NOISE

Researchers determined impacts from noise based on the change in sound level and the percent-change in "highly annoying noise" (AECOM, 2025a, p. 311). The spatial boundary for noise and vibration measurements included the 100-m wide Project ROW and all temporary construction disturbance areas, the LSA, and the RSA (AECOM, 2025a).



The MCAR Project Team identified between 341 and 379 potential receptor points for noise and vibration, based on IK and potential human use, through aerial photos and mapping (AECOM, 2025a). The potential points were refined to 141 different locations along the edge of the Project area, approximately 75 points at variable distances between the edge of construction and a 1-km buffer, and the remaining 142 points within 1 km and 2 km of the Project area.

To establish the acoustics and vibration baseline, monitoring locations were set within the Marten Falls First Nation community and surrounding forested area. This monitoring captured long-term (48 hrs) daytime and nighttime sound data, as well as short-term (20 minutes) of daytime data in either the morning or afternoon (AECOM, 2025a).

Noise measurements captured:

- The equivalent continuous sound level (LEQ, measured in decibels) which represents an average of sound levels with averages adjusted to reflect how the human ear would perceive the sound. This typically reflects a greater sensitivity to mid-range frequencies and less sensitivity to the high and low frequencies that are less discernible to humans, to understand the overall noise exposure and annoyance for people.
- The sound level exceeded 90% of the time (L90, measured in decibels) which often represents the background or ambient noise levels. This provides an estimate of the normal quietness that is sustained, and ignores intermittent increases or spikes in noise. For wildlife or sensitive communities, the L90 typically represents tranquility levels and as such comparison of the L90 with the LEQ helps to detect noise intrusions and annoyances.

The Draft EA/IS results show the comparison between quiet forested areas, against areas closer to the community of Marten Falls impacted by human noise activity. The monitoring results for both daytime and nighttime are summarized below in Table 3.

Table 3: Baseline Noise Assessment Results.

AREA	LEQ	L90
Quieter forested area		
- Short Term (20 min, Stations SC1, 3, 4, day only)	22-38	17-23
- Long Term (48 hrs, Station MF2, night-day)	33-37	29-28
Louder human impacted areas		
- Short Term (20 min, Stations SC 2, 5, 6, 7, day only)	31-55	31-53
- Long Term (48 hrs, Station MF1, night-day)	42-43	35-38

The predicted Project noise is added to the existing value to quantify the potential noise during construction. The results indicate that there will be a change in the noise levels not only at the edge of Project disturbance, but that these changes will persist up to 2 km away at the edge of the LSA. The percent-change in the level of noise annoyance is a 45% increase within the 100-m buffer around the construction area. However, this change declines with increasing distance from the Project and drops



to almost 0% at the edge of the LSA (WSP Canada Inc., 2025d). This prediction of heightened annoyance noise at or near the disturbance tapering to 0% at the edge of the LSA is applicable to quarry use and bridge construction as well. However, the results indicate that noise levels near the Project may exceed Health Canada's criteria for day and night (WSP Canada Inc., 2025d).

Mitigation and Enhancement Measures are not expected to reduce sound levels to below the level of annoyance. However, the MFCAR Project Team has proposed measures to minimize disturbance:

- Construction to take place during daytime hours (7 a.m. to 7 p.m.).
- Machinery will be maintained in good working condition.
- Minimizing the need for construction equipment to use their back-up beepers through design considerations.
- Locate and operate construction equipment as far as possible from points of noise receptions.
- Coordinate construction activities with First Nations communities to minimize schedule overlap with the timing of traditional land use activities.
- Avoid vehicle idling.
- Maintain the roadway surface to avoid rough surface conditions.
- Operate equipment and vehicles to avoid impulsive noises.
- Implement a complaint resolution mechanism where construction contractors can be contacted to address perceived issues and investigate noise concerns when they are reported (WSP Canada Inc., 2025d, p. 125).

The predicted daytime noise levels from road use (operation) range from 38 to 53 decibels, depending on proximity to the road, which represents up to a 1.5% increase in annoyance (WSP Canada Inc., 2025). Ongoing operational use of quarries is anticipated to be louder than the road operation, potentially reaching 77 decibels at the edge of the pits and 38 to 47 decibels up to 2 km away from the pits, representing an increase of up to 2.1% in annoyance (WSP Canada Inc., 2025d). Residual effects are anticipated during the construction and operation phases, despite the MFCAR Project Team assuming effective mitigations. Residual effects are anticipated to be intermittent in nature and short-term (in the case of construction), as such, considered to be not significant.

VIBRATION

Impacts from vibrations are indicated by ground vibration velocity (measured by millimetres per second, mm/s), and air overpressure (measured by decibels). Impacts are determined based on changes in the ground vibration velocity or air overpressure (AECOM, 2025a). Vibration effects are anticipated to result from quarry pit blasting and construction blasting, both of which are temporary in nature. Ground vibrations from blasting are predicted to attenuate quickly within the first 200 m from the source (WSP Canada Inc., 2025). Air overpressure is estimated to be 143 to 139 decibels



declining to 121 to 117 decibels within 1 km. However, this does not account for the buffering capacity of vegetation or variable terrain (WSP Canada Inc., 2025d).

Vibration from typical road construction equipment is anticipated to produce human annoyance, based on ground vibrations above 0.1 mm/s expected to be experienced 50 m from vibratory rollers, 25 m from caisson drilling, and 175 m from impact pile driving.

Proposed mitigations to address vibration impacts include:

- Develop a construction vibration work plan including disturbance criteria and control measures.
- Consider the use of vibration limits.
- Coordinate planned activities with Indigenous communities to minimize overlap of vibration generating activity with the timing of traditional land use activities.
- Implement a complaint resolution mechanism where construction contractors can be contacted to address perceived issues, and to investigate concerns when they are reported.
- Conduct work during daytime hours (7 a.m. to 7 p.m.).
- Locate and operate equipment as far from receptors as possible.
- Maintain the road to avoid rough surfaces.
- Avoid operating multiple pieces of vibration-generating equipment at the same time.
- Apply Ontario Provincial Standard Specification 120 (blasting) and NPC-119 (noise).
- Quarry activities will comply with their permits.
- Blasting delays and mats will be used to control vibrations and fly rock as required (WSP Canada Inc., 2025d, pp. 161-162).

Currently, there are little to no human-caused vibrations and levels are very low at less than 0.1mm/s which is normal for remote areas where vibrations are only caused by moving water, rock slides, or storms (AECOM, 2025). The MFCAR Project Team does not expect contribution from the Project to the existing vibration conditions during operation (AECOM, 2025a; WSP Canada Inc., 2025). The potential exception to this is blasting operations at quarry pits, which is the topic of further assessment as there may be blasting-induced potential exceedances of noise or vibration criteria at potential points of reception as part of Project maintenance. Construction and blasting are anticipated to cause infrequent and short-term vibration, which is considered to be a residual effect, but not a significant effect (WSP Canada Inc., 2025d,).

NOISE AND VIBRATION CUMULATIVE EFFECTS ASSESSMENT

The cumulative effects assessment for noise and vibration considered other specific linear infrastructure projects, including the Northern Road Link, the Webequie



Supply Road, and the Anaconda and Painter Lake Forestry Access Road upgrades. The cumulative effects assessment maintains the assertion that the infrequency and short-term nature of noise and vibration effects does not result in significant cumulative effects from construction (WSP Canada Inc., 2025d). This is paired with an understanding that the reception points are infrequently used by people.

The cumulative effects assessment for the operation phase considered the dispersed and mobile location of equipment, equipment distance to nearby receptors, and the timing of maintenance activities. The overlap of these components, in combination with the proposed mitigation, result in the cumulative effects assessment of noise and vibration during road construction and operations to have a high magnitude of impact, and short-term, local, infrequent, and reversible effects (WSP Canada Inc., 2025d).

The MFCAR Project Team does not recommend noise monitoring. However, a vibration monitoring requirement is expected for the permanent quarry operation(s) that are within 500 m of a receptor. (WSP Canada Inc., 2025).

2.12.2 EVALUATION

Wildlife can be very sensitive to human disturbances from noise and vibration. Consistent noise exposure can result in noise habituation or habitat avoidance, each representing unique impacts for wildlife that are discussed further in the wildlife section. Underwater noise and vibration can be lethal for fish, and a unique bridge construction noise assessment was considered but it did not address fish as a receptor nor suggest underwater acoustics. Nibinamik is very concerned that there are no wildlife- or fish-specific mitigations included in the noise assessment. Potential impacts to the environment and culturally valuable resources must be accounted for in the Final EA/IS.

Understanding the potential impacts of noise requires understanding how noise is measured. Decibels are measured on a logarithmic scale and a 10-decibel increase is approximately a doubling of noise level. Despite the small, predicted change of annoyance (up to 1.5%), the Noise Assessment indicates that the lower limit levels within a 500-m buffer of the MFCAR will change by up to 18 decibels (from a range of 20 to 47 decibels to a range of 38 to 48 decibels). This increase represents nearly a quadrupling of noise. While the MFCAR Project anticipates this not to be a significant impact, Nibinamik is concerned that such a dramatic change in the background noise will significantly alter the patterns of land use for both wildlife and people. Human use and occupancy of the impacted area will decline in quality as the tranquillity is disrupted. Further, the trickle-down effects of a change in wildlife use will alter hunting opportunities. The construction will have an adverse effect on the exercise of rights.

The cumulative effects from noise and vibrations are considered in the context of several other road projects, but other development activities are excluded, such as exploration work including the use of helicopters, or explosives. Given that a component of the Project purpose is to facilitate development, it is reasonable to expect added noise and vibration activities from mining, forestry, and other resource use or extraction projects. The impact of exploration noise is already being felt by Nibinamik community members. Exploration noise has been observed to affect wildlife and as a result



there is an impact on hunting and the tranquillity of being on the land. The Draft EA/IS noise assessment conclusions do not account for the current community experience nor the full breadth of cumulative noise and vibration effects. With community members already experiencing noise annoyance from exploration, Nibinamik questions whether appropriate metrics and triggers have been applied to the noise assessment. Predicting impacts to Aboriginal and Treaty Rights may require a different threshold of measuring effects than is presented in the Draft EA/IS.

2.12.3 RECOMMENDATIONS AND REQUESTS

Nibinamik recommends that the health and well-being of the community and their experiences of being out on the land are protected through additional mitigations and commitments to address Project and regional noise impacts.

The proposed operational mitigations lack ongoing engagement with First Nations communities to mitigate the potential continuous noise impacts, and as such do not sufficiently mitigate Project effects. Nibinamik generally agrees with the mitigations in place for construction and recommends that these be extended to the operation phase. This specifically includes:

- The same coordination of activities to avoid overlapping with the timing of traditional land use activities. This would include ongoing communication and coordination with all local communities throughout the life of the Project.
- The same complaint resolution mechanism as during construction, where operation contractors can be contacted to address perceived issues and investigate concerns when they are reported. Accountability mechanisms must be in place to ensure rights impacts are addressed throughout Project operation.

Nibinamik recognizes that mitigations for Project activities are a significant step towards addressing effects. Nonetheless, the design of the Project also offers ample opportunity to address potential impacts. Nibinamik recognizes that detailed Project designs are not complete. However, the current list of mitigations does not include potential design components that can address noise impacts. Nibinamik requests that addressing long-term noise impacts through Project design be added to the Final EA/IS list of mitigations, and that design incorporate natural solutions such as using trees and terrain to mitigate noise impacts.

- Trees to provide added noise buffering capacity. Where there are no trees along the edge of the ROW, appropriate species should be selected and planted in sufficient density to support the establishment of long-term sound barriers.
- Where fill placement will support buffering points of reception from noise impacts, the use of engineered terrain should be considered as part of the design. Although the cut fill balance has not been determined and the movement of material has additional environmental impacts, this solution should be weighed against other potential impacts and should form a component of consultation through the design phase for joint decision-making.

Nibinamik is concerned that the scope of the noise and vibration assessment does not capture the necessary conditions to mitigate rights impacts. Mitigations and accommodations are developed



based on the effects exceeding the guidelines and regulatory criteria, which determine impact. For the noise assessment these metrics and triggers are largely from Health Canada (the applicable noise limits applied are indicated in Tables 7-4, 7-5, and 7-6). Nibinamik recommends that specific thresholds for annoyance be developed in collaboration with First Nations land users. Health Canada guidelines may not necessarily represent the threshold of impact or annoyance during the exercise of rights, nor to wildlife and fish which may have more sensitive thresholds to annoyance and subsequently exhibit avoidance behaviour, in turn affecting the exercise of rights.

Lastly, the cumulative effects and impacts are evaluated only based on the physical activities from the Webequie Supply Road and the Northern Road Link construction and operations, and forestry road maintenance. This project list does not encompass the other development that is planned and reasonably foreseeable in the region.

Nibinamik requests that the cumulative effects assessment includes potential mining exploration and operation activities and tourism activities, at minimum, to effectively and accurately predict cumulative noise. Nibinamik expects that the Regional Assessment will present a more accurate reflection of cumulative noise and the development of meaningful mitigations or accommodations. In the absence of mining and other development considerations within the MFCAR effects assessment, it cannot be considered final until the Regional Assessment is completed and can inform cumulative effects in the region.

Nibinamik recommends that in addition to the above mitigations, The MFCAR Project Team progress efforts to protect the health and well-being of community members and their experiences of being out on the land through an accommodation measure. Nibinamik suggests the collaborative regional establishment of area(s) set aside for “quiet” or “tranquil” conditions. Potential areas could include any identified spiritual areas and a minimum 5-km buffer from ground-based noise. Noise restrictions around these areas must apply not only to ground equipment and blasting, but to aircraft as well.

2.13 CLIMATE CHANGE

2.13.1 SUMMARY OF DRAFT EA/IS CONTENT

The purpose of the climate change section is to understand potential risk and impacts specifically to the road infrastructure as result of climate change. This section includes strategies to improve road safety and build a road that is climate resilient to increased rainfall, flooding, wildfire, etc. These strategies are aimed at maintaining the operational condition of the MFCAR and keeping the road open, as well as addressing potential concerns for construction and worker safety (AECOM, 2025a). The MFCAR Project Team acknowledges that an essential part of considering how to build a road resilient to climate change, is ensuring road construction minimizes climate change risk to the surrounding community (AECOM, 2025a).

Existing climate conditions within the LSA are characterized by cold winters and mild summers. The MFCAR Project Team reviewed climate history from 1950–2010 and, using a high-emissions



scenario,¹ have modelled potential risks that span 2041–2100. The baseline dataset that informs the models included meteorological data from 1981–2010 (AECOM, 2024a). A trend toward greater temperature extremes was found to be more pronounced than the change in annual averages (AECOM, 2024a).

To inform the climate change assessment, the MFCAR Project Team also gathered observations from five First Nation communities, whose members noted:

- A shift in wildlife migration patterns (and corresponding adjustments to hunting practices),
- A change in fish populations, particularly a decline in cold-water species, affiliated with a change in stream flow, habitat degradation, and warmer waters,
- A change in vegetation, with some native species becoming less available while other more heat tolerant species flourish,
- Warmer and shorter winters,
- Less snowfall in the winter and more thunderstorms in the summer,
- Thunderstorms bring heavy rain and strong wind that can damage buildings and trees, and
- More tornadoes occurring (at least one per year) than 15 years ago. (AECOM, 2025a, pp. 921,925; AECOM, 2024a, p. 39).

Twelve climate change models were used to predict future weather and understand Project impacts, which included:

- Predicted temperature increases, with more heatwaves. More frequent heatwaves mean a higher risk of wildfire, potential equipment overheating, and pose health risks to workers (reducing productivity).
- Warmer temperatures mean milder winters, less snow, and a shorter frost/ice season. This may result in heavier snow and affect ground stability, resulting in structural integrity challenges, increasing maintenance needs (including snow removal), and potential hazardous road conditions.
- Rainfall is predicted to increase by 17%, with more intense rainfall events. More rain means a higher chance of floods, increasing the potential for erosion or road surface deterioration. This requires increased drainage or flow capacity (for culverts and bridges), imposes potential for construction delays, and can be a safety hazard, reducing visibility.
- Unpredictable weather conditions causing construction and operational challenges and infrastructure effects. This results in the need for continuous adaptation and resilience measures as part of the MFCAR design.

¹ Representative Concentration Pathways 8.5 assumes very high GHG consistent with no emission reduction (the most conservative scenario) (AECOM, 2024a).



The MFCAR Project Team identified adaptation measures and risk treatments for a variety of climate indicators (e.g., extreme temperatures, rainfall, snow fall, wildfire) for each of the valued components predicted to be impacted by weather (i.e., the MFCAR, culverts and bridges, people, camps). The adaptations include a variety of health and safety measures as well as engineering and design considerations (AECOM, 2024a). There is no cumulative effects assessment, as the purpose of the evaluation was to understand how climate change resiliency can be built into the MFCAR specifically (AECOM, 2024a).

2.13.2 EVALUATION

Nibinamik acknowledges a number of strengths in the chosen approach, such as robust prediction methods with the use of 12 models, the inclusion of IK from several Nations, and a detailed risk identification and mitigation process. However, it is unclear if the modelling encompassed the depth of weather data necessary to prove sufficient resiliency in the design, and the proposed adaptation measures for the biggest risks could be more future-looking (operations-based).

Nibinamik members also highlighted concerns about impacts from climate change, including the change of fish species present or absent and wildfire risk. It is important that adaptation measures include design components that will improve long-term risk mitigation. The road may inherently serve as a firebreak, but modelling also predicted increasing heat, thunderstorms, and human access (all precursors of wildfire). It is important that the MFCAR does not impose changes (mainly to the hydrological condition of the surrounding areas) that could potentially exacerbate the wildfire conditions.

Section 4.4.2 (Appendix Y - Climate Adaptation and Resiliency Technical Support Document: Existing Conditions & Effects Assessment, 2024a) highlights local meteorological stations with data from 1981–2024 and Natural Resource Canada data from 1950–2012. Nibinamik is concerned that the baseline dataset used (1981–2012) does not represent the most significant weather events, in particular rainfall or snowfall intensity and duration. This may result in the modelling outputs not predicting the potential severity of weather that the MFCAR may experience. The operational lifespan of the road is unknown, but it is reasonable to rely on a more substantive weather dataset to capture extreme events between 2010 and 2025, as well as pre-1981. This would support engineering and design consideration to ensure the road is equipped to manage the potential snow and rain volumes.

Snow and snow melt are addressed in the *Summary of Effects and Adaptations Recommendation – Operation Phase* with inspections, maintenance, public communication, and emergency preparedness. Nibinamik is concerned that there are components of road design that can support managing snow and melt which are excluded from consideration.

2.13.3 RECOMMENDATIONS AND REQUESTS

The climate change risk evaluation indicates that rain events represent the majority of high and moderate risk. Nibinamik recommends the modelling details be updated to encompass the full depth of data available (1950–2024). This would ensure the design and engineering of water management



systems and bridges would be capable of maintaining integrity through maximum-intensity future scenarios.

In addition to enabling climate resiliency, Nibinamik requests that culverts be appropriately sized and positioned to ensure flow across the Project ROW to maintain hydrological connectivity and prevent drying effects (both of which exacerbate wildfire potential).

Nibinamik recognizes that the road itself could act as a firebreak and would provide emergency access for firefighters. Nibinamik recommends strategic locations for turnouts and rest stops, which can also improve potential connectivity to water sources for firefighters or act as safe havens for firefighting personnel. Importantly, the Project ROW may serve as a future corridor for communication infrastructure which can support emergency management and human safety, all of which can and should be considered within the design.

While snowfall alone may not represent a high risk, Nibinamik recommends measures be put in place to (1) prevent ice buildup (on the crowned road and bridge slope), (2) reduce the prevalence of blowing snow, (3) facilitate snow clearing, and (4) ensure ample warning signage.

