

Summary of Issues – Mont Sorcier Mining Project

The Joint Assessment Committee (the Committee), composed of representatives of the Impact Assessment Agency of Canada (the Agency) and the Cree Nation Government, is responsible for jointly conducting the impact assessment of the Mont Sorcier Mining Project (the project).

This document provides an overall summary of the issues raised and the comments made by the public, federal authorities, and Indigenous peoples during the public consultation period from May 29 to July 14, 2023, on the Initial Project Description submitted by Voyager Metals Inc. (the proponent). Written and verbal comments have been taken into account. Original questions and comments received in writing are posted on the Canadian Impact Assessment Registry (reference number 84616). The issue categories are presented in alphabetical order (in the French version).

The proponent must then produce a Detailed Project Description, which should include answers to the issues raised in the Summary of Issues. Taken together, this information will enable the Agency to determine whether an impact assessment is required under section 16 of the *Impact Assessment Act*. Should an impact assessment be deemed necessary, this information will also be used to draft tailored guidelines providing the directives and requirements necessary for the preparation of the proponent's Impact Statement.

1. Accidents and Malfunctions
Concern about the possibility of a dike failure at the proposed mine site, as this has occurred in the past on or near Cree Nation territory.
Need for information on the measures to be applied at all times, designed to control for any rockfall outside the pit and any accidental contamination events.
Comment from Mashteuiatsh concerning the increase in the number of trains per day, which would increase the risk of accidents and derailments. These types of accidents would result in: <ul style="list-style-type: none"> • pollution of the environment (contaminants), terrestrial ecosystems, and aquatic ecosystems (affecting the food chain), which would then have an impact on the practice of traditional Mashteuiatsh activities; • risks for the community of Mashteuiatsh, whose residential area is less than 50 metres from the railroad. A derailment would have major impacts on the community (mortality, pollution of soil, water, and agricultural fields, etc.).
Concern about increased shipping traffic. The Saguenay is an integral part of Mashteuiatsh's cultural heritage. Its members practise Innu Aitun ¹ on the fjord. The greater the volume of shipping traffic, the greater the risk of accidents.
2. Climate Change and Greenhouse Gas Emissions
Importance to develop a plan for achieving net-zero emissions by 2050 should mine exploration activities at the project site over the next few years extend the life of the project's mining operations beyond the planned 21 years.
Need for information on the project's impact on process-related air pollution, its contribution to climate change (significant greenhouse gas [GHG] emissions), and on the sequence of avoidance-minimization-compensation of GHG emissions.
Need for information on how the project will contribute to Quebec's energy transition and GHG emission reduction targets, which aim to reduce emissions to 37.5% below 1990 levels by 2030.
Need for information on how the project would contribute to the fight against climate change. It is important, as part of this analysis, to account for the quantities of GHGs that can no longer be sequestered due to the project's encroachment on wetlands and other carbon sinks, in addition to the project's direct GHG emissions and the release of sequestered GHGs due to the direct destruction of some of these carbon sinks.
3. Socio-economic Conditions
Need for information on the project's local and regional spin-offs, including the number of direct and indirect jobs at a time of workforce and housing shortages in the region.
Need for information on the various options available to the proponent for service contracts and local and regional supply during the operational phase.

¹ Innu Aitun (or Innu Aitun) refers to the cultural practices of the Innu.