2.14 ABORIGINAL AND TREATY RIGHTS AND INTERESTS

2.14.1 SUMMARY OF DRAFT EA/IS CONTENT

Aboriginal and Treaty Rights and Interests, while recognized as distinct items, are collectively referred to as rights. The Rights Assessment forms a distinct discipline in the Draft EA/IS. Its objective was to gain a shared understanding of rights within the MFCAR Project area and was informed through consultation with 23 First Nations communities. The Rights Assessment was completed for the purpose of “validating, building on and revising” (AECOM, 2025a, p. 325):

- *The Project’s understanding of Aboriginal and / or Treaty Rights and Interests relevant to the proposed Community Access Road,*
- *The context of existing impacts,*
- *Guiding values and topics associated with community well-being and cultural expression,*
- *Pathways of potential impacts, anticipated levels of impact, measures to address potential impacts*
- *And engaging with communities to validate the outcomes of the assessment.*

The MFCAR Project Team obtained initial data for the Rights Assessment through assessing VCs such as Indigenous land and resources use, cultural continuity, and community well-being through several forums for discussion as well as desktop research (AECOM, 2025a). Project researchers prepared a summary of consultation to-date (Appendix X) which informed the Rights Assessment, but this document was not available as part of the Draft EA/IS. The Draft EA/IS notes that the outcomes of the Rights Assessment will be included in the Final EA/IS (AECOM, 2025a). However, Appendix O



detailed a plan for a robust Aboriginal and Treaty Rights and Interests Study (ATRIS) to feed into the Rights Assessment.

The MFCAR Project Team included the First Nations land and resource use VC as a metric under the Rights Assessment, and removed the First Nations component of land use from the main [?]. Some IK regarding specific VCs is included throughout the Draft EA/IS, but some of the IK provided was noted to be confidential and for this reason not listed in the Draft EA/IS. The IK was collected largely from Marten Falls First Nation and Aroland First Nation, with some other points noted from Neskantaga, Fort Albany, Animbiigoo Zaagi'igan, Attawapiskat, Weenusk, Kingfisher, Eabametoong First Nations, and Red Sky Métis Nation. These data represent 8 of the 23 First Nations communities identified[?].

Despite the Rights Assessment's description of the current conditions, potential impacts, cumulative effects, and mitigations being reserved for the Final EA/IS, The MFCAR Project Team provides an overview of Project changes based on input to rights impacts received through engagement. This includes:

- Confidential and individual reports on caribou migration and impacts will be provided to communities which identified caribou as part of their rights and interests.
- The Rights Assessment LSA was increased from a 5-km buffer to a 10 -km buffer, the RSA was more than doubled, and a caribou-specific regional study area was added with consideration for caribou range (AECOM, 2025a).

2.14.2 SUMMARY OF APPENDIX O – ABORIGINAL AND TREATY RIGHTS AND INTERESTS STUDY PLAN

The purpose of the ATRIS plan is to describe the methodology that will result in a comprehensive description of Aboriginal and Treaty Rights and Interests as they relate to the MFCAR. This includes efficient and transparent data collection, management and analysis process, effects assessment, and alignment with EA/IS regulatory requirements (Dillon Consulting Ltd., 2021).

Indigenous communities will be provided the opportunity to be involved at critical decision-making points throughout the IS/EA development so that the Proponent can consider and incorporate, where appropriate IK and Indigenous land and resource use information into the Project as it pertains to the existing environment, [valued components], effects assessment methods, effects assessment results, and mitigation and follow-up program measures. (Dillon Consulting Ltd., 2021, p. 7)

The ATRIS plan includes consideration for a diverse range of perspectives from women, youth, Elders, activity-based subpopulations (e.g., recreationalists, snowmobilers, tourism operators), or other subpopulations as identified throughout engagement. Within the plan there are two distinct approaches for IK to be incorporated into the EA/IS: (1) an IK Program and (2) the standard Consultation and Engagement Program. Ultimately, both serve the same purpose, but the IK Program is specifically designed to manage sensitive or confidential information.

Specific impact assessment methodology described for the ATRIS included:



- *Identify and understand the rights of Indigenous communities.*
 - *Based on background review/research, IK input provided during consultation and/or the IK Program is planned to support this initial step and all subsequent components of the methodology.*
- *Understand the context in which impacts on rights would occur.*
 - *Project-specific study information on socioeconomic and environmental disciplines is shared to understand how the discipline specific conditions affect the exercise of rights, how historic, existing and reasonably foreseeable future activities are cumulatively or could affect rights, and the identification of important areas to protect.*
- *Identify guiding valued components and metrics (what to assess).*
 - *Communities were invited to provide input on the Draft Terms of References, valued components, and indicators. Early involvement paired with the ongoing IK Program and consultation provided input on valued components and indicators.*
- *Identify impact pathways from the Project.*
 - *Based on background research and Project consultation and/or the IK Program to identify the relationship between the Project and the conditions needed to exercise rights (e.g. quantity and quality of resources).*
- *Assess level of impact.*
 - *Establish criteria for evaluating the indicators with the input of rights-holders and determine what constitutes a high medium or low level of impact.*
- *Dialogue on mitigations.*
 - *Iterative two-way dialogue on impacts that are likely to occur and way to address those impacts.*
- *Validate and follow-up on assessment outcomes/predictions.*
 - *As the impact assessment progresses this methodology may be revisited and revised based on new information (Dillon Consulting Ltd., 2021, pp. 28-31).*

2.14.3 EVALUATION

The ATRIS plan (Appendix O) was the focus of the Nibinamik technical review. Based on consultation records, Nibinamik assumes that the robust ATRIS was implemented between Oct 29, 2021, and July 31, 2024. Nibinamik received communications from the MFCAR Project Team that included the opportunity to participate in many facets of the MFCAR Project (Dillon Consulting Ltd., 2022; Dillon Consulting Ltd., 2023; Dillon Consulting Ltd., 2024b). Nibinamik acknowledges the considerable outreach regarding participation in the Project, through attendance at forums or reviewing Project information and providing feedback to the MFCAR Project Team.



Despite these communication efforts from the MFCAR Project Team, it is unclear whether consultation was effective. The majority of IK mentioned through the Draft EA/IS included limited mention of IK from communities outside of Marten Falls First Nation and Aroland First Nation. Based on the Draft EA/IS, it appears as though only 35% of nearby Nations were able to provide IK, and the IK incorporated was limited in scope and volume, especially in comparison with that from Marten Falls First Nation.

The ATRIS program is tailored toward the EA/IS process. The MFCAR Project Team recognizes that rights impacts extend into the operations phase, however, they have inexplicably and unacceptably confined the ATRIS to the assessment scope of the Project. Furthermore, there are no commitments to support First Nations in the region in shared economic development throughout operations. Treaty 9 signatories have a right to benefit meaningfully from development. This is especially important when development will impact constitutionally protected rights. As currently drafted, the ATRIS fails to address the full scope of potential impacts the Project may have on Aboriginal and Treaty Rights and Interests. The ATRIS must consider the full life-cycle of the Project, including construction and operation phases (Assessment of Potential Impacts on the Rights of Indigenous Peoples - Guidance). The MFCAR team must continue to consult with Nibinamik and other First Nations in the region throughout the life-cycle of the Project and ensure they equitably benefit from the Project.

Additionally, Nibinamik understands that the purpose of the Draft EA/IS review is to evaluate how IK has been integrated into the Project assessment. In absence of this information being available in the draft document, Nibinamik is unable to provide insight as to whether the inclusion of IK accurately represents or encompasses Nibinamik rights, values, and interests.

2.14.4 RECOMMENDATIONS AND REQUESTS

Nibinamik asserts that all development, and especially the MFCAR as a recognized precursor to further development, must be governed by a process grounded in Aboriginal and Treaty Rights, full transparency, and environmental stewardship. This relates not only to Nibinamik's participation (on their own terms, with the ability to shape how, whether, and under what conditions development proceeds across their Homelands) but also the order of assessment completion.

The risks of committing to a development path for MFCAR without fully understanding long-term, synergistic consequences to Aboriginal and Treaty Rights and Interests, limits the ability to truly mitigate impacts effectively (Nibinamik First Nation, November 2021). This becomes increasingly important given that the Draft EA/IS indicates there was limited IK provided by other rights holders and no commitment to future meaningful opportunity for MFCAR to address Nibinamik Aboriginal and Treaty Rights and Interests. Nibinamik requests the Regional Assessment be completed in advance of any MFCAR regulatory decisions. By having the regional picture, decision-makers are less likely to approve individual projects that, when combined, lead to unforeseen or unmanageable rights impacts.



ATRIS Shortcomings

Nibinamik recognizes that communication efforts have been robust within the context of the EA/IS process. The ATRIS also includes an essential component of meaningful consultation (verification and follow-up) to ensure that IK is meaningfully integrated throughout the Project lifecycle. However, the ATRIS and Draft EA/IS fall short in three (3) key aspects. Nibinamik offers recommendations and requests, below, to address these shortcomings.

- Nibinamik recommends that the updated EA/IS, along with the completed Rights Assessment, be provided to rights-holders for review before the document is finalized and made public. The Draft EA/IS was provided as part of the consultation process and is an opportunity for Nations to understand how rights impacts have been addressed. While IK information is available for the majority of the VCs either through the Draft EA/IS or its appendices, the absence of the Rights Assessment delays a full understanding and review until after the Final EA/IS release. This timing undermines the transparency and inclusivity of the consultation process. Additionally, given the failure of meaningful consultation with leadership-to-leadership relationship building to embed Nibinamik IK into the Project, Nibinamik asserts they are the appropriate author of an assessment on their rights infringements. Only Nibinamik is able to fully understand, define, and articulate how their rights are exercised, experienced, and harmed. Nibinamik requests funding to provide a community-specific Aboriginal and Treaty Rights Assessment to ensure Nibinamik is appropriately represented in the Final EA/IS.
- Ending the ATRIS verification and follow-up with the Final EA/IS does not align with the Study Plan and the Project's guiding principles of inclusion and transparency (MFCAR Project, 2019). Nibinamik requests that the ATRIS be reframed to represent a continuation of the consultation through the construction and operation phases of the Project. This should include direct involvement of all impacted communities and the owner and operator of the Project. The construction and operation phases will provide an opportunity to verify that mitigations are effectively addressing impacts on the right to resource use (cultural, economic, or subsistence). Where effectiveness of mitigation is not demonstrated, Nibinamik recommends that the ATRIS also include adaptive management processes to ensure a responsive and accountable approach to rights protection. In addition to addressing rights to resource use, the ongoing ATRIS must address the mutual benefit from development by way of early establishment of measures to ensure benefit.
- Based on what appears to be limited IK inclusion in the Draft EA/IS, Nibinamik reiterates the need for equitable and meaningful inclusion of the Nation in IK contributions and decision-making. Nibinamik has communicated their right to be actively involved in early decision-making, environmental assessment, monitoring, and long-term stewardship across the Nibinamik Homelands since 2019 (Winterburn, 2019).
- Nibinamik notes that the deficit in achieving equitable and meaningful participation for all rights-holders can be counterbalanced by withholding all Project decisions, including application approval, until after the Regional Assessment has taken place.



- Nibinamik recommends the order of assessment be reversed for an improved approach to impact mitigation, and that the nature of consultation be adjusted to be more equitable in recognition of First Nations governance and knowledge systems.

Continued Consultation

As noted above, consultation must not end with the completion of the EA/IS but continue throughout construction and operation. This process allows for ongoing verification of mitigation measures and adaptive responses where necessary as well as mutual benefit from development. Nibinamik offers simple recommendations to facilitate the braiding of Aboriginal and Treaty Rights, values, and interests throughout Project operation:

- Development must also support the protection of First Nations cultural values, including the use of First Nations' languages and place names.
- Equitable sharing of benefits—such as employment, training, and contracting opportunities—among all affected First Nations communities. These opportunities must be identified for Nibinamik early in the planning proceeds to ensure that Nibinamik is prepared to participate in procurement and contracting.
- Alternative funding and support mechanisms must be provided to address community-specific needs and uphold Aboriginal and Treaty Rights to mutual benefit where the Project does not provide equitable economic opportunity.

Rights Assessment

To ensure that the MFCAR Project is developed in a manner that respects rights, values, and interests, Nibinamik requests that the Rights Assessment be made available for review and input prior to the finalization of the EA/IS. In absence of the Rights Assessment being made available for review, Nibinamik offers additional comments for incorporation into the Final EA/IS (see Appendix A, below) that highlight:

- Protecting traditional lifestyles and community safety with road security measures.
- Preservation of First Nations language and place names on signage.
- Distributing the benefits of development equitably.
- Community-Specific Aboriginal and Treaty Rights Assessment is provided by Nibinamik (and funded by the Project) to input into the Final EA/IS.

3.0 SUMMARY AND RECOMMENDATIONS

Nibinamik's primary overarching concern is that the regulatory process for the MFCAR is progressing ahead of the ongoing comprehensive Regional Assessment for the Ring of Fire area. This order of assessment is problematic as it risks advancing regional development decisions, which are predicated



on, and include, MFCAR approval, without a full understanding of the long-term, synergistic regional impacts.

Nibinamik acknowledges the MFCAR Project Team's efforts. However, Nibinamik finds the Draft EA/IS to have notable deficiencies that limit the ability to fully evaluate the Project's effects, particularly regarding Nibinamik rights and interests, and the broader regional context of development. The Draft EA/IS current approach often presents a piecemeal view, failing to adequately capture the cumulative and interconnected nature of environmental and socio-economic impacts to Aboriginal Treaty Rights and Homelands.

Nibinamik recognizes the benefits of road access for Marten Falls First Nation and supports improved infrastructure for Marten Falls, as well as sharing this desire for their own community. Nibinamik wants to support the Marten Falls community in realizing the benefits of a road and avoiding undue regulatory delay or impacts to Aboriginal and Treaty Rights (unforeseen or otherwise). Therefore, it is imperative that the approval conditions for the MFCAR explicitly reflect a requirement for the Regional Assessment to inform and address MFCAR as part of the broader regional management of development projects. To avoid Rights-based cumulative effects and impacts, the MFCAR approval conditions must ensure that Project-specific mitigations are adaptive to, and integrated with, the wider regional context.

The recommendations and requests from this technical review can be summarized into the following common themes:

1. Holistic and Rights-Based Cumulative Effects Assessments:

- **Prioritize Regional Assessment:** All MFCAR regulatory decisions should be postponed until the comprehensive Regional Assessment is complete, or approval conditions must reflect a requirement for integration. This Regional Assessment should inform all regional project assessments and decisions, identifying regional thresholds, critical habitats, cumulative tipping points, and rights impacts that are not apparent in isolation.
- **Expand Cumulative Effects Scope:** The cumulative effects assessments for all disciplines covered in this report should explicitly include all reasonably foreseeable regional developments (e.g., other roads, mining, forestry, exploration activities, tourism, increased human occupation, etc.). In the comprehensive cumulative effects assessment, "reasonably foreseeable" development must be ascertained from common awareness and anecdotal knowledge and must not require any degree of planning to have been carried out or any degree of certainty.
- **Utilize a Watershed/Ecosystem-Based Approach:** Cumulative effects on water and wetlands (including peatlands), in particular require a watershed-scale approach that considers direct, indirect, and long-term impacts across jurisdictions and ecosystems, moving beyond isolated Project boundaries. Wildlife such as caribou, moose and wolverine require a similar ecosystem or range-based approach to assessment for reliable impact prediction results and meaningful mitigations. These larger-scale approaches require assessing the cumulative effects of linear disturbance on wetland/peatland function, impacts to wildlife habitat and behaviour, carbon storage, hydrology, surface drainage, and groundwater flow pathways. The



assessment would also need to consider how the cumulative effects of groundwater dewatering on peatlands across multiple projects will be addressed.

- Comprehensive Closure and Reclamation Planning: Plans for all quarries, aggregate pits, and temporary activities associated with the Project should be established and remain enforceable, regardless of any future change in Project ownership or responsibility. These sites will have direct and continuous impacts on Nibinamik's rights to land and resource use, including hunting, trapping, and fishing. Failure to develop thorough and culturally informed reclamation measures risks causing long-term, avoidable harm to the land. This would undermine Nibinamik's rights, including governance responsibilities as stewards of Nibinamik Homelands.

2. Enhanced and Equitable First Nations Involvement, Governance and Recognition of Aboriginal and Treaty Rights:

- Meaningful and Equitable Consultation: Implement a truly equitable consultation process that ensures all impacted First Nations communities, including Nibinamik, are involved on their own terms, recognizing their inherent governance rights and allowing them to shape how, whether, and under what conditions development proceeds across their Homelands. This must be undertaken with the objective of improving the integration of IK in ongoing Project planning and development, which has not yet been demonstrated as effective. Furthermore, Nibinamik must provide their independent report on Aboriginal and Treaty Rights and Interests before regulatory decisions on the MFCAR are made, as only Nibinamik is appropriately positioned to understand and articulate infringements to their rights (external assessors often miss key cultural, social, and spiritual harms).
- Recognition of Treaty Right for Equitable Benefit: Treaty Rights endow mutual benefit from development. This must be achieved through early identification of contracting and procurement opportunities to ensure that Nibinamik is prepared to participate in the Project economics. In absence of the ability of the Project to ensure equitable mutual benefit, there must be additional opportunities to support achieving Nibinamik interests and the protection of Aboriginal and Treaty Rights and Interests.
- Training and Economic Opportunities: Ensure early, community-specific job readiness and training opportunities for Nibinamik members related to the Project and ancillary developments. This includes commitments from all levels of government and the MFCAR Project Team for equitable economic benefit sharing and funding for Nation-tailored training opportunities. Nibinamik is interested in being prepared for economic participation when the time comes and would like early discussion with the MFCAR Project Team, Government of Ontario, and the Government of Canada. In the event that direct Project opportunities are limited, alternative funding and support mechanisms must be provided to support the continued exercise of Aboriginal and Treaty Rights and long-term community development goals.
- Integration of Indigenous Knowledge (IK): Ensure that IK is meaningfully and comprehensively integrated into all aspects of the assessment, mitigation, and monitoring. IK integration is particularly important for sensitive receptors, traditional land use, and



culturally significant areas that were not adequately georeferenced or captured in the Draft EA/IS. Additionally, meaningful integration of IK should consider:

- Engaging with communities to develop a protocol for handling chance-find archaeological sites or artifacts, as well as on the management of specific areas that have been exempt from archaeological assessment. LiDAR data should be used for broader archaeological assessments, as it is more reliable than satellite imagery and topographic maps.
- Developing First Nations-led management plans (e.g., for wildfire, peatlands, plant medicines, invasive species) as well as IK-informed Project engineering and design (e.g. for safety, signage and language, reclamation etc.).
- Consultation and decision-making on access permissions along the road.
- Ongoing Monitoring and Adaptive Management: Consultation and the verification and follow-up aspects of the ATRIS must continue throughout the construction and operation phases of the Project. This should include direct involvement of First Nations communities in monitoring (e.g., First Nations environmental monitors for invasive species, surface water, groundwater, terrestrial ecosystems, and well-being) and adaptive management strategies based on observed impacts.

3. Rigorous and Specific Mitigation and Design:

- Detailed Water Management Plans: Develop comprehensive water management plans reflecting environmental best practices and Indigenous values. Plans should include clear provisions for detailed mitigations for water taking and discharge, specific locations, quantities, and monitoring programs, including consideration for roadway runoff impacts.
- Improved Impact Assessment Methodologies: Refine effects assessment methodologies to use more accurate and quantitative techniques. Site-specific assessments are needed for unique channel conditions at water crossings to avoid generalizations and provide tailored mitigation strategies. For groundwater, studies must be conducted to assess seeps and springs.
- Climate-Resilient Design: Incorporate specific design components informed by climate change, such as appropriately sized culverts and bridges (based on broader modelling data) for increased rainfall and snowmelt, and consider the road's role as a firebreak, with strategic turnouts and access to water sources for firefighters.
- Effective Reclamation and Access Control: Implement firm commitments to reclaim and restore temporary footprints, including measures like natural barricades and clear access restrictions. The Project must prevent the development of side trails and manage vehicle access into otherwise inaccessible areas as well as water crossings. Comprehensive closure plans for quarries and aggregate pits are also required, enforceable regardless of ownership changes, to prevent long-term environmental degradation.
- Address Noise and Vibration Impacts: Implement ongoing operational mitigations for noise and vibration addressing human annoyance, including activity coordination with First Nations communities and an effective complaint resolution mechanism. Incorporate design



solutions such as natural barriers (e.g., trees, engineered terrain) to mitigate noise impacts, and collaboratively develop annoyance thresholds with Indigenous land users. The EA/IS must provide clear justification for how bridge construction will avoid injury or mortality to fish, including the use of acoustic measurements and modelling in the aquatic environment, and data on the sound pressure sensitivity of local fish species.

- **Protect Vegetation and Wildlife:** Ensure engagement on mitigations to protect and conserve plant medicines, and implement invasive species mitigation and management plans. Nibinamik requests involvement in decision-making and implementation for these plans. The Project must designate the residual effects on culturally valued wildlife such as caribou, moose, and wolverine as “significant.” and involve Nibinamik in the development and implementation of wildlife conservation and habitat fragmentation mitigations.
- **Adequacy of Aquatic Mitigation Measures:** Mitigation measures for fish and fish habitat, particularly related to construction, must be strengthened to explicitly include robust erosion and sediment control plans. These plans must include the use of erosion-resistant fill material below the high-water mark at all locations requiring fill and continuous downstream monitoring. Ensure that culverted crossings of fish-bearing waterbodies use embedded and/or open-bottom culverts to maximize fish passage. Provide clear details on air quality/fugitive dust monitoring plans as they relate to risks to aquatic environments. Address the long-term impacts of roadway runoff and potential chemical spills on water quality and fish populations.

4. Equitable Benefit Sharing and Capacity Building:

- **Community-Specific Well-Being Plan:** Provide capacity for Nibinamik to develop a Community Well-Being Plan to address specific needs and concerns, accounting for Nibinamik’s unique culture and governance, rather than generalizing within a broad RSA. This Plan must be supported through implementation.
 - A baseline for well-being in Nibinamik should be established in collaboration with the community. Once the baseline is established, monitoring will ensure that this Project and related development have positive impacts on community well-being (effectiveness monitoring is required to demonstrate that effects predictions are accurate).
 - Land and resource use must be assessed independently and in detail to ensure that the full scope of impacts is understood and that meaningful, community-specific mitigation measures are developed, implemented, and appropriately monitored.
- The Project must prevent increasing the risks faced by Indigenous women and children, in the context of the national crisis of missing and murdered Indigenous women, girls, and Two-Spirit people as well as all other harassment and violence. This must be implemented through rigorous cultural sensitivity and awareness training for all non-Indigenous employees or contractors within Nibinamik Homelands. A no-tolerance policy must be applied to all those connected with the Project within the Homelands, regardless of being on or off duty, and on or off the worksite.



CLOSING

Based on the comprehensive Draft EA/IS review, the most urgent issues demanding immediate attention are:

- **Reversal of Assessment Order:** Postponing all MFCAR regulatory decisions until the comprehensive Regional Assessment is complete to ensure a full understanding of regional, cumulative, and rights-based impacts before irreversible actions are undertaken.
- **Equitable and Meaningful Consultation:** Implementing a truly equitable consultation process that includes all impacted First Nations communities on their own terms, recognizing their inherent governance rights and ensuring their active involvement in decision-making throughout the Project lifecycle, including operations.
- **Robust Cumulative Effects Assessment:** Mandating a comprehensive cumulative effects assessment for all disciplines (including groundwater, peatlands, visual, climate change, noise, and terrestrial ecology) that accounts for the combined impacts of MFCAR with all other existing and reasonably foreseeable regional developments, especially those facilitated by the road. In this comprehensive cumulative effects assessment, “reasonably foreseeable” must be ascertained from common awareness and anecdotal knowledge and must not require any degree of planning to have been carried out or any degree of certainty.
- **Strengthened Mitigation and Monitoring:** Requiring firm commitments to detailed, community-specific mitigation and monitoring plans that are developed in collaboration with First Nation communities and are robust enough to address long-term, cumulative, and rights-based impacts effectively.

The MFCAR holds significant potential for Marten Falls First Nation, but this review underscores that its development must proceed with a heightened recognition respect for the rights, knowledge, and long-term well-being of all impacted Indigenous communities, including Nibinamik First Nation. Moving forward, a truly integrated approach should prioritize a regional understanding of impacts, ensure equitable and meaningful Indigenous participation, and commit to robust, adaptive, and culturally informed mitigation and monitoring strategies. Such an approach will be essential for the Project to achieve its intended benefits without compromising the environmental integrity and cultural survival of the region. This requires a shift in the regulatory process to ensure the Regional Assessment outcomes are guiding future conditions of MFCAR operation. These, future conditions for the MFCAR must truly address cumulative impacts, Indigenous Rights impacts, and uphold Indigenous governance and stewardship responsibilities.



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APPENDIX A: COMMENT TRACKING TABLE

COMMENT #	DOCUMENT NAME	SECTION REFERENCE	ISSUE	QUESTION/RECOMMENDATION
SURFACE WATER				
1	Draft EA/Is	8.1.1 Indigenous Knowledge of Water	Nibinamik’s Indigenous knowledge of water has not yet been considered in the Draft EA/IS. Nibinamik holds a spiritual connection to water, uses watercourses for travel, and values high quality water to support a healthy ecosystem that upholds Aboriginal and Treaty rights in their Homelands.	Nibinamik was not able to participate in past efforts of the MCAR Project Team to collect Indigenous Knowledge, however Nibinamik should still be given opportunity, including capacity support, to offer Indigenous knowledge of water as the Project progresses.
2	Draft EA/IS	8.1.2 Valued Components of Water	The surface water VC assessment uses a Local Study Area that includes project footprint and a 2.5-km buffer from the centreline, for a total of 72,500 hectares. There appears to be a miscalculation in total assessment area, since the groundwater LSA, which includes a buffer area of only 1 km from the centerline is larger in size (104,898 hectares). Additionally, the groundwater Regional Study Area (RSA), also defined as 2.5 km from the centreline, covers a total area of 215,068 hectares.	Clarity is needed on the spatial boundaries and total area for the surface water local study area. Demonstrate that effects have been assessed fully within the described boundaries and provide a correct estimate of study size.
3	Draft EA/IS	8.1.4.2 Water Crossings	The Draft EA/IS states that there are 53 total waterbody crossings in Alternative 1, and 51 total waterbody crossings on Alternative 4, including 13 that overlap between the two routes. However, the preferred route only described 45 waterbody crossings.	Clarity is needed on the number of waterbody crossings as there appears to be more crossings on each alternative than in the final preferred route.
4	Draft EA/IS	8.1.4.2 Water Crossings	The Draft EA/IS describes watercourses as having moderate to well-defined channels,	Nibinamik expects the Project to consider site specific conditions of



with mostly straight paths, and generally stable slopes. Review of the surface water technical report finds this description to be far too broad a generalization for the watercourses that were assessed, where varying degrees of sinuosity and channel stability were encountered.

water crossings, reflecting their unique conditions. Generalizations should be avoided to prevent the downplaying of potential impacts and the unique design considerations or mitigations that may be required at water crossings with sinuous channels, active morphology or unstable channel banks.

5	Draft EA/IS Surface Water Technical Report	8.1.4.2 Water Crossings 4.3.11 Waterbody Crossings	Unmapped water crossings without defined beds and banks were not considered for the purposes of the surface water assessment.	How are residual effects determined for unmapped water crossings?
6	Surface Water Technical Report	4.4 Effects Assessment	The draft EA/IS asserts that there are no potential indirect effects on surface water as a result of changes in land and resource use. Nibinamik finds this unreasonable, as the land and resource use VC assessment demonstrates that the Project will provide improved access for the extractive resource industry, among other land use activities (e.g., recreation, forestry) that directly interact with surface water. Improved access to land and resource use will come with increased water demands, potential changes to water drainage pathways, and/or increased risk of pollution or changes to water quality,	The effects assessment has neglected to consider interactions between changes in land and resource use and potential impacts to surface water. This oversight is not reasonable, and additional work is needed to assess potential impacts and develop mitigation measures for the long-term protection of surface water quantity and quality.
7	Draft EA/IS Surface Water Technical Report	9.3.2 Surface Water 4.4.5.2 Magnitude	The draft EA/IS uses an upper bound of 20% change to classify an effect as “low magnitude” for hydrology and surface water and sediment quality. This translates to mean that when less than 20% of a catchment is disturbed, or if the variation in quality indicator parameters is less than 20% of the natural range in variation, effects are considered low. This threshold appears high and does not account for site context	Provide further clarify on how a 20% change can be considered low for all water crossings. This should be discussed for ecologically or culturally significant waterbodies. Discussions should also be rooted in tolerable variances in baseflow to support fish habitat. Additional fieldwork may be required to support discussion.



			like baseflow conditions, natural variability and ecological sensitivity.	
8	Draft EA/IS Surface Water Technical Report	9.3.2 Surface Water 4.4.5.2 Magnitude	The rationale for selecting the 20% threshold is partially based on the expected uncertainty with flow monitoring equipment, described as +/- 20%. The Water Survey of Canada Hydrometric Field Manual finds that flow monitoring equipment is generally accurate within 5% (Terzi, 1981). The 20% threshold appears high and is not justified by equipment error thresholds.	Provide justification for the 20% variance in hydrometric monitoring that was used to set the magnitude thresholds. If proper justification cannot be provided, the MFCAR team should consider a 5% threshold has the upper boundary for “low” magnitude impacts.
9	Surface Water Technical Report	4.6.1 Surface Water and Sediment Quality	The effects assessment fails to use common quantitative techniques to predict changes in surface water and sediment quality and instead relies on qualitative methods. For example, pollutant loads can be estimated based on empirical estimations with published data (e.g. annual total suspended solids from gravel roads), export coefficients or event mean concentrations for heavy metals; through the use of stormwater modelling approaches based on hydrology and land use change; or by conducting geospatially based risk mapping for sensitive areas and contamination paths (e.g. high-risk erosion zones, sensitive habitat receptors). Additional approaches are available to predict water quality based on road salt (or dust suppressant risk) and spill modelling for the transport of hazardous materials.	Nibinamik would like to see quantitative methods used when discussing potential impacts to surface water and quality. The final EA/IS should consider applying quantitative techniques or provide justification as to why these methods are not applied.
10	Draft EA/IS	9.3.2 Surface Water	Wash water from cleaning concrete mixing equipment and vehicles/equipment will be collected in a washout site 30 m from a waterbody. This mitigation does not provide enough environmental protection nor follow best management practices, given the potential detrimental impacts to the environment.	Best management practices for concrete washout water should include the collection and containment of all wash out water in impermeable containers. Washout water should be captured in leak proof containers and undergo treatment to recycle and reuse water for concrete production. Hay bale washout pits are not recommended due



- Concrete washout water contains toxic metals, has high pH that can harm fish and can be corrosive. Concrete washout water can also alter soil chemistry, plant growth and contaminate water.
- The definition of waterbodies in the draft EA/IS does not include peatlands, wetlands, and riparian zones. This mitigation offers no protection for these sensitive areas that support water quality.

to the susceptibility to damage and the sensitivity of peatland environments. Washout facilities should be inspected daily and checked for leaks or damage. When capacity is over 75% washout containers should be vacuumed, water disposed of off-site at approved facilities and should be removed when cementitious materials have hardened. Best management practices for cement and aggregate washout water must be documented in a management plan, shared with Nibinamik for review and kept on site for all contractors involved in project construction. The management plan must also include measures for inspection, reporting, and spill response.

11	Draft EA/IS	9.3.2 Surface Water	<p>Conflicting information has been presented on the management of domestic wastewater and sewage. Section 7.2.3.6 describes that domestic sewage generated at waste camps will be temporarily contained and then disposed of off-site at an approved waste facility. Section 7.2.3.10 and Table 9-6 states that domestic wastewater will be displaced to onsite leaching beds at the temporary construction camps. It is not clear if domestic wastewater includes sewage, and if there are plans to discharge sewage via a leaching bed. Leaching beds can contaminate surface water (via runoff and overland flow) and groundwater (by infiltration) with nutrients, bacteria, heavy metals or contamination of concern (e.g. pharmaceutical), and degrade wetland environments and environmental quality.</p>	<p>Given the sensitive and pristine natural environment, Nibinamik does not support the use of leaching beds to manage domestic wastewater. Nibinamik would like to see enhanced environmental protection measures to further reduce potential effects from water discharge, include the collection, containment, and transport of all domestic wastewater and sewage offsite for treatment in an approved wastewater treatment plant.</p>
12	Draft EA/IS	9.3.2 Surface Water	<p>The draft EA/IS relies on Environmental Compliance Approvals to mitigate impacts</p>	<p>No discharge sites should be approved without mapping and approval by all</p>



from discharge. Nibinamik is concerned this process will not provide enhanced environmental assessments or consider ecologically or culturally sensitive water bodies when permitting discharge locations.

First Nations communities throughout the Homelands to verify that sensitive areas are protected and cumulative effects minimized. Additional work is needed ahead of construction design to identify sensitive areas, such as sensitive groundwater recharge areas, as these have not been determined in this under studied environment.

13	Draft EA/IS	9.3.2 Surface Water	Table 9-6 states that monitoring noted in Section 8.2.6 of the Technical Support Document; Appendix F will be conducted as a mitigation measure. Section 8.2.6 of the technical support speaks to predicted confidence in the cumulative effects assessment and does not provide a monitoring plan.	Clarify what monitoring program is proposed a mitigation and provide a corrected version of the mitigation table in the final draft EA/IS.
14	Draft EA/IS	9.3.2 Surface Water	Mitigations proposed for bridge construction/decommissioning do not reference the DFO interim code of practice for temporary bridges. Additionally, the surface water mitigations do not mention the DFO interim code of practice for beaver dam removal.	Provide clarify if the DFO interim code of practice for temporary bridges will be used or how the DFO will be engaged in temporary bridge construction activities. Further, provide information on if the DFO practice for removing beaver dams will be abided by.
15	Draft EA/IS	9.3.2 Surface Water	Ontario has limited recently published guidance on best practices for making changes in and about a stream.	The MFCAR team is recommended to review and integrate best management practices from the Government of British Columbia, such as <i>Requirements and Best Management Practices for Making Changes In and About a Stream in British Columbia (2022)</i> . (Government of British Columbia, 2022)
16	Draft EA/IS	9.3.2 Surface Water	Waterbody crossing structure design will be based on hydrologic and hydraulic design flows.	While Nibinamik is pleased to see that there will be consideration for channel slope and substrate in design considerations, designs must also



consider the ecological context of the proposed water crossing, and traditional or contemporary land use to ensure the best-suited design is selected from an interdisciplinary perspective.

Additionally, Nibinamik would like to see hydrologic and hydraulic modelling completed with a consideration for climate change to ensure that designs can both accommodate flood flows safely and allow the transport of fish under low flow conditions. Hydraulic models should include an erosion /sedimentation module to ensure the potential changes to sediment transport are well understood.

Lastly, all bridge structures must be designed and modelled with the consideration of ice-jam conditions.

17	Draft EA/IS	9.3.2 Surface Water	Nibinamik understands that channel realignments and/or infillings may be required at some locations.	Nibinamik would like to see channel realignment and infilling avoided to the extent possible. However, if required, Nibinamik recommends designs prioritize developing ecologically connected channels, ensuring that channels can safely flood, migration and support wildlife. Material selection should reflect pre-construction conditions and not restrict groundwater/surface water interaction. Natural channel design principles should also be prioritized to protect against flooding and erosion concerns when conducting any in-stream modifications.
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18	Draft EA/IS	9.3.2 Surface Water	Temporary waterbody crossings will be reclaimed as part of mitigation measures.	Nibinamik requires reclamation plans are developed ahead of construction,
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				demonstrating the feasibility of reclamation on ecologically relevant timescales and ensuring that natural hydrologic conditions will not lead to erosion/sedimentation and/or bank instability issues.
19	Draft EA/IS	9.3.2 Surface Water	Changes to surface water value components from the operations and maintenance of water body crossings are described as "short-term" meaning "effect ends before the end of construction". It is unclear how effects during operations can be considered short-term.	Nibinamik requires justification as to how impacts during operation can be considered short-term. It is the opinion of Nibinamik that these effects will be continuous
20	Draft EA/IS	9.3.2 Surface Water	Riparian vegetation is essential to maintaining water quality and bank stability around bridge crossings. The current mitigation measure proposed clearing within 10 m of the ROW to install waterbody crossings. There is also concern that clearing within the riparian ROW will impact water crossings within peatlands or wetland areas. Mitigation measures also suggest that mechanical clearing will be needed for the maintenance and operation phase, potentially prolonging restoration.	Enhanced mitigation measures, beyond those proposed should be considered such as: <ul style="list-style-type: none"> • Abutment setbacks (e.g., 10 m from streambank) to avoid disturbance to riparian foot zones. • Preventing infill and excavation in the riparian zone. • Maintain a 30 m vegetated buffer and only selectively clear in temporary access spaces. • Avoid mechanical clearing methods within riparian zone. • Site temporary laydown sites/staging areas outside of the riparian zone. • Restrict the use of pesticides/herbicides to preserve water quality. • Install sediment and erosion control measures during



				vegetation maintenance activities.
21	Draft EA/IS	9.3.2 Surface Water	Mitigation measures describe some restricted activities in “sensitive areas,” however it is not clear which areas will be considered sensitive and under what criteria.	The criteria to assess and define a sensitive area should be clearly presented as part of the EA/IS. The assessment should include a framework that considers hydrologic and ecologic sensitivities, as well as current and traditional land uses. This framework to determine land use sensitivity should be developed collaboratively with Nibinamik and other Indigenous groups throughout the Homelands.
22	Draft EA/IS	9.3.2 Surface Water	Mitigation measures propose to control sedimentation by directing sediment-laden water to drain through low gradient, well vegetated areas away from watercourses. There is no prescribed setback for this drainage area. Also, it is not clear how the sensitivities of muskeg and wetlands will be considered in this approach.	Pumping sediment laden water to low-gradient areas should only be pumped outside of the riparian area, with appropriate setbacks. Discharge areas must also avoid sensitive receiving environments such as peatlands. Discharge plans should be reviewed by Nibinamik ahead of construction activity.
23	Draft EA/IS	9.3.2 Surface Water	While Nibinamik is pleased to see that additional contingency measures will be implemented as needed during wet weather events or flood like conditions, greater detail is needed on the approach to decision making and adaptive management during these conditions to make sure that erosion and sedimentation protection is provided without risking impacts to other value components (e.g. vegetation).	Nibinamik requests that a Wet Weather Management Plan is developed with a clear framework for decision making and adaptive management, including threshold conditions to change work, clear site-specific contingency plans, communication protocols, and demonstration that contingency measures will not cause an impact to other value components (e.g. such as additional or alternative right of way leading to the clearing of sensitive plant species or wildlife habitat).
24	Draft EA/IS	9.3.2 Surface Water	Mitigation measures reference the <i>Aggregate Permits on Crown Lands for Pits and Quarries Above Water</i> (Ministry of Natural Resources	Nibinamik requests that the MFCAR team develops a transparent environmental protection strategy for



and Forestry, 2014). This reference is outdated and not currently used as a permitting resource for aggregate pits in Ontario. Further, it is suspected that many of the aggregate pits required will be below the water table based on the hydrogeologic environment.

pits and quarries required to support the Project. This should include reference to current industry standards and guidelines. A coordinated environmental protection strategy for pits and quarries is recommended to avoid cumulative effects from the operation of numerous quarries in the Project area.

25	Draft EA/IS	9.3.2 Surface Water	<p>The proponent states that “if refueling within 120 m of a waterbody cannot be avoided, enhanced spill containments measures, such as a Spill Prevention and Emergency Response Plan will be used” (p. 397). It is the understanding of Nibinamik that a Spill Prevention and Emergency Response Plan should be implemented at all times, regardless of proximity to a waterbody.</p>	<p>The enhanced measures to protect waterbodies and wetlands from spills and leaks from refueling, serving and maintenance is not clear. The MFCAR suggests that the 120 m buffer will not be maintained due to the prevalence of wetlands. Nibinamik requires clarity on what <i>enhanced</i> spill prevent and containment measures will be implemented to protect waterbodies and wetlands. These enhanced measures for wetlands and waterbodies should be clearly documented, including communication, checklists and reporting plans, within the Spill Management Plan.</p> <p>At the very least, these spill prevention and containment measures should prevent refuelling within riparian areas and require the use of drip-trays and automatic shut-off nozzles.</p>
26	Draft EA/IS	9.3.2 Surface Water	<p>The proponent anticipates sand will be used on bridge decks and roadways for de-icing instead of salt. It is encouraging that the proponent does not intend to use salt for de-icing, however it is not clear how this mitigation measures will be enforced for the lifetime of the road in lieu of legally enforceable bylaws or regulations. This also</p>	<p>Nibinamik would like more information on road ownership and responsibility of road maintenance for the lifetime of the projects. If mitigation measures are to effectively reduce impacts during operation, there must be a clearer mechanism on how these mitigation</p>



begs questions of responsibility for de-icing and snow removal during the lifetime of the road. Further, the use of salt (calcium chloride) has been mentioned throughout the draft EA/IS for dust control, potentially undermining the use of sand alternatives for deicing.

measures will be followed and practiced over the life of the road.