Comment regarding the adverse impacts on Cree trappers' income.
Comment pointing out that local residents have claimed the area and have been using these lands and resources traditionally for more than 75 years. However, this fact does not seem to have been considered by the proponent. The hunting and fishing culture of non-Indigenous residents is well established in the region, and the Association Chasse-Pêche de Chibougamau should be consulted as part of this project.
Comment regarding the increase in shipping traffic and the risk of accidents that could have adverse impacts on the economic activities of the Essipit Innu First Nation. These activities include commercial fishing (notably for crab, halibut, and sea urchin), as well as recreational tourism associated with marine mammal watching, kayak expeditions on the Saguenay and St. Lawrence rivers, and coastal vacationing sites. Ecosystem degradation from an accidental contaminant spill would have a devastating impact on the safety and economic self-sufficiency of this community. The community's main economic drivers would be greatly affected.
Importance to engage and collaborate with the network of Indigenous Skills and Employment Training programs to support local Indigenous communities in meeting the demands of the job market.
Concern that there may be no benefits for the people of Chibougamau. Workers may come from elsewhere and choose not to settle down in the town, thus contributing to the fly-in/fly-out phenomenon.
Need for information on the project's potential impacts on water activities and recreational tourism activities, particularly on Chibougamau Lake.
Concern about the project's impacts on recreational activities in this area, which is prized by local communities for outdoor activities (camping, hunting, fishing, hiking, etc.), and is used by Indigenous communities for their traditional practices. Comparisons were made with the impacts of mining activities on the town of Malartic.
Comment regarding the increase in shipping and the risk of accidents (breakages, collisions, spills, etc.) that could have adverse impacts on the economic and social activities of the Essipit Innu First Nation (subsistence and commercial fishing as well as the recreational tourism industry). Job losses caused by ecosystem degradation would hamper the community's economic and social development, drastically affect its food security, and exacerbate the loss of traditional practices and knowledge transmission by community members.
Need for information on the significant drop in property values, including at the camping Cigam, and on the possibility of property owners receiving financial compensation for the loss of property value if the project were to proceed.
Need for information on the possibility of a plan to compensate for the impacts on the camping Cigam, local residents, and Pomerleau outfitters.
Comment pointing out that two permanent homes in McKenzie Bay will be almost overrun by waste rock stockpiles. These residents have not yet been consulted. Their homes would be so close to the infrastructure that their access roads would be located underneath the stockpiles.
Need for information on the project's impact on the market value of properties, especially those located near vacationing activities.
Comment on the possible impacts on tourism in the region.
4. Project Description
Concern that the project, in its current form, would have several impacts on local residents, mainly users of the proposed project site.
Need for information on ore and concentrate production rates.
Need for information on the design of dikes and stockpiles.
Need for information on the possibility to divert watercourses for the purposes of the project.
Need for information on the mine effluent. It was suggested that the mine effluent should be located further upstream from Chibougamau Lake, and possibly in a slow-moving watercourse, so that the proponent does not have to rely on the lake's dilution potential to meet the quality criteria that will be required. Maximum treatment of site water is essential to avoid further impacts on Chibougamau Lake.
Need for information on blasting frequency.
Need for information on the number of truck trips per day and the tonnage involved during operations.
Need for information on the who will be responsible for the road maintenance of the Chemin du Lac de Chibougamau Nord and how often it will be maintained.
Need for information on the reasons the proponent did not opt for underground mining to preserve Mont Sorcier rather than open-pit mining.

Need for information on the project-related infrastructure the proponent will have to built to support mine operations (power transmission line, railroad, storage and handling infrastructure at Grande-Anse terminal, etc.) and that will have to be considered in the impact assessment of the Mont Sorcier Mining Project.
Need for information on the analysis of alternative scenarios for the disposal of mine waste that would incorporate lake and river avoidance. In the case of the in-pit waste disposal scenario, it is important to present concrete, non-speculative arguments, which must be backed up and discussed. According to the principle in section 232.3 of the Mining Act (a Quebec government law), all mining projects should put their waste back into their own pits.
Comment regarding the design of contact water management infrastructure and structures, which should comply with the <i>Directive 019 sur l'industrie minière</i> (the Quebec government's mining industry directive) for accumulation areas with no water retention, i.e. a 1:100-year flood. Concern raised about this increasingly contested measure due to incidents caused by global warming, which has resulted in 1:1,000-year floods over the past five years, and which is also affecting the Chibougamau region through increased forest fires and increasingly early ice break-up of Chibougamau Lake. Calculations should include a much higher protection factor, given that the project is scheduled to start around 2033 and finish around 2051, i.e. at the peak of global warming according to current consensus.
Need for information on runoff and mine water (mine effluent) control measures.
Importance to implement measures that allow for close citizen oversight, so that the effectiveness of the mitigation measures to be applied can be publicly and continuously monitored (for example, by publishing live monitoring data characterizing this mining project). The "bad examples" of mining projects demonstrate that self-regulation by mining companies is not enough to ensure adequate protection of ecosystems and the people who live in them.
Need for information on the new facilities or modifications to existing facilities planned for the Grande-Anse Marine Terminal, including: the infrastructure owner and manager, the entity in charge of the construction work, characterization of the reference state, description of the work and its impacts, the nature of their use (e.g., exclusive to the proponent, Voyager Metals), as well as mitigation, monitoring, and follow-up measures.
Need for information on whether the adjacent railway line, owned by Canadian National (CN), will be extended. Should this be the case, an application under Section 98 of the <i>Canada Transportation Act</i> may be necessary, and would fall within the mandate of the Canadian Transportation Agency.
Need for information on train length and number of cars, as well as on the feasibility of this mode of transport on a 400-kilometre route.
Need for information on the impacts of transporting ore concentrates by rail. Different transport scenarios, including Qc Rail's, should be considered and evaluated to select the one with the lowest impact.
Need for information on transportation costs.
Need for information on the location the proponent would process the concentrate and, if applicable, the reasons why it would be processed outside Quebec.
Need for information on the shipping activities on the Essipit Nitassinan ² territory.
Need for information on the impacts associated with shipping ore concentrates.
Comment strongly suggesting extending the study area to encompass an area of major importance to the Essipit Innu First Nation, from the Grande-Anse Marine Terminal on the Saguenay River to the St. Lawrence River shoreline (from Baie Ste-Catherine to the maritime limits of the village of Les Escoumins).
Need for information regarding the annual financial provision in the financial statements and the method for securing the total funds required for site restoration.
Need for information about restoration costs following decommissioning of the site, including how the funds provided will be sufficient in the face of rising costs over time.
Need for information on mitigation measures, such as working with Indigenous and non-Indigenous groups to prepare the mine site restoration plan.
Need for information on the number and nature of permits and authorizations the proponent must obtain if the project is approved.
5. Indigenous Rights
Importance to establish rules to respect the rights and traditional practices of Indigenous people and avoid conflicts.

² Nitassinan means "Our land" in the Innu language.