27

Draft EA/IS

9.3.2 Surface Water

The Draft EA/IS does not consider how roadway runoff will impact surface water quality during the lifetime of the road. Urban roadway runoff is known to contain toxic compounds, with emerging impacts to fish and wildlife. These long-term impacts have not been considered or mitigated through the draft EA/IS.

Nibinamik finds the draft EA/IS to be silent on the potential long-term impacts of roadway runoff. Nibinamik requires greater discussion and consideration for the introduction of toxic roadway runoff compounds and particles entering surface water systems surrounding the roads. This should include the required use of green stormwater infrastructure and plans for long-term monitoring to roadway runoff contaminants (e.g., tire wear particles, 6PPDQ). Monitoring programs should be regional and focus on developing capacity of First Nations-led monitoring programs through guardian programs. Programs must also include a long-term adaptive management plan, communication framework, as well as funding and capacity support. Additionally, a clear strategy for stormwater infrastructure design and maintenance should be developed during the detailed design phase to ensure that all stretches of the road are providing stormwater control for both water quantity and water quality concerns, and clear plans for a sustainable maintenance schedule. Green stormwater infrastructure must be mandatory along both the roadway and at bridge waterbody crossings.



28	Draft EA/IS	9.3.2 Surface Water	The Draft EA/IS predicts residual effects from the wash off of spills and residue from blasting near waterbodies.	The Blasting Management Plan should consider additional mitigation measures to further reduce these impacts, such as erosion control measures, pre- and post-monitoring plan, and plans to contain blasting slurry/residue to prevent wash off to surface water bodies.
29	Draft EA/IS	9.3.2 Surface Water	Nibinamik is concerned that surface water will be impacted from accidental fuel leaks and spills occurring during the operation and maintenance of the road.	As the road progresses to these Project phases, Nibinamik should be further engaged to develop spill prevention and response plans for road operation. This could include signage for spill reporting, spill kit availability along the road, and/or specific transportation requirements for fuel, chemicals and other materials being transported along the road (e.g., inspections, tie-downs, check points).
30	Draft EA/IS	10. Cumulative Effects Assessment	The approach for the cumulative effects assessment is flawed. Nibinamik believes as cumulative effects should consider all residual effects regardless of significance. Is it the interaction of cumulative effects acting at the same time (e.g., additive or synergistic effects) that make impacts significant. Water is value component that is extremely sensitive to cumulative effects, due to the nature of watersheds and waterways reflecting the consequences of our actions on land, potentially compounding these impacts as water flows.	Nibinamik requires a more meaningful cumulative effects assessment is completed for the long-term use and operation of the road considering how land use and land cover changes will impact surface water and sediment value components. This should include capacity and support for Nibinamik to lead their own cumulative effects assessment within the Homelands, such as funding to develop a spatial database
31	Draft EA/IS	10. Cumulative Effects Assessment	These cumulative effects scoping is inappropriate to meaningfully assess the cumulative effects of the project on surface water for the long-term. Residual effects that were “possible” to occur were not carried forwards in the cumulative effects assessment, effectively excluding all	Nibinamik requires a more meaningful cumulative effects assessment is completed for the long-term use and operation of the road considering how land use and land cover changes will impact surface water and sediment value components. This should include



			<p>potential residual effects from the operation and maintenance phase of the Project where cumulative effects are most likely to occur. This is particularly concerning as residual effects to surface water quantity, surface water quality and sediment quality from land cover changes. Additional changes to land cover and land use over the operation and maintenance of the road are an anticipate effect. It is well known that land use changes will change water quality, quantity and sediment quality cumulatively over the long-term without proper planning, monitoring and mitigation.</p> <p>Additionally, the executive summary of the surface water technical appendix erroneously states residual changes to surface water value components from land cover during operation and maintenance are carried forward in the cumulative effects assessment where this was not completed in the body of the report.</p>	<p>capacity and support for Nibinamik to lead their own cumulative effects assessment within the Homelands, such as funding to develop a spatial database. Furthermore, Nibinamik requests greater justification for the characterization of effects (such as scientific literature) to justify the magnitude and likelihood determined by the MFCAR team.</p> <p>The technical appendix and draft EA/IS must also be revised to accurately summarize the scope and extent of cumulative effects studied.</p>
32	Draft EA/IS	10.2.2. Cumulative Effects Assessment – Surface Water	<p>The Draft EA/IS states that cumulative effects related to surface water in the regional study area are not significant, however also states that “for the purposes of the cumulative effects assessment, significance of the effects for surface water was not determined” (p. 779). There is no justification that effects are not significant if they were not assessed.</p>	<p>Similar to the comment above, Nibinamik requires provisions for a Nibinamik lead cumulative effects assessment. Issues in the accuracy, clarity and transparency of the draft EA/IS cumulative effects assessment further underlines the need for additional studies.</p>
33	Draft EA/IS	10.2.2. Cumulative Effects Assessment – Surface Water	<p>The cumulative effects project inclusion list includes a number of existing and planned mines operating within the regional study area. There has been no discussion on how water quantity (water use and water management) in the regional study area will</p>	<p>Further justification is need as to how mining projects will not result in cumulative effects on water quality and quantity in the study area. Nibinamik requires further engagement on the permitting of water taking and</p>



			be cumulatively impacted by these mines and road operation or construction.	discharge from development projects in the regional study area.
34	Draft EA/IS	10.2.2. Cumulative Effects Assessment – Surface Water	The cumulative effects assessment for surface water does not include the Anaconda and Painter Lake Forestry Access Road Upgrades on the basis that “the project will be completed prior to the start of construction for the community access road”, however the project start date and completed date is unknown. Furthermore, temporal overlap of this project with the Community Access Road is anticipated for the groundwater value components.	Nibinamik requires further justification for assumptions made in the cumulative effect assessment, as well as plan to update/validate cumulative effects assessment as development projects progress to the permitting, design, and construction phases.
35	Draft EA/IS	14.1 Pre-Construction Monitoring Programs	<p>Nibinamik is pleased that there will be additional monitoring completed at surface water crossings not yet evaluated. Nibinamik believes there is room to improve the study design methods used previously, based on lessons learned from the Draft EA/EIS assessment. For example, the reviewer has noted several deficiencies with the methods outlined in Section 4.3:</p> <ul style="list-style-type: none"> • Use of outdated/unavailable technology to characterize hydrologic environment (e.g., discontinued functions of the Ontario Watershed Information Tool). • Incompatible equipment/methods with the hydrologic terrain leading to missed measurements of channel bathymetry, water depth and flow. • Missed measurements of basic water quality parameters from probe malfunctions. 	<p>Nibinamik would like to see improvements to the monitoring program for pre-construction conditions. Pre-construction monitoring often informs baseline conditions which are used to understand long-term changes and high-quality data is required. Nibinamik recommends a study design is shared for pre-construction monitoring, including the following considerations:</p> <ul style="list-style-type: none"> • Clarity on what guidance resources were used. • Ensuring the most up to date guidance/standards are followed • Apply a more rigorous geomorphic assessment, such as the Ontario Stream Assessment Protocol and complete a full geomorphologic assessment for sinuous or major rivers. • Improved methods to determine channel bathymetry, water depth and flow, such as acoustic doppler



				<p>current profiles and LiDAR/Sonar drone bathymetry.</p> <ul style="list-style-type: none"> • Better contingency plans for in-situ quality measurements. • Improved suite of water quality parameters including contaminants of potential concern, such as roadway runoff chemicals and tire wear compounds.
36	Draft EA/IS	14.1 Pre-Construction Monitoring Programs	<p>Nibinamik believes there is room to improve the study design methods used previously, based on lessons learned from the Draft EA/EIS assessment.</p> <p>Changing the monitoring approach or plan based on results of the field program is part of adaptive monitoring and adaptive management principles. Nibinamik would like to see a more active effort to include adaptive monitoring and management approaches in the assessment and design of the Community Access Road</p>	<p>Nibinamik would like to see a more active effort to include adaptive monitoring and management approaches in the assessment and design of the Community Access Road. The following is recommended to assist in improving adaptive monitoring and ground-survey techniques:</p> <ol style="list-style-type: none"> 1) Develop an adaptive monitoring and management plan, in collaboration with Nibinamik and other First Nations groups that outlines how pre-construction, construction and post-construction monitoring will be completed. Include methods to report on results, include success of field studies to improve on monitoring technique and prevent the loss of data for future adaptive management programs. 2) Include capacity and funding support for First Nations Environmental monitors inclusion in pre-construction field surveys.
37	Draft EA/IS Appendix F	Surface Water Appendix – 9.1 Preconstruction	<p>Vague wording causes concern on the extent of pre-construction monitoring requirements. Nibinamik would like to see additional surface water surveys at all</p>	<p>Clarify if ground-based surveys will be required at all waterbody crossings or</p>



		Monitoring Program	waterbody crossings not previously assessed by ground-based surveys as well as additional investigations at crossings where work is required below the high-water mark.	only those where work is proposed below the high-water mark.
38	Draft EA/IS Appendix F	Surface Water Appendix – 9.1 Preconstruction Monitoring Program	Pre-construction monitoring should also include an extensive surface water monitoring program near aggregate pits and quarries, as well as discharge locations for dewatering activities. At least 2-years of data should be collected to support additional permitting and environmental assessments.	Nibinamik would like to see pre-construction, construction, and operational monitoring plans developed ahead of project construction to ensure these plans can deliver adequate mitigations. Baseline monitoring data collected in these plans should be based on high quality collection methods that reflect good temporal and spatial coverage. Baseline data should be used to develop adaptive management threshold and trigger response plans for the long-term use of the road.

GROUNDWATER AND GEOCHEMISY

39	Draft EA/IS	8.1.1 Indigenous Knowledge of water	First Nations have highlighted the importance of seeps to their community. The groundwater impact assessment does not assess the baseline conditions of seeps (e.g., seep study) nor predict potential impacts to seeps from the project. The EA/IS defines the groundwater quantity VC as amount of abundance and spatial configuration of groundwater yet only uses change in groundwater level as the VC indicator (as indicated in the Groundwater Technical Appendix). This approach excludes consideration of residual effects to seeps and springs. Understanding potential effects to seeps and spring is highly important to Indigenous Nations, as well as an important indicator to assess changes in groundwater flow pathways from the project.	The Draft EA/IS must be improved to include an assessment of seeps and springs, including baseline conditions and residual effects assessment. Omission of this assessment reflects poorly on the Project’s commitment to integrate Indigenous knowledge and priorities. It also appears that spring/seep sampling was previously included in the groundwater study plan (which has been omitted from the groundwater technical appendix) but not executed as part of the groundwater field investigations. Nibinamik would like justification as to why this monitoring was omitted, as well as a fulsome assessment of project effects and cumulative effects on seeps and springs.
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40	Draft EA/IS	8.1.3 Spatial Boundaries of Water Disciplines	Both the LSA and RSA for groundwater are significantly smaller than those of the other water disciplines. Nibinamik knows that water is connected throughout the Homelands, and groundwater interacts with and supports surface water and peatlands. It is very concerning that the groundwater discipline was only assessed in such a small study area. Additionally, the regional assessment area is inappropriately sized for any following cumulative effects assessments as it is limited to the area immediately adjacent (2.5 km buffer) to the project.	Further justification is needed to demonstrate that all impacts to groundwater (both residual and cumulative) have been captured within the regional and local study areas, Justification should use literature and fieldwork studies to demonstrate that impacts cannot extend beyond these areas to assure Nibinamik that all impacts have been fully mitigated. If this cannot be reasonably justified, an expanded study is warranted.
41	Appendix H – Groundwater Technical Report	Section 5 Existing Conditions	The baseline studies for groundwater are spatially and temporally scarce. There are only 20 monitoring locations along both Alternatives 1 and 4. Some segments of the road have no groundwater or borehole information. This is especially concerning as peatland environments are sensitive to changes in groundwater movement and susceptible to ground subsidence. Groundwater quantity and quality were only measured three times in one monitoring year, representing only a surface level understanding of baseline conditions. There has also been no targeted groundwater assessment at locations of temporary infrastructure, aggregate pits, and water taking/discharge areas.	Nibinamik requests more rigorous baseline assessments for groundwater quality and quantity. These assessments should be conducted seasonally over at least two years. Groundwater monitoring needs to be more spatially dense, especially in areas of groundwater discharge, groundwater-surface water interaction, shallow recharge zones, and temporary infrastructure (i.e., aggregate pits, water taking/discharge areas, work camps), Groundwater assessments should identify environmentally sensitive groundwater features, such as seeps and springs, and local groundwater flow pathways. These assessments should be conducted ahead of construction and to support detailed design studies. Detailed designs studies must demonstrate that baseline conditions, including sensitive groundwater features, local groundwater flow pathways, and changes to the water balance are well understood and that impacts are appropriately mitigated.



				Further consultation and engagement with Nibinamik should be planned to demonstrate that these impacts are appropriately understood and mitigated.
42	Draft EA/IS	9.3.4 Groundwater and Geochemistry	The effects magnitude definition for groundwater quantity and quality does not include criteria for “very high” magnitude effects, as defined in the residual effects methodology.	Update and revise magnitude criteria to include a “very high” category in line with the residual effects methodology.
43	Draft EA/IS	9.3.4 Groundwater and Geochemistry	Mitigation measures to prevent changes from groundwater quality due to short-term water takings include conducting site specific hydrological studies for groundwater water supplies. While it is encouraging to see the use of site-specific studies, it is not clear how these studies will be used to inform practical mitigation and management plans.	Simply knowing hydrogeologic conditions does not provide mitigation or enhancement. The Project Team must be clearer on how results from hydrologic studies will be used to inform mitigation and enhancement measures or used to develop permit conditions that protect groundwater quantity. This is especially importance since the draft EA/IS concludes there will be no residual effects from water taking, with is unsupported without site-specific mitigation measures.
44	Draft EA/IS	9.3.4 Groundwater and Geochemistry	Mitigation measures suggest that groundwater use for construction dewatering will be minimized, and this measure will be applied to all project activities in the construction and operation and maintenance phase. There is much ambiguity on exactly how water taking will be minimized for such a large range of activities (e.g., culvert installation, concrete batch plants, quarrying, temporary construction camp construction).	Nibinamik agrees that water conservation is an effective mitigation measures, however it is not clear how water use will be minimized for all project activities discussed. A detailed Groundwater Use/Taking Management Plan must be developed that details how much groundwater is needed, from what areas/aquifers, temporal and spatial overlaps, as well as potential impacts to sensitive features, like seeps, springs and baseflows in sensitive rivers and streams. This plan must detail exactly how water use will be minimized, using practical methods such as water re-use and recycling between



				different project activities. The plan should include a water balance that reflects relevant project activities as well as a monitoring program.
45	Draft EA/IS	9.3.4 Groundwater and Geochemistry	Mitigation measures for groundwater taking (during construction and operation and maintenance) do not specify provisions for groundwater monitoring.	Groundwater monitoring, accompanied by an Adaptive Management Plan to respond to changes should be developed as part of the mitigation and enhancement measures.
46	Draft EA/IS	9.3.4 Groundwater and Geochemistry	The residual effects assessment for groundwater quantity considers impacts from aggregate pits and quarries during construction, but not during operation and maintenance of the road.	Effects from pit and quarry dewatering should be considered during the operation and maintenance phase as some aggregate pits are expected to remain in operation during these phases.
47	Draft EA/IS	9.3.4 Groundwater and Geochemistry	During project construction mitigation measures will allow the infiltration of treated wastewater from groundwater sources. During project operation and maintenance mitigation measures do not state groundwater will be treated prior to infiltration.	While Nibinamik supports the infiltration of groundwater into local areas after treatment, the draft EA/IS should clarify what treatment measures will be implemented, how waste from these treatment measures will be management, and when treatment will be required prior to infiltration.
48	Draft EA/IS	9.3.4 Groundwater and Geochemistry	Nibinamik is concerned that there are predicted residual effects to groundwater quantity from road construction in peatlands. Mitigation measures suggest that roads will be designed to allow groundwater flow, including technologies like equalization culverts and permeable base materials. It is known that floating road construction is one of the most effective technologies available to prevent changes to groundwater flow in peatland environments.	Information provided in the draft EA/IS does not provide enough confidence that groundwater flow will not be significantly impacted by road development. Road construction has been described as using excavation methods.
49	Draft EA/IS	9.3.4 Groundwater and Geochemistry	Nibinamik is concerned that groundwater will be impacted from accidental fuel leaks	As the road progresses to these Project phases, Nibinamik should be further engaged to develop spill prevention and response plans for road operation. This



and spills occurring during the operation and maintenance of the road.

could include signage for spill reporting, spill kit availability along the road, and/or specific transportation requirements for fuel, chemicals and other materials being transported along the road (e.g., inspections, tie-downs, check points).

	Draft EA/IS	9.3.4 Groundwater and Geochemistry	Nibinamik understands wastewater will be produced from a number of project activities (e.g., concrete production, drilling, installations, decommissioning). The draft EA/IS suggest impacts to groundwater quality will be partially mitigated by Environmental Compliance Approvals and a Waste Management Plan. Without seeing the specifics of permit approvals or the Waste Management Plan, Nibinamik cannot be assured that measures will be effectively designed and implemented to prevent the pollution of groundwater.	Nibinamik requires further engagement on developing the Waste Management Plan and Environmental Compliance Permit conditions to ensure that residual effects to groundwater quality from wastewater release will not significantly impact the environment. Groundwater flows through the Homelands, supporting peatlands, wildlife habitat, surface waters and aquatic habitats. As such, Nibinamik requires that groundwater remains high quality and free of pollution to support a healthy environment now and for future generations.
50	Draft EA/IS	9.3.4 Groundwater and Geochemistry	The draft EA/IS states “regulatory monitoring of water quality in quarry sumps and downstream of blasting areas should be conducted and compared to action levels of contaminants of concern set based on regulatory guidelines” (p. 432). It is not clear 1) what contaminants of concern will be monitored, 2) what “action levels” are and 3) how adaptive management will be used to respond to changes in groundwater quality.	Nibinamik supports the use of monitoring to prevent significant impacts to groundwater quality from blasting, however much clarity is needed on how monitoring will be applied (e.g., parameters, frequency, location) and how adaptive management will be applied.
51	Draft EA/IS	9.3.4 Groundwater and Geochemistry	The draft EA/IS suggests that alternative methods of dust control will be considered to prevent impacts to groundwater quality during operation and maintenance. Nibinamik is concerned that “consideration” is not enough to protect groundwater quality from long-term impacts, and a more	Nibinamik suggests that groundwater quality protection can be enhanced through a regional assessment of groundwater sensitivity. This should include identification of sensitive groundwater recharge areas, aquifers, discharge sites and groundwater flow



strategic approach should be implemented to prevent groundwater contamination in sensitive areas.

pathways to sensitive receptors. Much of southwestern Ontario has mapping from source water protection plans that delineate sensitive recharge areas and identify receptors (most commonly drinking water wells). Many communities have expressed how seeps and springs are important, and as such these should be considered sensitive receptors. Nibinamik recommends the Project Team fund and support a more regional assessment to map sensitive groundwater areas and receptors. Once these areas are known, there is opportunity to ensure that environmentally friendly methods of dust and ice suppression are used in these locations.

52

Draft EA/IS

9.3.4 Groundwater and Geochemistry

There are no predicted residual effects from short-term water takings (apart from quarry and pit dewatering). Expected short-term water takings are expected to be mitigation through the Ministry of the Environment, Conservation and Parks (MECP) Permit to Take Water (PTTW) for water takings exceeding 50,000 L/day. The reliance on the MECP PTTW process does not provide sufficient assurance that impacts will be implemented. Highway projects and water taking for construction site dewatering are both listed as an Environmental Activity and Sector Registry (EASR) eligible water taking activity, meaning only registration (not permit application) is required to undertake the activity. This means that no scientific studies are required, and no permit conditions with additional environmental protections and/or monitoring will be included in the authorization.

Nibinamik cannot support EASR registry as a meaningful mitigation measure in the hydrogeological complex Project area. The draft EA/EIS has not completed sufficient scientific investigations to demonstrate that impacts from water taking will be appropriately mitigated. The locations and quantities of water taking have not even been identified providing no confidence that baseline conditions nor impacts to environmentally sensitive features are well understood. There are additional safety concerns are the peatland environment is especially sensitive to subsidence from peatland dewatering.