<p>Comment regarding the impact on Cree hunting, fishing, and trapping rights, and on the way in which the Cree move through the territory to engage in these activities. This project could have an adverse impact on the Cree healing process.</p>
<p>Concerns about the impacts on fishing and hunting (moose, bear, hare, etc.) throughout the project area, as well as on goose hunting by the Cree in the vicinity of the mine site (particularly where a waste rock stockpile would be located).</p>
<p>Concerns about the impact on trapping, traplines, and Cree land users and their families, including elders.</p>
<p>Concerns about reduced access to the territory for members of the Cree Nation due to the proposed railroad and mining activities that would block roads, trails, or even parts of the territory.</p>
<p>Importance to consider the traditional way of life of the Cree, including hunting, their healing process, the preservation of the land they live on, and their history.</p>
<p>Comment regarding increased shipping traffic that could affect the existing rights of members of the Essipit Innu First Nation to hunt migratory birds and seals and to fish for subsistence purposes on the St. Lawrence and Saguenay rivers. The increased frequency of ship traffic will have an impact on the tranquility of wildlife along the Saguenay and St. Lawrence rivers, making access to this resource more difficult.</p>
<p>Comment emphasizing that any incident on the maritime territory of the Essipit Nitassinan could be detrimental to this community, according to the terms of their draft treaty between the Regroupement Petapan and the federal and provincial governments. The implementation and integrity of negotiated commitments in the chapters Innu-Aitun, Parks, Fisheries, and Migratory Birds could be compromised.</p>
<p>Comment that the main impacts on Mashteuiatsh rights, their Innu Aitun practises, and their heritage sites will be caused mainly by infrastructure related to the Mont Sorcier Mining Project, i.e. the transport of ore by train and by waterway from the port of Saguenay.</p>
<p>6. Surface Water, Drinking Water, and Groundwater</p>
<p>Concern about environmental impacts, including water quality, and whether post-project conditions will be comparable to current conditions.</p>
<p>Concerns about surface water and groundwater contamination, the impacts of pit operations (400 meters deep) on the water table, and the measures that will be put in place to minimize these impacts.</p>
<p>7. Cumulative Effects</p>
<p>Given the numerous mining projects in the region, concerns about the cumulative effects of the Mont Sorcier Mining Project. Need for information on how the proponent plans to limit cumulative effects, for example by demonstrating possible synergies with nearby projects, such as sharing infrastructure or collaborating to transport the ores mined. .</p>
<p>Need for information on the cumulative effects of the project on Indigenous communities, particularly with regard to traditional foods, medicinal plants, plants used for spiritual purposes, etc., as well as on ore transportation by rail and by ship, more specifically regarding rail transportation on Indigenous traditional lands and the community of Mashteuiatsh (e.g., effects on safety and noise) and transportation on the Saguenay and St. Lawrence River shipping lanes (e.g., effects on safety, Indigenous fishing activities, accident and spill risks).</p>
<p>In assessing cumulative effects, importance to consider projects currently under assessment in the vicinity of the Mont Sorcier Mining Project (BlackRock Metals, Troilus Project, etc.), as well as past and future projects.</p>
<p>Concerns about the effects of freight transport along the existing or planned railway line (contamination of water, air, and trees, contamination of nearby traditional foods, disturbance of wildlife, restriction of animal movement, effects on wildlife habitat).</p>
<p>Need for information on the cumulative effects of the project on Chibougamau Lake, which has already been affected by past mining activity. The cumulative effects assessment should include, but not be limited to:</p> <ul style="list-style-type: none"> • a compilation of contaminant quantities (contaminated water, environmental discharges, product spills, air emissions, etc.) from past and present projects; • an analysis of the quantities of water and resources consumed by past and present projects, so that these quantities can be compared with the recharging or regeneration capacities of the ecosystems in which the projects were or still are located; • estimates of water contamination or consumption anticipated for the Mont Sorcier Mining Project, which should be added to these compiled or estimated data, as the case may be.
<p>Comment pointing out that, in addition to the effects of the Mont Sorcier Mining Project, it is important to consider those of the BlackRock Metals Project, which involves two 100-car trains per day, making four round trips through the community of Mashteuiatsh.</p>