Nibinamik requires that the detail design phase of the Project undergo a robust and coordinated groundwater effects study to demonstrate that the



Nibinamik has serious concerns on the reliance of PTTW registration/permitting as a mitigation measure. Even for activities that may require a PTTW application, there are additional concerns:

- PTTW applications do not provide mitigation for water takings of less than 50,000L/day
- The MECP PTTW permitting process does not consider cumulative effects from nearby water takings.
- Scientific studies are only required for category 3 permits.

effects of dewatering are well understood. Nibinamik requires further consultation on this study to assure that there are no residual effects from dewatering. The study must include the locations/amounts of predicted groundwater takings, baseline characterization, geotechnical/land subsidence risk assessments, impacts to sensitive receptors (e.g., spring, waterbodies), and a cumulative effects assessment of spatially and temporally overlapping water takings. Appropriate and site-specific mitigation measures should be produced as an outcome of this study to demonstrate that there will be no residual effects.

It is also the recommendation of Nibinamik that the MECP require PTTW application (and ECA application) for all water taking and discharge activities associated with the MFCAR construction to protect this pristine and complex environment.

53	Draft EA/IS	9.3.4 Groundwater and Geochemistry	Similar to the above, the draft EA/IS relies on the MECP permitting progress under the <i>Aggregate Resources Act</i> and PTTW program to mitigate the impacts of pit and quarry dewatering. These programs do not guarantee that adequate studies will be conducted to determine potential impacts and develop effective mitigations.	Nibinamik requires further engagement on the permitting of aggregate pits and quarries. In addition to permitting requirements, the MFCAR team should develop a cumulative assessment for pits and quarries within the Project area that describes water taking requirements, predicted changes to the groundwater table, impacts to groundwater surface water interaction and a comprehensive reclamation strategy.
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54	Draft EA/IS	9.3.4 Groundwater and Geochemistry	The draft EA/IS does not provide adequate mitigation to assure Nibinamik that impacts	Nibinamik requires that the final EA/IS consider the impacts to groundwater
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to groundwater quantity and quality from the decommissioning of pits and quarries will be avoided. There is concern that some pits and quarries will be “abandoned” which is not in line with requirements of the *Aggregate Resources Act*. Abandoned quarries and pit infilling could cause changes for groundwater flow direction and water quality.

from aggregate pit infilling. Appropriate mitigations must also be provided to demonstrate there will be no residual impacts to groundwater, or ecosystem components supported by groundwater flow (e.g., habitat, water courses, peatlands).

55	Draft EA/IS	10.2.4 Groundwater and Geochemistry	<p>The draft EA/IS identified that the Community Access Road will result in residual changes to groundwater quantity due to road construction in peatland areas. All three projects identified in the cumulative effects assessment are anticipated to have similar changes to groundwater quantity in peatlands. Despite this fact, the proponent has not assessed the cumulative effect of these projects on groundwater quantity and does not propose any additional mitigation measures to prevent adverse impacts. This is extremely concerning considering the known impacts from historic roadway projects in peatlands in the United Kingdom.</p>	<p>Nibinamik requests that the MFCAR Project team take a wholistic approach to the cumulative effects assessment for groundwater. The MFCAR Project should take a proactive approach and develop a collaborative program to address potential impacts to peatlands from roadway construction, in partnership with other anticipated roadway projects. This assessment should include an ecosystem-based approach and consider the development of an First Nations peatland monitoring network, partnerships with academic research programs and/or pilot projects for low-impact roadway design or peatland restoration.</p>
56	Draft EA/IS	10.2.4 Groundwater and Geochemistry	<p>The Draft EA/IS states that since road projects are linear, they are not expected to cross the same groundwater catchment area in more than one location, with the exception of the junction of the two projects. Groundwater catchment areas were not assessed by the draft EA/IS. In fact, the draft EA/IS limited the groundwater Regional Study Area to only 2.5 km along the centreline of the roadway, which is an oversight of groundwater catchments and extent and distribution of groundwater flow pathways. To this point, the draft EA/EIS</p>	<p>Assumptions that dewatering for aggregate pits and quarries will not overlap in groundwater catchments is unjustified, as groundwater catchment areas and flow directions have not been fully assessed and are not well understood.</p>



recognizes the limited understand of the hydrogeologic environment and broadly describes groundwater flow movement to “follow ground surface topography” (p. 59) with no defined areas of groundwater recharge or source water protection zones. Additionally, Indigenous knowledge from Marten Falls First Nation highlights the complicated groundwater flow directions.

57	Draft EA/IS	10.2.4 Groundwater and Geochemistry	While Nibinamik is pleased to see the inclusion of the Rapid Lynx Broadband project as part of the cumulative effects assessment, it's noted that much of the Rapid Lynx Broadband project resides outside, but adjacent to, the Peatland regional assessment study area. It is not clear how direct and indirect loss of peatlands from the linear disturbance outside the regional study area has been considered in the CE assessment. By only included the area of disturbance within the regional study area, CE to peatlands from these projects may be underestimated.	The cumulative effects assessment for peatlands should consider how linear disturbance can impact water flows along the upstream and downstream boundaries of peatland complexes. As effects may be more pronounced for these types of developments, additional mitigation measures are warranted. Nibinamik would like to see additional peatland research and monitoring as part of these measures.
58	Draft EA/IS	14.1.1.2 Groundwater Geochemistry	Monitoring programs used to characterize baseline conditions were spatially and temporally scarce. Nibinamik would like to see improved techniques applied for future phases of monitoring.	Future monitoring program should consider more advanced methods to understand the hydrogeological complex environment. This should include increased use of continuous water level sensors, multiple years of monitoring data, seasonal and multi-year groundwater quality sampling, and assessments of groundwater/surface water interaction. Future monitoring programs should be publicly documented and developed with an adaptive management framework to identify and respond to changes in groundwater throughout the lifetime of the project.



59	Appendix H – Groundwater Technical Report	8.2.1 Changes to Groundwater Quantity due to Pit or Quarry Dewatering	The assessment states that there will not be any cumulative effects from groundwater pit dewater because there will not be any aggregate pits or quarries where the project overlap. Nibinamik is concerns that cumulative effects of quarries have been overlooked based on the small regional assessment area for groundwater impacts (i.e., 2.5 km buffer) and the assumption that plentiful aggregate materials are available within the vicinity of these projects.	Nibinamik would like to see a more comprehensive cumulative effects assessment for aggregate pits, focusing on how the predicted accumulation of these pits may impact groundwater, peatlands and other value components within a larger regional study area. Further, the proponent should commit to supporting research and development for aggregate pit reclamation techniques to ensure that the natural environment can be appropriately restored to pre-disturbance conditions. These assessments must use ecologically relevant boundaries to ensure impacts are adequately assessed.
60	Appendix H – Groundwater Technical Report	8.2.1 Changes to Groundwater Quantity due to Road construction in Peatland Areas	The cumulative effects assessment relies on the assumption that Anaconda and Painter Lake forestry road and the Northern Road Link project will use road construction methods that allow for groundwater flow beneath the road. While Nibinamik is supportive of this construction method, there is concern that the effects assessment relies on assumptions that are beyond the proponent’s control and represent a “best case” scenario.	Nibinamik would like to see a cumulative effects assessment that considers moderate or worst-case scenarios, such as extractive methods to build roads in nearby projects for a fulsome understand of potential impacts to groundwater.
61	Appendix H – Groundwater Technical Report	4.3.2.8 Groundwater Quality Sampling	Groundwater quality sampling is stated to be completed in compliance with the MECP guidance document <i>Protocol for the Sampling and Analysis of Industrial/Municipal Wastewater</i> (Ministry of the Environment, 1999). Review finds that this protocol was replaced by a new version released by the Ministry of the Environment in 2016 (Ministry of the Environment and Climate Change, 2016). Furthermore, this protocol is intended for effluent (surface water)	Nibinamik recommends that the method used in baseline assessment are updated based on the best available guidance. The Project Team should use an adaptive approach to monitoring and update monitoring strategies seasonally or annually to apply lessons learned and ensure that high quality baseline data can be collected. These methods and lessons should be used when develop



			monitoring, whereas groundwater sampling and preservation may have specific requirements not captured by this guidance document. For example, standards set in the ASTM D6517-00(2012) Standard Guide for Field Preservation of Groundwater Samples and ASTM D6564-00(2012) Standard Guide for Field Filtration of Groundwater Samples	future monitoring programs to subsequent phases of the Project.
62	Appendix H – Groundwater Technical Report	4.3.2.8 Groundwater Quality Sampling	It's noted that groundwater samples for biological oxygen demand analysis (BOD) were frozen ahead of laboratory submission. Review of both the 2017 version of the <i>Protocol for the Sampling and Analysis of Industrial/Municipal Wastewater</i> (Ministry of the Environment, 2017) and the <i>British Columbia Field Sampling Manual – Sample preservation and Holding Time Requirements</i> (Government of British Columbia, 2022) indicate that freezing is not recommended for BOD samples.	Please indicate: What guidance was followed to suggest freezing groundwater samples and how this aligns with industry accepted methods? What impact freezing BOD samples would have on interpretation of baseline conditions and effects assessment for groundwater value components?
63	Appendix H – Groundwater Technical Report	5.5 Geochemical Characterization	Geochemical testing was completed for bedrock when encountered, however it is concerning that bedrock has only been characterized in six of the 20 boreholes assessed. Nibinamik supports further geochemical testing but is concerned that details of this program are not presented. Moreover, geochemical monitoring only specifies testing for acid rock drainage, not for metals leaching. Also, the program is only described from the pre-construction period.	Nibinamik requires that geochemical testing for acid rock drainage potential and metals leaching is conducted during the pre-construction. The monitoring program should ensure that samples are tested from each aggregate pit locations, at depths expected to be exposed to groundwater. Additional testing should be considered during the construction program, if aggregate pits are extended to depths not yet geochemically characterized.
64	Appendix H – Groundwater Technical Report	7.3.2.4 Changes to Groundwater Quality Due to Exposure of Acid Generating or Metal Leaching Materials	The proposed mitigation measures state that areas with moderate or high acid rock drainage rock potential should be avoided <i>if possible</i> . The vague language does not guarantee these excavations will be avoided, however there are no predicted residual effects for this project activity. Nibinamik	The draft EA/IS should specify what contingency measures are available if excavation cannot be avoided in area with acid rock potential.



has no guarantee that this protection measure will be conducted, nor any assurance of a contingency plan with mitigation measures to prevent impacts if excavation cannot be avoided.

FISHERIES AND AQUATIC ECOLOGY

65	Draft EA/IS and Appendix G – Fish & Fish Habitat Report	Section 10 and Appendix G Section 8.0	<p>Nibinamik community members are very concerned about cumulative effects of development in the region, beyond the obvious large road projects identified by the MFCAR Project Team. Community members have identified the almost certain increase in exploration for development and mining, and the influx of outsiders and expansion of guiding (fishing and hunting), among other social concerns. Nibinamik is concerned that the MFCAR Project Team has limited their assessment of cumulative effects to a very narrow scope that excludes concerns beyond linear infrastructure.</p> <p>Additionally, the MFCAR Project Team’s approach to the cumulative effects assessment aligns with the standard Western Science approach, which addresses specific potential effects in a piecemeal manner. This very intentionally ignores the true interactions between the Project components themselves and with the environment around them. This interconnectedness more closely aligns with First Nations ways of knowing, and how Nibinamik views potential project impacts; not as small pieces to be explained away separately, but as parts of a whole.</p>	Nibinamik requests a more meaningful and fulsome evaluation of cumulative effects, which is based on the potential effects and their interactions, rather than solely on the Western approach of only evaluating "residual effects."
66	Draft EA/IS Appendix G –	Sections 7.3.1.3 and 7.3.1.6	The MFCAR Project Team appears to have ignored the potential impact of pile driving for bridge construction when evaluating	Pile driving for bridge construction has very well-established deleterious



	Fish & Fish Habitat Report		<p>injury or mortality of fish from instream construction (7.3.1.3) and changes to fish survival, reproduction, and distribution from the placement of waterbody crossing structures (7.3.1.6).</p> <p>Nibinamik is concerned that this gap in the assessment will result in significant risks to fish health if not appropriately mitigated. Appendix P lists pile driving during bridge construction as a source of noise but does not include the potential impact(s) on aquatic organisms.</p>	<p>effects on fish health across all stages of the fish life cycle.</p> <p>Please clearly justify that bridge construction will avoid causes injury or mortality to fish in the vicinity of the bridge construction works.</p> <p>Nibinamik expects this justification to include the use of acoustic measurements and modelling in the aquatic environment and data on the sound pressure sensitivity of local fish species.</p>
67	Draft EA/IS	Section 8.1.6	<p>This section identifies six (6) “key fish species”: Lake Sturgeon, Lake Whitefish, Brook Trout, Walleye, Northern Pike, and Burbot.</p> <p>However, Appendix G Attachment A Table 1-2 identifies additional fish species as Valued Components, including Chain Pickerel, Yellow Perch, and two (2) sucker species.</p> <p>Nibinamik was unable to find an explanation within the documents provided for how “key species” were decided or defined.</p>	<p>Please clarify how the six (6) “key fish species” were selected.</p>
68	Draft EA/IS	Section 9.3.3.1	<p>The number of waterbody crossings is unclear. Paragraph 2 of Section 9.3.3.1 notes Northern Pike were found at 51 crossings, but paragraph 3 states “each of the 45 waterbody crossings along the Preferred Route.”</p> <p>A lack of clarity on the number of crossings of fish-bearing watercourses poses a potential risk to fish and fish habitat if it</p>	<p>Please clarify the number of fish-bearing waterbody crossings along the Preferred Route and the planned crossing structures.</p>



			leads to inappropriately designed (for fish) crossing structures.	
69	Draft EA/IS	Section 9.3.3.3, subsection Magnitude.	<p>The MFCAR Project Team asserts that the death of fish "<i>during normal [construction] activities or harvest (e.g. during a fish salvage)</i>" will not result in a change in the population dynamics; therefore, a low rating is suitable." They use this as justification for a "low" magnitude rating.</p> <p>Table 9-9 appears to partially contradict this statement, noting that "<i>incidental death of fish...that is not likely to disrupt overall populations dynamics or affect local productivity</i>" is a requirement for assigning a "low" rating.</p> <p>NIB is concerned that the MFCAR Project Team is arbitrarily assigning a low magnitude rating to "normal" construction activities by assuming their impact, rather than actually measuring it and conducting an appropriately rigorous assessment. Given the critical importance of the VC fish species, NIB is concerned that assigning a low magnitude to construction activities risks missing impacts to important local fish populations.</p>	<p>Nibinamik requests:</p> <ul style="list-style-type: none"> • Clarity regarding the MFCAR Project Team's assessment of a "low" magnitude impact; • Justification for the assertion that death of fish during normal construction activities will not result in a change in population dynamics. • Revision of the characterization of the magnitude of effects to ensure that the death of fish, except in exceptional circumstances, would result in at minimum a 'medium magnitude effect.
70	Draft EA/IS	Table 9-10	<p>Appendix G Attachment A Table 1-2 identifies additional fish species as Valued Components, including Chain Pickerel, Yellow Perch, and two (2) sucker species. Table 1-2 also identifies forage fish and lower trophic organisms as Valued Components. These additional Valued Components are not included in the MFCAR Project Team's evaluation of residual effects in Table 9-10.</p>	<p>Please clarify why no aquatic Valued Components listed in Appendix G Attachment A Table 1-2 were included in the evaluation of residual effects.</p> <p>Please also justify, with clear evidence of no potential effects, the exclusion of these Valued Components from the assessment of cumulative effects, despite forage fish and lower trophic</p>



			<p>Nibinamik was unable to find an explanation within the documents provided for why these Valued Components were excluded.</p> <p>Excluding Valued Components from the residual effects assessment poses substantial risk to the efficacy of the assessment. This is especially true when impacts to forage fish and lower trophic organisms (both key food sources for important larger-bodied fish species) are dismissed.</p>	<p>organisms representing sensitive key food sources for the “key fish species.”</p>
71	Draft EA/IS	Table 9-10	<p>The MFCAR Project Team has asserted that the effect of construction above the high-water mark on fish habitat will be neutral.</p> <p>Any work above the high-water mark, especially work that involves clearing or grubbing of vegetation, movement of aggregates and other substrate, installation of crossings, etc. all has significant potential to result in sedimentation of adjacent waterbodies/watercourses during precipitation events. The potential effects of sediment release to water are negative and substantial, especially if spawning habitat is nearby. additional negative effects may result if aggregate is not appropriately tested for deleterious substances that may leach out (e.g. acids, salts, metals).</p>	<p>Nibinamik requests the following:</p> <ol style="list-style-type: none"> 1. develop (and provide for review and comment) erosion and sediment control plans that demonstrate measures that are above and beyond the regulatory requirements use erosion-resistant fill material below the high-water mark at all locations requiring fill. (i.e. not just in floodplain). 2. Clarify what options are being considered for erosion-resistant fill material and the source(s).
72	Draft EA/IS	Table 9-10	<p>As noted above, the MFCAR Project Team has asserted that the effect of construction above the high-water mark on fish habitat will be neutral.</p> <p>Nibinamik is concerned that the proposed mitigation and enhancement measures will</p>	<p>Nibinamik requests the following changes to the mitigation and enhancement measures for this row in Table 9-10:</p> <ol style="list-style-type: none"> 1. Revise language to "Avoid constructing in sensitive habitats." Avoiding impacts to sensitive



			not be sufficient to negate potential negative effects on fish habitat due to construction above the high-water mark.	habitats must be prioritized over “feasibility” (i.e., minimizing cost). 2. Revise language to “Upon removal of temporary crossing materials...return banks to original profile at every site...stabilize disturbed areas and install erosion control measures that will remain in place until banks are sufficiently revegetated.”
73	Draft EA/IS	Table 9-10	<p>The MFCAR Project Team asserts conditions where “for permanent and temporary waterbody crossing structures, the proposed restricted timing window will not be applicable.”</p> <p>As noted above, sedimentation concerns remain for any activity that requires grubbing or clearing of vegetation within the riparian area (i.e., all crossings), due to the fact that this region will receive rainfall and will undergo snowmelt. Sedimentation poses especially significant risk to eggs and juvenile fish.</p>	<p>To ensure the predicted residual effect characterization <i>is as described by the proponent</i>, the timing window MUST be applicable to all activities adjacent to waterbodies unless (1) sufficient sediment control measures are installed prior to works and (2) sediment monitoring is conducted during all rain events.</p> <p>If works are conducted in the spring during snowmelt, sediment control measures must be installed prior to works and continuous downstream monitoring must be conducted during works.</p>
74	Draft EA/IS	Table 9-10	<p>The MFCAR Project Team has asserted a low magnitude of predicted residual effect for construction activities below the high-water mark.</p> <p>Nibinamik is concerned that this characterization (an effect magnitude of “low”) does not adequately characterize the irreversible change(s) to fish habitat that can occur when construction activities interact with an unimpacted channel.</p>	<p>Nibinamik requests that for work below high-water mark during construction, the magnitude of effect must be at minimum characterized as medium due to permanent irreversible alteration of fish habitat, especially for culvert installations.</p>



75	Draft EA/IS	Table 9-10	<p>The MFCAR Project Team has committed to completing site-specific fish and fish habitat and surface water surveys during detailed design.</p> <p>Nibinamik is concerned that the Proponent appears to have not completed site-specific fish and fish habitat or surface water surveys for the water crossing locations. Without site-specific information, an accurate effects assessment, especially one that claims little-to-no effects, is inaccurate.</p>	<p>Please clarify whether the MFCAR Project Team’s effects assessment is grounded in site-specific fish and fish habitat surveys.</p> <p>Please also clarify that the surveys to be completed during detailed design will be conducted by an experienced fisheries biologist, as is noted elsewhere in Table 9-10 with regards to “new” waterbodies.</p>
76	Draft EA/IS	Table 9-10	<p>As noted above, Nibinamik is concerned that sensitive habitats will be deprioritized in favour of construction costs and efficiency, for works below the high-water mark</p>	<p>Nibinamik asserts that sensitive habitats should be avoided entirely. If it is completely impossible to avoid the sensitive habitat, construction works below high water must only occur in July to September, outside of the fisheries timing windows.</p> <p>Please revise the language of this measure to reflect.</p>
77	Draft EA/IS	Table 9-10	<p>As above, Nibinamik is concerned about the potential for chemicals leaching into the waters and sedimentation due to construction work below high water.</p>	<p>Please clarify what options are being considered for erosion-resistant fill material and the source(s).</p> <p>Nibinamik also requests the use of erosion-resistant fill material below high-water mark at all locations requiring fill. (i.e. not just in floodplain).</p>
78	Draft EA/IS	Table 9-10	<p>Nibinamik is concerned that even with removal of temporary crossing materials below the high-water mark, the potential effects of sediment release to water are negative and substantial, especially if spawning habitat is nearby.</p>	<p>Nibinamik requests that the MFCAR Project Team develop (and provide for review and comment) erosion and sediment control plans that demonstrate measures that are <u>above and beyond</u> the regulatory requirements</p>



			Additional negative effects may result if aggregate is not appropriately tested for deleterious substances that may leach out (e.g. acids, salts, metals).	
79	Draft EA/IS	Table 9-10	<p>Given that the temporary crossings will be interacting with fish habitat below the high-water mark, the area will be at much higher risk of erosion.</p> <p>Nibinamik is concerned that only returning banks to their original profile “if needed” and stabilizing disturbed areas “as necessary” unnecessarily increases the risk to fish habitat at temporary crossing locations.</p>	<p>Nibinamik requests language of this mitigation/enhancement be changed to:</p> <p>“Upon removal of temporary crossing materials, return banks to original profile, stabilize disturbed areas, and install erosion control measures that will remain in place until banks are sufficiently revegetated.”</p>
80	Draft EA/IS	Table 9-10	Based on recent actions by the provincial government, Nibinamik is extremely concerned that the Ontario Ministry of Natural Resources and Fisheries and Oceans Canada will not appropriately respect Indigenous peoples’ duty to steward the lands and waters of their Homelands.	Therefore, Nibinamik requests that for the Dusey, Buffaloskin, Ogoki, Albany, and Wabassi rivers, the MFCAR Project Team send any application for working below the high-water mark within the restricted timing window to Nibinamik for review and comment <u>prior</u> to submission to the Ministry of Natural Resources and Fisheries and Oceans Canada for authorization.
81	Draft EA/IS	Table 9-10	As noted above, sedimentation concerns remain for any activity that requires grubbing or clearing of vegetation within the riparian area (i.e., all crossings). Sedimentation poses especially significant risks to eggs and juvenile fish.	<p>To ensure the predicted residual effect characterization <i>is as described by the proponent</i>, Nibinamik requests:</p> <ul style="list-style-type: none"> • Timing window MUST be applicable to all activities adjacent to waterbodies unless sufficient sediment control measures are installed prior to works, • Sediment monitoring is conducted during all rain events.