Importance to consider rail projects (past, present, or future) in the vicinity of the proposed railway, as well as projects (past, present, or future) that will have an impact on shipping traffic in the Saguenay Fjord.
8. Terrestrial Wildlife, Birds, and Species at Risk
Importance to note the presence of the lake sturgeon, South Hudson Bay-James Bay populations (listed as special concern under the <i>Species at Risk Act</i>) in the project study area, as well as the characteristics of the habitat where the lake sturgeon were caught.
Comment on the project's impacts on waterfowl (e.g., common loon, great blue heron, and merganser).
Need for information on all previous bird inventory methodologies mentioned in the Initial Project Description, as well as methodologies for all future field inventories.
Concern about the impacts of the project on terrestrial and aquatic habitats (destruction, disturbance, and fragmentation), leading to the decline of certain local species populations, including species of special status.
Comment from Mashteuiatsh regarding the impacts of rail transportation, in particular the increase in the number of trains passing on the tracks per day, which would lead to an increase in noise pollution. This could then have major impacts on wildlife (fleeing, mortalities, behavioural changes, physiological impacts, etc.).
Concern about the adverse impacts on the flora and fauna of Chibougamau Lake and surrounding lands.
Comment from Essipit concerning the increase in marine transportation on the Saguenay River and in the St. Lawrence Estuary, which could increase the risk of accidents such as oil spills, collisions with marine mammals (including the beluga whale which is listed under the <i>Species at Risk Act</i>), and an increase in underwater noise in the beluga's critical habitat and breeding grounds. The Essipit Innu First Nation stated that the Committee should include, in the environmental impact statement guidelines, a description of the environmental impacts and cumulative effects of marine transportation related to the mining project from the Grande-Anse Marine Terminal to the Escoumins pilot station on: <ul style="list-style-type: none"> • greenhouse gas emissions and air quality related to trans-shipment and marine transportation; • the beluga whale and its critical habitat. In addition, importance to provide information on the frequency and size of ships that will be used to export ore from the Grande-Anse Marine Terminal, as well as the underwater noise intensity they could generate, in addition to the potential economic impacts of an interruption to navigation due to an accident on the Saguenay River and at its mouth.
Comment pointing out that the St. Lawrence beluga whale is an integral part of Mashteuiatsh's cultural heritage. This species, considered endangered by both levels of government, could be affected by increased shipping traffic.
9. Geology, Geochemistry, Soils, and Geological Hazards
Comments on the importance of carrying out relevant leaching tests (static and kinetic), given the sensitivity of the environment in which the project is located.
Importance to demand much more than compliance with current standards when categorizing waste rock and tailings, conducting leaching tests, developing water contamination mitigation measures, and applying any restrictive measures.
Need for information on the impacts of the potential release of vanadium from mine waste and the mitigation measures developed to minimize environmental impacts.
Concern about the risk of soil contamination from mine tailings or accidental spills.
10. Wetlands and Forest Environments
Concern about the impacts of the project's encroachment on an important network of wetlands and water environments, and about the alteration of the physicochemical characteristics of surface water and groundwater.
Comment about the destruction of an inhabited forest area.
Comment about the destruction of the natural environment (flora and fauna) over a large area (mining site and right-of-way for the new railroad).
Comment mentioning that the project would have a major impact on wetlands in the northern sector of Chibougamau Lake.
11. Public and Indigenous Engagement
Importance to consider all First Nations affected by the project before proceeding with the work.
Comment from the Essipit Innu First Nation about their particular interest in the impacts of shipping traffic. This Nation would be interested in any information the proponent could provide on contractual arrangements with ship-owners, including specific conditions related to maritime issues.
Importance to be aware of the fatigue experienced by Indigenous and non-Indigenous groups as a result of the multiple consultations and participation in the various project assessment committees.