				<ul style="list-style-type: none"> • If works are conducted in the spring during snowmelt, sediment control measures must be installed prior to works. • Continuous downstream monitoring must be conducted during works.
82	Draft EA/IS	Table 9-10	<p>Nibinamik is concerned about the potential cumulative impacts of sedimentation and other effects due to construction activities when works occur at multiple tributaries to the same waterbody or watercourse.</p> <p>While Nibinamik recognizes that in isolation, the impacts may be minor at each individual site, given that fine sediments or other deleterious substances will be conveyed downstream and accumulate, there remains a risk of non-negligible impacts in the ultimate receiving waterbody.</p>	<p>Nibinamik requests the MFCAR Project Team prepare a Sediment and Erosion Control Plan that includes monitoring in specific receiving waterbodies and watercourses that have multiple tributaries interacting with the Project route, to ensure some cumulative effects are appropriately monitored, and mitigated if required.</p>
83	Draft EA/IS	Table 9-10	<p>Nibinamik commends the MFCAR Project Team for the commitment to regularly inspect and maintain culverts and bridges along the road.</p> <p>However, Nibinamik is concerned with the potential impacts of increased human access to waterbodies (e.g., increased erosion, contamination due to waste, increased fishing pressure, which may be facilitated by cleared areas around permanent crossings.</p>	<p>Please provide details regarding access control measures that will be installed (e.g. fencing) or created (e.g. through barriers such as rocks, wood, trees) at crossings to impede public access to waterbodies during operation of the road. Nibinamik asserts that access control measures would also serve to protect the MFCAR Project Team from environmental liability.</p> <p>We recognize that access control may not be feasible at all crossings; therefore, we request that at minimum all clear-span bridges have access control measures installed or created.</p>



84	Draft EA/IS	Table 9-10	<p>Nibinamik is concerned that the mitigation measures proposed for addressing changes to fish habitat due to changes in riparian vegetation are not sufficient to yield a “negligible” impact magnitude.</p>	<p>Nibinamik requests that erosion and sediment control measures be installed in all cleared areas that may convey precipitation or snowmelt into waterbodies until those areas are sufficiently revegetated.</p>
85	Draft EA/IS	Table 9-10	<p>The MFCAR Project Team asserts that magnitude of “changes to fish habitat quantity and quality from the placement of waterbody crossing structures and changes in channel morphology” is negligible.</p> <p>However, the report also notes there are over 50 crossings that interact with fish habitat, and site-specific surveys have yet to be completed.</p> <p>Nibinamik is very concerned at the apparent dismissal of irreversible, permanent alterations to fish habitat that will occur due to the project. Especially when the need for site-specific surveys is recognized by the MFCAR Project Team.</p>	<p>Nibinamik asserts that without detailed information about the fish habitat that is being permanently and irreversibly altered due to the Project, it is unreasonable to assume that the changes would result in negligible impacts.</p> <p>These alterations will represent a “harmful alteration, disruption, or destruction” (HADD) and must have at minimum, appropriate offsetting plans proposed.</p>
86	Draft EA/IS	Table 9-10	<p>The MFCAR Project Team proposes to use outdated guidance (Ministry of Natural Resources Environmental Guidelines for Access Roads from 1990) for culvert crossings of fish-bearing watercourses.</p> <p>Nibinamik is concerned that such guidance does not prioritize the protection of fish or aquatic ecosystems.</p>	<p>Nibinamik asserts that embedded and/or open-bottom culverts, which maximize fish passage, are the only acceptable designs for culverted crossings of fish-bearing waterbodies.</p> <p>This is especially important given that field surveys conducted by the MFCAR Project Team (EIS Appendix G, Attachment B) found valued fish species such as juvenile Northern Pike in relatively small watercourses (< 5 m wide, < 1 m deep) where they may not have been expected.</p>



The MFCAR Project Team has asserted no residual effects (mortality or injury) to fish due to blasting, yet has not demonstrated the diligence required to support this assertion.

Nibinamik is concerned that the stated mitigations do not contain (1) any mention of minimum buffer limits for distance to fish bearing waters during blasting, (2) any fish exclusion plan to ensure fish are not exposed to deleterious pressures or vibrations, nor (3) any mention of confirmation of spawning to ensure the stated vibration guideline (for the protection of eggs) is maintained.

The proposed approach appears to be similar to stating "*trust us*" rather than clear demonstrable actions that will prevent harm to fish.

Further, the statement "complete blasting near fish-bearing waterbodies outside the proposed restricted activity timing window for all blasting operations" appears to imply that fish are only present during the restricted window, which is clearly incorrect and presents concerns regarding the MFCAR Project Team's understanding of fish movement and habitat use.

If the MFCAR Project Team wishes to maintain their prediction of "no residual effect" due to blasting, Nibinamik asserts that they must:

- Demonstrate an understanding of blast pressures during construction.
- Demonstrate an understanding of the minimum buffer required to mitigate against injury or death to fish due to the blast pressures.
- Demonstrate an evaluation of the risk associated with each proposed crossing to ensure decisions regarding the use of explosives are prioritizing ecosystem and fish population health.
- Demonstrate, through the preparation of a pre-blasting fish protection plan, that (1) spawning will be sufficiently evaluated to ensure protection of redds and/or eggs, and (2) that the blast-affected-area will be made sufficiently free of fish (through exclusion or another demonstrably successful measure) to avoid injury or death.

Nibinamik is concerned that very few details have been provided regarding the mitigation of air quality and fugitive dust, specifically with respect to monitoring to confirm mitigation measures were successful.

Nibinamik requests that the MFCAR Project Team provide clear details regarding their air quality / fugitive dust monitoring plan, as it relates to the risks to aquatic environments (e.g., monitoring locations, sampling frequency, parameters, etc.)



89	Draft EA/IS	Table 9-10	<p>Nibinamik is concerned that provincial (Ontario Ministry of Natural Resources) best management practices and regulations are not sufficiently protective of this area. Most of these guidance documents were not designed to protect regions that have remained relatively pristine.</p> <p>Nibinamik community members are extremely concerned about the spread of invasive species, with a preference for <i>prevention</i> of spread rather than <i>reduction</i>.</p>	<p>Nibinamik requests that the MFCAR Project Team demonstrate how they intend to go above-and-beyond provincial best management practices and existing regulations to ensure the spread of invasive species is <i>prevented</i>.</p> <p>For example, establishing checkpoints for the cleaning and inspection of all watercraft during construction and once the road is open.</p>
90	Draft EA/IS	Table 9-10	<p>The MFCAR Project Team has provided very few details regarding the potential changes to fish survival and reproduction from improved public access to recreational angling areas.</p> <p>Nibinamik community members have voiced concerns regarding the influx of people from outside the communities that would follow road creation. Community members have already observed the impacts of guiding resorts for fishing and hunting.</p>	<p>This road will permanently facilitate access to lakes and rivers for any external party interested in fishing in this region. Nibinamik requests that this is recognized as a significant, irreversible residual effect and that the MFCAR Project Team propose effective mitigations.</p>
91	Draft EA/IS	Table 9-10	<p>Nibinamik community members are concerned about the contamination of fresh water in this region due to fuels and other construction-related chemicals, and the effects this contamination would have on fish populations.</p>	<p>Nibinamik requests that the magnitude of the potential effect due to chemical spills be increased to “medium” (at minimum), given the extremely deleterious impacts that fuel and other industrial chemicals can have in waterways.</p> <p>Nibinamik also requests that all construction camps and laydown areas (temporary and permanent), and any area that is to be used for the storage of fuel or other chemicals, be at least 30 m</p>



from water and have spill prevention measures (e.g. lined trenches, baffles, etc.) installed to fully avoid the risk of contaminants reaching the aquatic environment.

92	Draft EA/IS	Section 10.2.3.1	<p>The MFCAR Project Team expects that fish populations will be self-sustaining, and uses this expectation to conclude that cumulative effects are not significant.</p> <p>Nibinamik is concerned that this approach seems worryingly backwards and does not effectively consider the potential cumulative effects of the Project on fish populations.</p> <p>An analogous phrase would be “we think the answer will be 6, therefore the question was ‘what is 3+3’” → not only does that ignore the other potential options that give an answer of 6, but it also ignores the potential for a completely different answer based on discovering the actual question.</p>	<p>Nibinamik requests a more fulsome evaluation of cumulative effects, that recognizes the interconnectedness of aquatic ecosystems and all project components, and the interactions between aquatic ecosystems and other ecosystems.</p>
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PEATLANDS

93	Appendix I – Peatlands Technical Support Document	7.3 Assessing Residual Effects	<p>The draft EA/IS states impacts to peatlands from pits and quarries are expected to be mitigated from the backfilling of pits and the abandonment of quarries. This does not guarantee that the function, composition and availability of peatlands will be restored. Nibinamik is concerned that peatland restoration may not be effective in areas that are dewatered, and a more comprehensive approach to peatland and quarry/pit restoration is needed.</p>	<p>Nibinamik requires that the Project Team develop a comprehensive plan to pit and quarry restoration. Plans must demonstrate that restoration is feasible in peatlands, including the restoration of biogeochemical, hydrogeological and habitat function. A phased restoration approach may be required to ensure that planned techniques are feasible and to prevent lags in restoration time.</p>
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94	Appendix I – Peatlands Technical	7.3 Assessing Residual Effects	<p>Nibinamik is concerned that peatland restoration will not be feasible in temporary workspaces and the construction</p>	<p>The impact assessment for direct peatland loss should be updated to reflect the uncertainty associated with</p>
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	Support Document		disturbance area. The draft EA/IS suggests that only certain areas may require restoration efforts. The loss of peatlands is considered “low” and “not significant.” The magnitude of the impact is small because the regional assessment area is so large, but this does not mean that the loss of peatlands will not have an impact on local ecosystems or environmentally sensitive locations.	restoration and the impact of local peatland loss in sensitive habitats and local ecosystems. There is concern that restoration may not be possible, meaning there should be additional mitigation measures proposed in the draft EA/IS to protect peatlands. These impacts should be considered significant.
95	Appendix I – Peatlands Technical Support Document	7.3 Assessing Residual Effects	A primary concern is the potential of road construction causing increased levels of methylmercury (by increasing peatland sulfur content) in groundwater. This potential effect is not carried forward in the assessment because no residual effects were found in the Groundwater Technical Support Document. However, review of the technical support document indicates that changes to groundwater quality from road construction in peatland areas was not assessed.	The final EA/IS must include an assess the potential effect of increased methyl mercury in groundwater from peatland construction. This must include characterization of residual and cumulative effects, as well as proposed mitigation strategies. The assessment should use an ecosystem-based approach and provide an assessment of the potential impacts to surface water and fish from potential increases in groundwater.
96	Appendix I – Peatlands Technical Support Document	8. Cumulative Effects Assessment	The peatland cumulative effects assessment states that although the MFCAR project, northern road link, Rapid Lynx Broadband Project and the Anaconda and Painter Lake Forestry Road upgrades project will result in the permanent loss of peatland functional area and ecosystem function, peatlands are expected to remain abundant and connected in the Regional Study Area. Nibinamik is concern that the cumulative effect of linear disturbance throughout the area will result in irreversible changes to peatland function, with impacts to wildlife habitat, carbon storage, hydrology and drainage, and groundwater flow pathways. Road disturbance of peatland environments is known to have significant and lasting impacts on function, availability and	Due to the uncertainty and severity of potential cumulative effects to peatlands from compounding linear development projects, Nibinamik believes these impacts should be considered “significant” and additional, coordinated mitigation measures should be developed.



distribution, with only marginally successful restoration efforts available. By assuming there will be little effect on the net ecological function and connection of peatlands in the area without adequate analysis, modelling, monitoring and restoration plans, Nibinamik cannot be assured that effects will not have a lasting impact on ecosystem function.

97	Appendix I – Peatlands Technical Support Document	8. Cumulative Effects Assessment	<p>Nibinamik shares Fort Albany First Nation concerns that the drying and dewatering of peatlands (from both development and climate change) will lead to the increased risk of wildlife. Despite the Draft EA/IS recognizing the cumulative effects increasing the susceptibility of peatlands to wildfire, no additional mitigation measures have been proposed.</p> <p>Nibinamik First Nation holds traditional knowledge related to wildfires in the region and has continually been impacted by wildlife historically and in the present. Additional mitigations are needed to effectively manage wildfire risk created through the alternation of peatland hydrology. Relying on fragmented mitigation measures from each individual project does not adequately satisfy the level of regional coordinate response needed to prevent forest fires in this sensitive area.</p>	<p>Nibinamik would like to see additional measures to prevent wildlife in peatland ecosystems. Indigenous knowledge holders and First Nation Communities have an enhanced understanding of forest fire dynamics in the regional area. These communities and knowledge holders should be embraced to develop effective mitigation and management areas. Management measures, in the form of First Nations-led wildfire management plans, Indigenous Protection and Conservation Areas, and support for the development of on the land Indigenous guardians must be considered as a required mitigation measure to effectively protect the region from forest fire risk. Furthermore, these management strategies should be made in collaboration with provincial regulators and enforcement officers to help develop prevention strategies that focus on outreach, education, and awareness to reduce forest fire risk from new recreational users within the area.</p>
98	Appendix I – Peatlands Technical	8. Cumulative Effects Assessment	<p>There are no mitigation measures proposed to address the cumulative effect of groundwater dewatering on peatlands.</p>	<p>The province should commit to a cumulative effects assessment when approving any application for aggregate</p>



Support Document

Peatlands depend on a connected and function hydrologic and hydrogeologic environment. The removal of bedrock, dewatering and pit infilling will undoubtedly have an impact on surface water and groundwater flow directions with potential impacts for quarries.

resource extraction or permits to take water in the region. Provincial permitting does not typically require a cumulative effects assessment. Nibinamik asserts that due to the complex hydrologic/hydrogeologic and pristine nature of the development area, the province should take a proactive approach in preventing cumulative effects to water resources and peatlands. Frameworks for determining cumulative effects of dewatering on peatlands should be developed with First Nations communities, include ecologically relevant spatial and temporal boundaries, and include strict requirements for ownership of the pit and responsibility for potential impacts, as well as conditions for monitoring and response programs.

TERRESTRIAL ECOLOGY AND WILDLIFE

99

Draft EA/IS + Appendix K – Draft Wildlife Technical Support Document

New roads create major opportunities to access natural resources. The completion of the MFCAR would immediately expose timber, wildlife, plants, fungi and minerals to increased harvesting levels and greatly enhance the risk of over-exploitation (Mychasiw & Hoefs, 1988; Bekker, 2003). Fish and hunt guiding operations may also expand in the wake of the MFCAR, with a significant risk of increased pressure on local ungulate, predator and fur-bearer populations (Mychasiw & Hoefs, 1988; Watson, 2005). Legal sport and subsistence hunting as well as illegal poaching are expected to increase with a road. Many case studies bear witness to over-harvesting after the development of new roads into wilderness areas (Mychasiw & Hoefs, 1988).

Nibinamik asks to be involved in the decision-making regarding access permissions for the Project including but not limited to, forestry operations, mining and exploration development, and commercial hunting and fishing operations in the area. Further, Nibinamik asks to be involved in the development and implementation of a detailed Wildlife Monitoring and Mitigation Plan which includes record and analysis of hunting and harvesting in the region, and addressing Project specific needs such as beaver removal.



100	Draft EA/IS + Appendix K – Draft Wildlife Technical Support Document	<p>Roads are known to create substantial fragmentation effects within wilderness areas (Ament et al., 2008). This occurs through the conversion of interior habitat to edge habitat, and results in decreased habitat function and productivity for many species, including those which are wide-ranging or large-territory dependent (Carr et al., 2011; COSSARO, 2015).</p> <p>This fragmentation alters microclimates along the road (i.e. changes average temperatures, solar exposure and drainage), which can result in significant changes to adjacent vegetation communities (Watson, 2005). These altered habitats often transition from mature systems towards successional, disturbance tolerant, and invasive, plants (Watson, 2005).</p> <p>The physical roadway, its traffic and alterations to vegetation communities as described above, all serve as barriers to wildlife movement. While a road may not entirely prevent wildlife from crossing, fragmentation increases the cost of movement and disrupts wildlife through a combination of mechanisms</p>	<p>Nibinamik asks to be involved in the monitoring of terrestrial ecosystems and in developing mitigations for habitat fragmentation, and offsetting habitat for the residual impacts. Nibinamik further recommends long-term research of terrestrial ecosystems during all project phases to ensure that impact predictions are accurate and implementing adaptive management to protect Aboriginal and Treaty Rights.</p> <p>Nibinamik requests efforts to minimize impacts include implementing a variable width ROW - rather than clearing the entire 60 m wide ROW - to reduce impacts of habitat loss.</p>
101	Draft EA/IS + Appendix K – Draft Wildlife Technical Support Document	<p>Nibinamik is concerned about the Project impacts on culturally valued wildlife such as [REDACTED]</p> <p>Vegetation changes may serve as an attractant for grazing and the installation of culverts may attract beavers. Opportunist and predator species (i.e. birds of prey, corvids, wolves, bears etc.) may experience increased hunting and movement efficiency</p>	<p>Nibinamik asks to be involved in the development and implementation of a Wildlife Monitoring and Mitigation Plan for construction and operation. This Plan must address road safety for wildlife and vehicles, minimize the risk of hunting, and validate that the predicted impacts are accurate. Nibinamik requests to be involved in long -term wildlife management efforts</p>



- changing predation risks and predator presence. However, traveling along the road also increases the risk of road mortality. Using the road corridor would also expose wildlife to increased levels of hunting.

and adaptive management for wildlife and traffic safety.

102	Draft EA/IS + Appendix K – Draft Wildlife Technical Support Document	The EIS describes yellow rail (Special Concern, Species-at-Risk) as follows: “Habitat degradation from human activity is expected to have a serious impact on yellow rails, but they are thought to be adaptable and resilient to human disturbances within the Project study areas”.	This statement is unsubstantiated and requires additional justification. A specific monitoring program for the elusive yellow rail is recommended.
103	Draft EA/IS + Appendix K – Draft Wildlife Technical Support Document	The draft EA/IS states that the direct loss of 16,901 ha of Category 1 habitat within the Missisa caribou range would bring the total disturbed habitat area for this herd to 8%. The EIS interprets this major regional change as a “low magnitude” and “not significant” impact to the Missisa herd. The draft EA/IS also describes effective habitat loss for caribou as “500 m on either side of the road”. However, numerous studies indicate that caribou often avoid anthropogenic disturbances by a much greater margin, even up to 15 km (Carr, 2011; ECCC, 2019; COSSARO, 2015) The percentage of direct habitat loss (i.e. from the road’s footprint) and the use of 500 m as effective habitat loss, are both insufficient metrics for the determination of this impact as “not significant.” Further, despite the Draft EA/IS interpreting the impacts to the Nipigon caribou herd as moderate in magnitude and significant the evaluation still does not fully acknowledge the habitat loss , predation and hunting impacts.	We believe that due to the: <ul style="list-style-type: none"> • extensive loss of effective habitat around the road (expected to far exceed 500 m on each side); • the high risk of disturbance-mediated predation effects; • improved predator hunting efficiency along the road, and; • the various fragmentation mechanisms described above (and in the preceding section); At least “moderate magnitude” and “significant” designations should be applied for the proposed negative, and irreversible impacts on the already declining Missisa herd. Nibinamik requests ongoing involvement in the development and implementation of wildlife conservation mitigations for the life of the Project.



104	Draft EA/IS + Appendix K – Draft Wildlife Technical Support Document	The draft EA/IS acknowledges that there will be residual effects on moose in the form of altered habitats (due to invasive species), changes in movement patterns, and direct as well as effective habitat loss, but maintains that all impacts to moose are “low magnitude” and “not significant.” The proposed MFCAR has a high likelihood of increasing levels of legal recreational and subsistence moose hunting and a possible increase of some illegal poaching.	In light of the myriad impacts to this large, and culturally important species, the proposed impacts to moose in the LSA should be categorized as “moderate” magnitude (as opposed to “low”) and “significant” as opposed to “not significant.” The Draft EA/IS interpretation does not reflect Nibinamik’s view of impacts on this culturally valuable resource and impact on Nibinamik rights to traditional resource use.
105	Draft EA/IS + Appendix K – Draft Wildlife Technical Support Document	The draft EA/IS statement “habitat connectivity isn’t a problem for martens” is not substantiated or accurate. Linear features, depending on their size, type and density, are known to impact the movement patterns and habitat occupancy of martens (Tigner, 2015). The MFCAR would thus, very likely, impose local impacts on martens with habitat ranges overlapping the proposed project.	Potential effects on martens need to be reflected in the EA/IS assessment of impacts on wildlife and wildlife habitat.

VEGETATION

106	Draft EA/IS & Appendix J – Draft Vegetation Technical Support Document	Many pathways of impacts to plants and medicines are possible from the proposed Project, both temporary and permanent infrastructure. This includes increased human-caused forest fires, invasive species, over-harvesting, and, vegetation community shifts towards successional and disturbance-tolerant species. Airborne dust and run-off contaminants such as silts, sands and salt, will have a negative impact on plant medicine quality near the MFCAR. Access through the region by various people (for recreation, forestry, construction & maintenance, community members, visitors, hunters & anglers etc.) will increase the harvesting – and possible over-harvesting	<ul style="list-style-type: none"> • Nibinamik requests to be engaged on oversight and decision-making regarding access permissions and access control along the MFCAR. • Nibinamik recommends the development and implementation of a plant and medicines mitigation and conservation plan. Nibinamik also requests to be provided this plan for review and comment. • Nibinamik recommends temporary quarry pits are not only abandoned
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The wetland, lake and watercourse dominated landscape of the boreal shield and Hudson's Bay lowlands provides immense potential for aquatic invasive species. This massive wetland landscape coupled with a changing climate, could enable devastating invasives such as quagga mussel to become established in the north. Also, aquatic plants like common reed, flowering rush, and Eurasian water-milfoil are at risk of spreading.

Many of these invasives have the potential to exert major damage on valued ecosystem components: invasive diseases, pests and competitors on culturally significant plants and wildlife, and aquatic invasives on local fisheries. Nibinamik is concerned about the spread of invasive species through cars and trucks that will travel along the proposed road. Nibinamik has already started to see invasive plant species on their Homelands.

but reclaimed and that reclamation plans are developed in alignment with a plant medicines mitigation and conservation plan. Nibinamik also request to review reclamation plans.

- Nibinamik recommends the development and implementation of an invasive species mitigation and management plan specific to both the construction and operations of MFCAR and permanent quarry pits. Nibinamik also requests to be provided this plan for review and comment, and for opportunities to collaborate with Marten Falls First Nation on invasive species management measures.
- Given the pristine and sensitive nature of the boreal forest in the region, Nibinamik requests that the MFCAR Project Team pursue a zero-invasives policy to ensure no or negligible residual effects due to the Project.
- Nibinamik request that dust management products are selected for their minimal impact on road side vegetation and recommends alternatives to chloride-based products are prioritized.



- Measures to minimize impacts must include the use a variable-width ROW – removing minimal vegetation to accommodate the needs for community travel - rather than clearing a full 60 m ROW.

ARCHAEOLOGY AND CULTURAL HERITAGE

107	Appendix R – Archaeological Assessments – Stage 1	Executive Summary	The bottom of page i states bogs, fens, swamps aren't considered in the Archaeological Assessments as they are low potential but then next paragraph says they are high potential. The inconsistency in consideration of wetlands is concerning.	Please justify why wetlands were not considered. Wetlands are generally recognized to have archeological potential.
108	Appendix R – Archaeological Assessments – Stage 1	Executive Summary	Page ii – Section 1.3.4 does not allow for additional requests for exempt areas, which risks those areas having archaeological or cultural value that is missed.	Please engage with Nibinamik on specific areas that have been exempt based on Section 1.3.4. This includes receiving from Nibinamik a Traditional Knowledge and Land Use Report which is funded through the project at a capacity to sufficiently and meaningfully undertake the work.
109	Appendix R – Archaeological Assessments – Stage 1	Executive Summary	Second Paragraph page ii – there is no mention of relic shorelines of past waterways.	Please clarify why LiDAR data was not used in this assessment. The Ontario Ministry of Natural Resources has LiDAR for the whole of the province that is accessible and more reliable than the satellite imagery in this report.
110	Appendix R – Archaeological Assessments – Stage 1	Executive Summary	Third Paragraph page ii: The archaeologist making the decision should have experience in northern Ontario and know the terrain and the cultures (this has been used in other situations – 5 years seems to be an acceptable number of years to most communities).	Please demonstrate that the archaeologist undertaking this assessment and examining the data is familiar with northern climates and cultures.



111	Appendix R – Archaeological Assessments – Stage 1	Executive Summary	Page ii: Shovel testing only adheres to 50 m back from the modern water. This is insufficient as sites can and have been found further back. Modern water source boundaries are not sufficient and do not consider the changing environment over the last 10,000 years.	The Standards and Guidelines are a “minimum” that need to be completed. It is recommended to shovel test 150 m back from modern water source or at least require physical inspection. In absence of a larger buffer applied there must be justification for the use of the 50 m setback.
112	Appendix R – Archaeological Assessments – Stage 1	n/a	Mentions the term “Paleo-Indian”: the term “Indian” is outdated and not considered to be an acceptable term.	There has been a shift over several years now, in northwestern Ontario archaeology to use the term “Paleoindigenous.” Paleo to denote antiquity of time and Indigenous to recognize past peoples were the original peoples on the landscape.
113	Appendix R – Archaeological Assessments – Stage 1	n/a	Mentions the term “Archaic”: this is an outdated term, it denotes past people as possibly being “simple” and that is not the case.	There has been a shift in northwestern Ontario archaeologists to use the term “Middle Period” to denote this time span.
114	Appendix R – Archaeological Assessments – Stage 1	1.3.1.1 Modern Environment	There seems to be a notion that present day environment is the same as it was 2,000 years ago, 5,000 years ago but that is not likely the case.	The Assessment must include some consideration as to how the environment would have looked like in the past – it is not realistic to use the present landscape as it has been modified by dam construction, water levels changing etcetera.
115	Appendix R – Archaeological Assessments – Stage 1	1.3.3 Known Archaeological Sites	Only a small number of sites were asserted as being present. However, this ignores the possibility that the undeveloped nature of the region also means that there have been very few formal archaeological surveys	There must be consideration that these areas have never been examined for archaeological resources because there has not been much development in the area – predicating the need for documenting archaeological resources. The perspective that there is a lack of sites, reflects a bias. The lack of identified sites does not mean there are no sites to be identified.
116	Appendix R – Archaeological	2.3 Conclusions	There is no mention of results from the helicopter fly-over.	Please elaborate on what was determined by the fly-over



	Assessments – Stage 1			investigation. It is recommended to provide a discussion on what was observed, what was ruled out, what was determined to have more investigation.
117	Appendix R – Archaeological Assessments – Stage 1	2.3 Conclusions	There is no consideration for navigable waterways, no discussion of how the lands were used in the past and what might be important to Indigenous Peoples as they travel the landscape.	More consideration of First Nations and how they utilized the landscape would be appropriate. Nibinamik recommends a physical inspection of all the areas as a means to narrow down what needs shovel testing.
118	Stage 2 Archaeological Assessment Community access road	Executive Summary	Mentions 9 areas to be inspected but only two looked at (page i).	Please provide further information about when the remaining areas will be examined.
119	Stage 2 Archaeological Assessment Community Access Road	Executive summary	Point 2 of the recommendations suggest that archaeological potential includes historic water sources – this is not identified in the report – its mentioned but there is no discussion or mapping of this aspect.	The assessment requires a section on mapping the historic waterways and glacial shorelines which should be done using LiDAR data. The Assessments lack of consideration for of high-potential archaeological site along historic waterways renders it insufficient to address and mitigate potential archaeological impacts.
120	Stage 2 Archaeological Assessment Community access road	3.1 Location 1	The Assessment states that an artifact was found during a beach walk, and that the area was walked. There is a lack of details around how this find was addressed.	More clarification as to the context of the find is needed such as, was this a pedestrian surface find? Was it found in a shovel test pit? If it was found on a beach was there no shovel testing? Nibinamik requests that more information is provided on the nature of assessment that was performed in response to this find.
121	Stage 2 Archaeological Assessment	3.2 Location 2	Again, with Location 2 there is no context of how the artifact was uncovered or subsequent actions and investigations.	The MFCAR Project Team need to clarify the context of the find; was this find a surface find, or was it in a shovel test and if so, how was shovel testing



	Community access road			modified to address the potential for further artifacts in the area?
122	Cultural Heritage Study Plan	N/A	There does not seem to be a protocol to address how communities want artifacts or sites handled through all Project phases.	Nibinamik requests to be involved in developing a Chance Find and Ancestral Remains Handling Protocol. This must include engagement to a) understand what archaeology is and the process 2) develop an appropriate protocol for handling artifacts and sites 3) develop protocols for community Elders to visit sites and discuss and value they might have to the community as a whole 4) develop repatriation for artifacts back to the community if appropriate.

AIR ENVIRONMENT

123	Appendix S – Draft Air Quality and Greenhouse Gas Technical Support Document: Existing Conditions and Effects Assessment Volume 1 – Air Quality	Section 5.2 Existing Air Quality and Section 7 Effects Assessment of the Project	The use of the 90th percentile in baseline air data may understate short-term air quality risks when compared to acute exposure guidelines, potentially giving a false sense of human health safety. While appropriate for long-term averages, this approach can miss peak exposures tied to activities like wood and diesel burning—both of which are Project components. Therefore, additional mitigation measures should be implemented to address the potential health impacts of these emissions throughout the Project (including camp infrastructure which is absent from the assessment).	The baseline air quality demonstrates the Project may underestimate health risks from diesel and wood burning for workers and local land users. To address this, additional mitigations should include: <ul style="list-style-type: none"> • Clear communication of burning activities, • Air quality monitoring (particularly at near by receptor such as camps or work in proximity to prescribed burns) • Donation of timber to First Nations communities, • Use of low-emission Tier 4 engines or retrofits, • Environmentally safe dust suppressants, • Prompt revegetation of exposed soils through progressive reclamation, and
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				<ul style="list-style-type: none"> • Camps designed to be low-emission. This includes use of renewable power, locally-sourced procurement and local decommissioning options (such as donating structures or equipment and supplies to local First Nations).
124	Appendix S – Draft Air Quality and Greenhouse Gas Technical Support Document: Existing Conditions and Effects Assessment Volume 2 – Greenhouse Gas	Section 7 Characterization of Residual Effects, Section 8 Cumulative Effects and Section 9 Monitoring Programs and Future Commitments	Nibinamik members raised concerns about how climate change is already impacting their lives, including increased wildfire risk, unreliable winter roads, and reduced safe access to the land. While the Draft EA/IS acknowledges global climate trends, it fails to assess cumulative regional GHG effects from foreseeable linked developments. This gap limits understanding of how the Project may worsen climate risks and undermine First Nations land access, mobility, and cultural continuity. Furthermore, based on the inadequate cumulative effects assessment and general conclusion that GHG impacts are not significant there are no GHG or climate specific mitigations. A more thorough assessment is needed to address these rights-based impacts. GHG specific mitigations are required to meaningfully address project impacts.	<p>The GHG cumulative effects assessment should include emissions from foreseeable regional projects like additional roads, mining, and forestry. While climate change is global, reducing GHGs also benefits local air quality. The Draft EA/IS lacks adequate cumulative assessment and project-specific GHG mitigation, which conflicts with rights-based impact considerations and IAAC guidelines. Nibinamik recommends deferring MFCAR decisions until:</p> <ul style="list-style-type: none"> • A Cumulative Effects Assessment of GHG is complete, expanding the Project’s GHG scope to include lifecycle emissions (account for camps operations and long-term aggregate operation), and • There are Project-specific mitigations incorporating low-carbon procurement strategies, and supporting offsets through forest/wetland preservation and



Indigenous-led stewardship and wildfire prevention programs.

VISUAL ENVIRONMENT

125	Appendix V – Draft Visual Environment Existing Conditions and Effects Assessment Report	Section 7.6 Decommissioning Phase and 7.7 Summary of the Assessment of Effects	<p>It is understandable that some temporary construction impacts on visual receptors may be considered infrequent and medium-term and reversible. However, the road itself, and watercourse crossing, are permanent infrastructure. In absence of a decommissioning plan this Project is not reversible, and impacts are continuous. This is particularly important for crossings and receptors that have not been georeferenced or not captured within the IK provided. Considering there was limited geographic confirmation of receptors received through IK there is a high degree of uncertainty the results (and insignificance of residual effects) are applicable to IK receptors and the bridges. It is recommended that mitigation include components to ensure the visual mitigations are effective.</p>	<p>The recommendations to address this concern are as follows:</p> <ul style="list-style-type: none">• The temporary footprint must be blocked off for access by vehicles and off-road vehicles to prevent the development of trails. Reclamation takes time to establish and without access restrictions temporary footprint may enable vehicle and off-road vehicular parking and access into otherwise inaccessible areas. This can lead to the development impromptu visual impacts. Mitigation must include components to ensure the visual mitigations (like reclamation, and monitoring for trail development) are effective and incorporate operation phase considerations.• The bridges are a permanent visual impact so the commitment to monitor use levels and determine the need to address visual effects (Dillon Consulting Ltd., January 2025 (c), pp. 99, 103) is not effective. It is recommended that the design incorporates suggestions from land users as to how to address the visual impacts of bridges.
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126	Appendix V – Draft Visual Environment Existing Conditions and Effects Assessment Report	Section 9.4 Future Commitments: Table 9-1 Commitment	It is recognized that the Project has committed to reclamation for the temporary construction footprint, however these efforts take time to established and are not sufficient on their own to prevent the Project from enabling the development of side trails. Furthermore, the Project caveat to restore disturbed areas from construction activities <i>where possible</i> (Dillon Consulting Ltd., 2025c, p. 110) does not provide assurance that appropriate reclamation will take place to address the ecological needs, let alone visual impacts. Measures to improve the effectiveness of visual mitigation would improve the potential for the desired results (no residual effects) to be achieved.	It is recommended that the visual environment mitigations include firm commitments to reclaim and restore temporary footprint. This should be paired with measures and objectives to reduce the visibility of permanent footprint (i.e., shrubs and trees to block line of sight).
127	Appendix V – Draft Visual Environment Existing Conditions and Effects Assessment Report	Section 4.4.4 Discipline Specific Characteristics - Uncertainty	Considering there was limited geographic confirmation of receptors received through IK there is a high degree of uncertainty the results, and insignificance of residual effects, are applicable to IK receptors. Furthermore, it is noted that IK data is largely provided by Marten Falls First Nation and may not be comprehensive enough to address First Nations current land use.	There are other project commitments to have a communication mechanism in place for land users to voice their concerns, and for those concerns to be addressed. It is recommended that this mechanism is inclusive of visual effects and that concerns or impacts are mitigated appropriately and meaningfully through the operational phase. This is especially important for addressing potential impacts to receptors that require georeferencing or to address gaps in the IK available at the time of undertaking the assessment. Meaningful and ongoing communication could be supported through the development of a Visual Monitoring and Adaptive Management Plan with clear triggers for action. This could include addressing impromptu development of parking for land access and creation of trails, unsuccessful reclamation, and impacts to First Nations land use



128	Appendix V – Draft Visual Environment Existing Conditions and Effects Assessment Report	Section 8.2.2	The visual assessment states “it is possible that effects from nearby projects may result in similar effects to those described in this report, however they would be occurring in different spatial and temporal location and would thus not overlap with the effects from this Project and no cumulative effects would occur” (Dillon Consulting Ltd., 2025c, p. 108) This is a significant limitation, especially given the context of the MFCAR as part of the broader Ring of Fire development. Visual impacts from multiple, interconnected linear and resource extraction projects are inherently cumulative, and dismissing them as “minor and contained” without a comprehensive cumulative visual assessment could be a serious oversight.	receptor sites that were not included or georeferenced during the assessment. It is recommended that the MFCAR Project Team revisit the decision to exclude reasonably foreseeable projects from the cumulative effects assessment for the visual environment. Especially given the uncertainty around IK georeferencing and potential overlap with other developments. Acknowledge and explicitly assess how the MFCAR, combined with other planned and foreseeable projects, in the region (e.g., other access roads, mining or forestry operations), will cumulatively impact the visual landscape, wilderness character, and viewsapes from all sensitive receptors over the long term. This should include strategic visual simulations of the aggregated projects that encompasses the full extent of the Ring of Fire development and its associated infrastructure.
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NOISE AND VIBRATION

129	Appendix P – Draft Acoustic and Vibration Environment Technical Support Document	Sections 7.3.1.1.1.2 and 7.3.1.2.1.3 Mitigation and Enhancement Measures Table 7-11 Summary of Potential Effects, Mitigation and Enhancement Measures and Predicted Residual Effects on Acoustic	Operational mitigations lack ongoing involvement with First Nations communities to mitigate the potential ongoing noise impacts and as such do not sufficiently mitigate Project effects.	Nibinamik agree with the mitigations in place for construction and recommend that these are extended to operation/maintenance. This specifically includes. <ul style="list-style-type: none"> The same activity coordination to avoid, overlap with the timing of traditional land use activities, is applied to road maintenance. This entails ongoing consultation and coordination with all local communities throughout the life of the Project.
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and Vibration Environment

- The same complaint resolution mechanism where the operation contractors can be contacted to address perceived issues and investigate concerns when they are reported. Accountability mechanisms must be in place to ensure rights impacts are addressed throughout Project operation.

130

Appendix P – Draft Acoustic and Vibration Environment Technical Support Document

Sections 7.3.1.1.1.2 and 7.3.1.2.1.3 Mitigation and Enhancement Measures Table 7-11 Summary of Potential Effects, Mitigation and Enhancement Measures and Predicted Residual Effects on Acoustic and Vibration Environment

Nibinamik recognizes that the detailed designed are not complete for the project, however, the current list of mitigations do not include the potential design components that can address noise impacts. The ability for long term noise impacts to be addressed through the Project design must be added to the Noise Impact Assessment list of mitigations and incorporate natural solutions such as using trees and terrain to mitigate noise impacts.