<p>When developing mitigation measures, importance to:</p> <ul style="list-style-type: none"> draw up a detailed consultation protocol, to be developed with and approved by Indigenous groups; include a detailed engagement calendar and up-to-date information on engagement activities with Indigenous communities.
<p>Importance to specify whether the proponent plans to include local Indigenous languages in its communications with local groups, including elders, so that they can fully understand and participate in all stages of the project (e.g., in project communications, emergency plans). If so, specify how it plans to do so.</p>
<p>12. Physical and Cultural Heritage</p>
<p>Comment pointing out that water is sacred to the Cree Nation and that the project site is surrounded by water.</p>
<p>Concerns about the project's impacts on any historic and archaeological sites, given the Cree Nation's long-standing use of the area.</p>
<p>Comment mentioning that an old canoe route between Chibougamau Lake and Mistissini Lake was used by the ancestors.</p>
<p>Comment by the Essipit community that the Saguenay River and its mouth were and remain an integral part of the physical and cultural heritage of the Essipit Innu First Nation. Numerous sites of occupation and land use (historical and present-day) have been recorded and documented all along the Saguenay Fjord and the St. Lawrence River coastline by numerous ethnographic, anthropological, archaeological, and toponymic studies. The river mouths along the Saguenay were used for meeting, camping, hunting, trapping, berry-picking, and fishing. These sites represent an essential cultural aspect of the history and identity of the Essipit Innu First Nation.</p>
<p>Concern about the risk of an accident or spill on the Saguenay and St. Lawrence rivers. Degradation of these sites would be an inestimable loss for the Essipit Innu First Nation, given their historical and cultural significance.</p>
<p>Comment mentioning that the Oujé-Bougoumou Cree Nation has information on archaeological sites in the region.</p>
<p>Concerns about the project's impact on the physical heritage (general impact on nature).</p>
<p>Need for information on the project's encroachment on the landscape (in square feet) during the 21 years of mine operations.</p>
<p>Comment about the beauty of the Saguenay River landscape, which has made it a prime location today for the recreational tourism industry operated by the Essipit Innu First Nation (camping, marine mammal watching, sea kayaking). The ecological richness of the area now favours not only recreational, but also educational and scientific activities, thanks in particular to Saguenay-St. Lawrence Marine Park, which the community of Essipit has been involved in managing since 1996. The Essipit Innu First Nation is very concerned about maintaining the integrity of the Saguenay-St. Lawrence Marine Park.</p>
<p>Comment regarding the export of ore by ship on the Saguenay River. This river is part of Mashteuiatsh's cultural heritage, as is the endangered beluga whale.</p>
<p>Comments about the project's impact on the landscape, particularly in relation to the digging up of part of Mont Sorcier, or even its destruction.</p>
<p>Comments about the project being too close to the town of Chibougamau and to sites used by residents for many years (impacts on the landscape).</p>
<p>Comment pointing out that the use of the territory for such a project remains a privilege that should be granted by the Indigenous and non-Indigenous peoples who traditionally use this territory.</p>
<p>13. Fish and Fish Habitat</p>
<p>Comment regarding the size of the project's footprint (in terms of infrastructure). The infrastructure would encroach on more than 24 permanent water bodies and 43 permanent watercourses.</p>
<p>Comment regarding the footprint of the project, which would be in the Chibougamau Lake watershed, which has undergone nearly 100 years of mining stress, including accidents such as the overflow of waste rock stockpiles.</p>
<p>Concern about the contamination of Chibougamau Lake, including Baie de l'Ours, where many residents go fishing.</p>
<p>Comment pointing out that Chibougamau Lake is the source of fishing for many enthusiasts in the region, from Chibougamau, Oujé-Bougoumou, and Mistissini. It was deemed regrettable that no mention was made of non-Indigenous fishing activities in the Initial Project Description.</p>
<p>Comment about fish mortality in Chibougamau Lake and the importance of this resource.</p>