It is recommended that noise mitigations encompassed in the Draft EA/IS include design considerations, and that a component of the design consideration includes:

- Trees to provide added noise buffering capacity. Where there are no trees along the edge of the ROW, appropriate species must be selected and planted in sufficient density to support the establishment of long-term sound barriers.
- Where fill placement will support buffering points of reception from noise impacts the use of engineered terrain must be considered as part of the design. It is acknowledged that the cut fill balance has not been determined and the movement of material has additional environmental impacts, this solution must be weighed against other potential impacts and should form a component of consultation



				through the design phase for joint decision-making.
131	Appendix P – Draft Acoustic and Vibration Environment Technical Support Document	Section 4.4 and 8.1.3 Tables 7-4, 7-5, and 7-6	<p>The scope of the noise and vibration assessment does not capture the necessary conditions to mitigate rights impacts.</p> <p>Mitigations and accommodations are developed based on the effects exceeding the guidelines and criteria, which determine impact. For the noise assessment these metrics and triggers are largely from Health Canada (the applicable noise limit applied is 55 decibels as indicated in Tables 7-4, 7-5, and 7-6) which has not been confirmed to accommodate the Indigenous needs to practice rights and use the land.</p> <p>Further, the cumulative effects and impacts are established through the inclusion of other physical activities. In this case the physical activities included are the Webequie and Northern Link road construction and operations, and forestry road maintenance. This project list does not encompass the other development that is planned and reasonably foreseeable in the region.</p>	<p>Thresholds for annoyance should be developed in collaboration with First Nations land users. The Health Canada thresholds of 55 decibels may not necessarily represent the threshold of impact or annoyance imposed by noise during the exercise of rights, such as hunting, which requires quitter conditions.</p> <p>The cumulative effects assessment should consider the operational noise of potential mining activities, and their exploration to effectively and accurately predict the cumulative noise. In absence of this assessment being completed as part of the MFCAR Project, the regional assessment must present a more accurate reflection of cumulative noise and the development of meaningful mitigations or accommodations.</p> <p>Nibinamik proposes that this project provide accommodation to the noise impacts through the collaborative regional establishment of an area(s) set aside for quiet conditions. This includes any spiritual areas and a minimum 5km buffer from ground-based noise. Noise restrictions must apply not only to ground equipment and blasting, but to aircraft as well.</p>

CLIMATE CHANGE

132	Appendix Y – Climate Adaptation and		Nibinamik members also highlighted impacts of climate change including the change of fish species present or absent and	Appropriately sized culverts must be positioned to ensure flow across the ROW to maintain hydrological
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	Resiliency Technical Support Document : Existing Conditions & Effects Assessment		wildfire risk. It is important that adaptation measures include design components that will improve risk mitigation. The road may inherently serve a firebreak; however, modelling demonstrated increase of heat, thunderstorms, as well as human access (precursors of wildfire) it is important that MFCAR does not impose change (mainly to the hydrological condition of the surrounding areas) and potentially exacerbating the wildfire conditions.	connectivity and prevent drying effects which exacerbate wildfire potential. The road itself will have the potential to act as a firebreak and emergency access for firefighters; strategic location for turnouts and rest stops can improve potential connectivity to water sources for firefighters or act as safe haven for firefighting personnel. Importantly, the ROW may serve as a future corridors for communication infrastructure which can support emergency management and human safety, all of which can be considered with the design.
133	Appendix Y - Climate Adaptation and Resiliency Technical Support Document: Existing Conditions & Effects Assessment	Section 4.4.2 Existing Climate Data Analysis Methodology Section 4.5 Data Management and Analysis Methodology And Section 5.1 Existing Climate Descriptions	The Assessment mentions local meteorological stations with data from 1981 - 2024 and Natural Resource Canada data from 1950-2012. It is unclear why the baseline data is from a 30year period of the available data (1981-2012) and if the baseline dataset represents the most significant weather events, and in particular rainfall or snowfall intensity and duration. This may result in the modelling output not predicting the potential severity of weather MFCAR may experience. The operational lifespan of the road is unknown, but it is reasonable to rely on a more substantive weather dataset to capture extreme events between 2010 and 2025, as well as pre-1981. This would support engineering and design consideration to ensure the road is equipped to manage the potential snow and rain volumes.	The climate risk evaluation indicates that rain (extreme daily, short-duration high-intensity, and thunderstorm) represent the majority of high and moderate risk. The modelling details should be updated to encompass the full depth of data available (1950 -2024) to ensure the design and engineering of water management systems and bridges are capable of maintaining integrity through maximum intensity future scenarios.
134	Appendix Y – Climate Adaptation and Resiliency Technical Support	Section 7.2 Summary of Effects and Adaptation Recommendations	Snow and melting are addressed in the Summary of Effects and Adaptations Recommendation – Operation Phase with inspections, maintenance, public communication, emergency preparedness. There are components of design that can	While snowfall does not represent a high risk, there must be measures in place to prevent ice buildup (crowned road and bridge slope), facilitate plowing such as wide lanes and shoulders with shoulder marking,



	Document : Existing Conditions & Effects Assessment	- Operational Phase	support managing snow and melt which are not clearly included.	consideration for blowing snow, and warning signage.
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ABORIGINAL AND TREATY RIGHTS AND INTERESTS

135	Draft EA/IS Appendix O – Aboriginal and Treaty Rights and Interests Study Plan	Section 9.1 General Methodology	The ATRIS program is geared toward the EA/IS process, however given the Project recognition that rights impacts extend into the operations phase of this project it is unclear why the ATRIS is limited to the assessment scope of the Project.	The ATRIS process must continue through construction and operations, with meaningful participation from affected First Nations communities to evaluate the effectiveness of mitigation measures (and adaptive management as necessary) to protect rights throughout the Project life.
136	Draft EA/IS	Section 8.3.4	The purpose of the Draft EA/IS review is to verify how IK has been integrated into the Project assessment, in absence of the Rights Assessment available in the Draft EA/IS Nibinamik is unable to provide any insight as to whether the inclusion of IK accurately represents or encompasses the community's rights and interests. This is further contradictory to the Project guiding principle of inclusion and transparency.	It is recommended that the updated EA/IS and completed Rights Assessment be shared with First Nations communities prior to finalization and posting for public comment. Further, Nibinamik should receive the capacity to provide their own Rights Assessment to inform the Final EA/IS.
137	Draft EA/IS	Tables 8-2, 8-13 and 8-52	Limited IK is available for VCs (Table 8-2, Table 8-13, and Table 8-52). While some of the IK provided is noted to be confidential and for this reason not listed in the Draft EA/IS, The IK Tables highlight that IK stems largely from Marten Fall and Aroland First Nations, with minimal contributions from 8 of the 23 Indigenous communities identified for consultation. The limited IK contributions suggest the effectiveness of consultation is questionable. The absence of the Right Assessment eliminates the opportunity for Nibinamik to verify that the rights and interest of the Nation are	Nibinamik insists that all development, and especially the MFCAR as the precursor to further development, must be governed by a process grounded in Aboriginal and Treaty rights, full transparency, and environmental stewardship. The risks of committing to a development path for MFCAR without fully understanding long-term, synergistic consequences to Aboriginal and Treaty Rights and Interests, limit the ability to truly mitigate regional impacts effectively. This aspect becomes increasingly important with



addressed in the Project. The deficit in achieving equitable and meaningful participation for all Rights-holders can be counterbalanced by withholding all Project decisions, including application approval, until after the Regional Assessment has taken place.

the Draft EA/IS indicating there is limited IK provided by other rights-holders. Nibinamik recommends that approval decisions for the MFCAR Project are withheld until after the Regional assessment is complete. This would improve mitigating impacts to Aboriginal and Treaty Rights and Interests in several ways:

- Improved understanding of the full regional context, potential stresses, sensitive areas and rights impacts. This regional understanding should then inform the assessment and decision-making for individual projects like the MFCAR and their actual risk to rights.
- Improved identification of regional thresholds, critical habitats, cumulative tipping points, and areas of high cultural significance, and rights impacts that might not be apparent when looking at one road in isolation.
- Mitigations can be designed at a regional level to address systemic issues and rights impacts, not just project-specific ones. For example, if the Regional Assessment reveals a cumulative impact on a VC, individual project can be better coordinated and perhaps more stringent, or even lead to re-thinking the overall regional development plan.



- Improved identification of areas where development should be avoided entirely, or where specific types of development are more appropriate. It could also lead to regional monitoring programs and adaptive management strategies. This could improve the ability for rights impacts to be addressed and mitigated in advance of individual project advances that may incrementally erode rights, or the conditions necessary for meaningful exercise of rights.
- By having the regional picture, decision-makers are less likely to approve individual projects that, when combined, lead to unforeseen or unmanageable rights impacts. The benefit of improved access and sustainable development are desirable but must not be pursued at costs to rights. Not only do the order of assessment need to be reversed for an improved approach to impact mitigation, but the nature of consultation must be adjusted to be more equitable in recognition of First Nations governance and knowledge systems in the MFCAR project decision making.

138

Draft EA/IS

n/a

It is imperative that development does not detract from the ability of all First Nations to continue their traditional Ways-of Life and maintain cultural continuity. Rights impacts from road uses, such as dust,

Nibinamik recommends a gated security/identification system is in place. Security measures will address not community safety but environmental risks and conditions that impact Aboriginal and Treaty Rights.



invasive species, recreational land users, and human predators who might contribute to the tragedy of missing and murdered Indigenous women, can all be restricted and/or monitored through controlled access.

Access must only be permitted for the intended use of the Project.

139	Draft EA/IS	n/a	Protection of Aboriginal and Treaty Rights involves the maintenance of cultural place names and language.	Nibinamik requests that all road signage includes First Nations' languages and that any place names be marked within their First Nations nomenclature.
140	Draft EA/IS	n/a	<p>Addressing rights is not restricted to limiting impacts, it includes distributing benefits. All regional communities are subject to the regional and cumulative impacts of development. Development must provide the opportunities that improve the conditions of communities and entice the membership to stay and exercise rights. This applies not only to those Nations that are directly connected to the road.</p> <p>Nibinamik understands that employment, contracting and procurement opportunities will conform to the specific capacity of this Project construction and operation needs.</p>	<p>Nibinamik recommends that there is early, and community-specific (community-driven), job and readiness training for the coming construction and operation of the Project and well as an ancillary infrastructure or development opportunities that may ensue. This includes, for example, hydro transmission or generation projects, quarry operations, security, mineral exploration, environmental services.</p> <p>Nibinamik recommends that this project is accompanied by commitments from the provincial and federal government, as well as the MFCAR Project for equitable economic benefit sharing and the funding for Nation-tailored training opportunities.</p> <p>Given the limitation of Project opportunities, Nibinamik recommends that where the Project is unable to fulfil equitable benefit sharing specific to the Project, those Nations are provided with other funding opportunities. This funding must support the realization of</p>



Aboriginal and Treaty Rights and long-term community development goals.

LAND AND RESOURCE USE

141	Draft EA/IS – Appendix U: Land and Resource Use Technical Support Document	4.2.3 Spatial Boundaries – Table 4-3	The existing conditions and effects assessment focuses on the Local Study Area (which includes a 5km buffer around the Construction Disturbance Area). Therefore, effects on land and resource use are considered individually for both Marten Falls First Nation and Aroland First Nation. Effects on Nibinamik land and resource use are grouped into the Regional Study Area, which includes more than 20 other local communities. This leads to a generalization of effects on the region, without allowing for a specific analysis of effects on Nibinamik.	Effects of MFCAR on Nibinamik’s land and resource use must be assessed separately to understand the impacts and implement appropriate mitigation measures
142	Draft EA/IS – Appendix U: Land and Resource Use Technical Support Document	4.2.3 Spatial Boundaries – Figure 4-1	This map is difficult to read as there are too many components – making it hard to understand what it is trying to show.	Please provide a more legible map which clearly shows the study areas for land and resource use.
143	Draft EA/IS – Appendix U: Land and Resource Use Technical Support Document	5.1.6 Existing Environmental Conditions - Trapping	Trapping in the regional study area is described as a historically important activity and as being “less common” today and “largely recognized as a pastime.” This however is an over-generalization and does not acknowledge that Nibinamik community members still actively trap for subsistence and cultural purposes.	Existing conditions for trapping on Nibinamik’s Homelands must be evaluated in the context of this project. This information will be part of the TKLU study that Nibinamik is currently conducting, and must be taking into account in the impact assessment.
144	Draft EA/IS – Appendix U: Land and Resource Use Technical Support Document	7.2.7 Description of Potential Effects – Valued Component #7 Trapping	Only one factor was considered for this VC, which is potential effects to trapping in the vicinity of the Marten Falls Community Access Road. Once again, potential regional effects of the project on trapping, specifically on Nibinamik, have not been assessed.	Potential effects of the project on Nibinamik trapping practices and land and resource use must be assessed as part of this VC.



Draft EA/IS – Appendix U: Land and Resource Use Technical Support Document

7.2.8 Description of Potential Effects – Valued Component #8 Energy and Linear Infrastructure

The report indicates that since there are currently no existing energy or linear infrastructure projects in the Construction Disturbance Area, this project will have no potential effects on energy and linear infrastructure projects. This conclusion does not consider potential for future linear development that this road will lead to – once there is a road, it will be much easier for proponents to develop energy and linear infrastructure projects. Therefore, the project will have an impact on this VC.

This assessment must account for the potential future development of energy and linear infrastructure resulting from the MFCAR project, and include appropriate mitigation measures to address associated impacts.

COMMUNITY WELL-BEING

145

Draft EA/IS – Appendix T: Community Well-Being Technical Support Document

4.2.3.2 Community Well-Being Study Areas Table 4-3

Existing conditions and community well-being is assessed at two spatial levels: the Local Study Area (LSA), which includes MFFN and Aroland First Nation, and the Regional Study Area, which includes Nibinamik and more than 20 other First Nations and local communities. Grouping Nibinamik with that many communities does not allow for an adequate assessment of the impacts of the MFCAR on their community well-being, and does not adequately reflect their unique reality.

Effects of MFCAR on Nibinamik's community well-being must be assessed on its own, so that appropriate mitigation measures can be implemented to offset these effects. This process must be done in collaboration with Nibinamik.

146

Draft EA/IS – Appendix T: Community Well-Being Technical Support Document

8.2 Cumulative Effects Scoping – Spatial Boundary

The Draft EA/IS considers that only the LSA (MFFN and Aroland FN) will be impacted by cumulative effects, which fails to recognize that Nibinamik community well-being will also be directly impacted by the cumulative effects associated to MFCAR.

The cumulative effects of MFCAR and other development in the region on Nibinamik community well-being must be assessed as part of this EA/IS.

147

Draft EA/IS – Appendix T: Community Well-Being Technical Support Document

8.2 Cumulative Effects Scoping – Temporal Boundary

The cumulative effects assessment only considers announced future projects and fails to account for the potential development this road may trigger, including increased mining exploration and activity, as well as potential forestry, hydro, and additional road development.

This EA/IS must use the precaution principle by assessing the impacts on community well-being of not only this project and future proposed projects, but also the potential for further development in the region that this road will bring.





NIBINAMIK FIRST NATION

Technical Review: Marten Falls Community Access Road Draft Environmental Assessment/ Impact Statement

B16.3 Community Specific Meeting Materials



MARTEN FALLS FIRST NATION ALL SEASON COMMUNITY ACCESS ROAD

Project Name: Marten Falls First Nation (MFFN) All Season Community Access Road (CAR)

Date of Meeting: February 19, 2025
Time: 3:00-4:00 pm EST

Attendees: Dan Brenzavich, Nibinamik First Nation representative
Qasim Saddique, MFFN CAR Project Team
Jennifer Bruin, MFFN CAR Project Team
Bob Baxter, MFFN CAR Senior Community Member Advisor
Ingrid Trimble, MFFN CAR Project Consultant
Gabbie Ratajczak, MFFN CAR Project Consultant

Project #: [REDACTED]
Location: Thunder Bay, Three Road Projects Gathering and Expo

Prepared By: Gabbie Ratajczak (MFFN CAR Project Consultant)

Absent: N/A

Regarding: MFFN CAR Breakout Session at Three Road Projects Gathering and Expo

Notes of Meeting

Meeting Summary

The MFFN CAR Project Team (the Project Team) and a representative of Nibinamik 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

- The Project Team to notify Nibinamik First Nation once Oji-Cree translations are available (completed April 28, 2025).
- The Project Team to email Plain Language Summaries to Nibinamik key contacts (completed April 28, 2025).





MARTEN FALLS FIRST NATION
ALL SEASON COMMUNITY ACCESS ROAD

Item #	Topic / Theme	Comments / Questions	Response / Action Items
1	Consultation	<ul style="list-style-type: none"> Nibinamik First Nation has not been and might not be able to be fully present for consultation on the CAR due to the ongoing health and mental health crisis. Multiple suicide attempts have occurred within the community. 	<ul style="list-style-type: none"> Comment noted and to be taken into consideration.
2	Cumulative Effects	<ul style="list-style-type: none"> Nibinamik First Nation indicated that the cumulative effects of a regional project and the corresponding mitigation activities are a high priority to them. They acknowledged that cumulative effects can be positive or negative. 	<ul style="list-style-type: none"> The Project Team agreed that there are cumulative effects, and the CAR will have positive impacts.
3	Review of the Draft EA/IS	<ul style="list-style-type: none"> Nibinamik First Nation indicated the need to have an Environmental Technician to explain the technical reports of the Draft EA/IS. Once the translations for Oji-Cree are available, the Draft EA / IS can be presented to Elders within the community. 	<ul style="list-style-type: none"> The Project Team explained that plain language summaries were prepared for all the technical reports, and that they were being translated. All of the documents have been released in English and the Project Team will notify Indigenous communities once translations are ready. Action Item: The Project Team to notify Nibinamik First Nation once Oji-Cree translations are available.
4	Consultation Methods	<ul style="list-style-type: none"> Nibinamik First Nation requested copies of the plain language summaries. 	<ul style="list-style-type: none"> The Project Team provided a hard copy of the plain language summaries. Action Item: The Project Team to email plain language summaries to Nibinamik First Nation key contacts.





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Item #	Topic / Theme	Comments / Questions	Response / Action Items
5	Fish and Fish Habitat	<ul style="list-style-type: none"> • Nibinamik First Nation no longer has sturgeon and rely on Neskantaga First Nation for it. 	<ul style="list-style-type: none"> • Comment noted.
6	Consultation Methods	<ul style="list-style-type: none"> • Nibinamik First Nation lacks capacity in the community in relation to human resources. • The community has never been offered capacity building through their Tribal Council (Matawa First Nations Management). 	<ul style="list-style-type: none"> • Comment noted.
7	Consultation Methods	<ul style="list-style-type: none"> • Nibinamik First Nation suggested that the map on display at the meeting room be expanded. They suggested it should show where the CAR supporting infrastructure, location of the Indigenous communities and Northern Road Link. 	<ul style="list-style-type: none"> • The Project Team indicated that maps including the requested information are included in the Draft EA / IS.
8	Consultation Methods	<ul style="list-style-type: none"> • Nibinamik First Nation is supportive of engagement with the MFFN CAR and other projects. • Nibinamik First Nation hosts a mining week in May each year, where regional projects can come into the community and give a presentation. It will take place after Prospectors & Developers Association of Canada (PDAC). Dan will provide MFFN CAR with dates for mining week and invite MFFN CAR to visit during those dates. 	<ul style="list-style-type: none"> • Thank you for the opportunity.





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Item #	Topic / Theme	Comments / Questions	Response / Action Items
9	Socio-Community	<ul style="list-style-type: none">• Nibinamik First Nation is interested in capacity building within regional projects. Capacity needs to be a step built into all regional projects.• Nibinamik First Nation asked how capacity building, long-term growth and development was being considered as part of the CAR.	<ul style="list-style-type: none">• The Project Team is looking at ways to build capacity, provide training for members of MFFN.• Capacity building and financing are also a struggle for MFFN CAR.

Any errors or omissions please contact Gabbie Ratajczak within 2 weeks of distribution. Finalized meeting minutes will be included in the public Record of Consultation.