Concerns about the impacts of the project (blasting activities, dust generation, machinery traffic, accidental spills, rockfalls, and other accidental or deliberate moving of materials) on Chibougamau Lake, such as water contamination, fish contamination, and impacts on fishing and spawning grounds. It was pointed out that the lake had already been contaminated by previous mines.
Need for information on the measures that would be implemented to prevent any blasted rock from reaching the waters of Chibougamau Lake.
Comment that the infrastructure would be located very close to the main northern spawning grounds of Chibougamau Lake. No pre-feasibility study was presented to ensure that walleye will not be affected by blasting throughout the mining operations in this area.
Need for information on the fish of Chibougamau Lake (studies to be carried out).
14. Air Quality
Comment from Mashteuiatsh concerning the increase in the number of trains each day, which would result in an increase in air pollution.
Need for information on sensitive receptors along the route of the proposed railway, such as their location (if the information is not confidential) and the type of receptors, as well as on contaminant emissions from trains on this proposed railway. Where applicable, contaminant emissions from trains on this railway must be included in the modelling, and isoconcentration maps at the appropriate scale representing estimated concentrations and the location of sensitive receptors should be provided.
Need for information on all sources of air pollutant emissions outside the mine site, including activities and new sources related to infrastructure that would be built for the project at the Grande Anse Marine Terminal. Emissions from concentrate trans-shipment and transportation between the terminal, the St. Lawrence River, and Canadian territorial waters should also be included (if these activities are part of the project's scope).
Need for information on mitigation measures that would be put in place to minimize dust.
Need for information on control measures for gases released by blasting.
15. Purpose of the Project
Importance to present a detailed projection of the iron (magnetite, steel) market to support the project's rationale, and to highlight global demands that would help justify the project's importance.
Need for information on the reasons why the project is key to preserving the region's socio-economic safety net.
Need for information on the need for an iron and vanadium mining project, when a similar project (the BlackRock mine located about 10 km from the proposed project) has still not found the funding to begin operations.
Need for information on the merits of the project itself, given the very high level of risk of contamination of Chibougamau Lake.
Comment that Mont Sorcier is designated as a biological refuge project, which excludes this area from wood harvesting by forestry industries. This simple biological refuge project alone testifies to the interest in the region in preserving the integrity of this mountain, well beyond the fact that it is already used extensively by hikers and nature lovers of all kinds. The presence of an exceptional forest ecosystem just north of the planned tailings storage facility (less than 200 metres away), the "forêt rare de la Baie-Gunn" (Baie-Gunn rare forest), emphasizes the biological importance of this area, whose preservation should be considered more seriously, even if it means abandoning this obviously poorly located project – which is positioned between a huge lake already greatly affected by the mining industry and this rare forest, in addition to being located directly on a proposed biological refuge.
16. Human Health and Wellness
Comment on the project's adverse impacts on the Cree healing process.
Need for information on the daily intensity and frequency of noise, particularly for residents of camping Cigam, Baie du Portage, and Baie Machin.
Need for information on sound propagation (number of decibels) and vibrations in the form of maps for each sector. Importance to identify the consulting firms that will have carried out these simulations.
Need for information on vibration levels felt by residents of the camping Cigam, Baie du Portage, and Baie Machin.
Comment from Mashteuiatsh stating that the increase in the number of passing trains would lead to an increase in noise pollution, which could have major impacts on human health and wellness.
Need for information on project-related contaminants (e.g., iron) that could potentially end up in drinking water.
Concern about the contamination of Chibougamau Lake, including Baie de l'Ours, where many residents enjoy recreational boating.

Comment regarding the project's impacts on increased air pollution, which could affect the health of Mashteuiatsh members who use and occupy the territory near the project, in addition to having impacts on wildlife.
Comment regarding the risk of spills or accidents caused by the export of mined ores by ship and the contamination of traditional food sources (mollusks, fish, waterfowl), which would affect the food security of members of the Essipit Innu First Nation. Reduced food security would have a significant adverse impact on health and social conditions in this community. As well as reducing access to a healthy, traditional food source, this loss would increase psychological distress and stress among members of this community.
Need for information on the impacts of fly-in/fly-out workers on the health of members of the region's various communities.
Concern on the part of camping Cigam users, including members of the Cree communities, about the end of campground activities and the impacts on the beach in Baie de l'Ours due to increased road traffic, noise, dust, etc., as a result of the project. Concern mentioning that it would be impossible for all 110 property owners to remain at the camping Cigam if the project goes ahead. Comment pointing out that many of the campground's residents have invested a great deal of time and money over the years.
Comment concerning the nuisance that the project would cause to users of the camping Cigam, to residents who enjoy vacationing, and to users of the Pomerleau outfitter.
Concern about the destruction of Mont Sorcier, an important hiking and snowshoeing area for the local population.
Comment mentioning that all residents living on the shores of Chibougamau Lake and at Baie du Portage and Baie Machin would be greatly disturbed by this construction site, which would be located less than 10 kilometres from their homes. These residents would be subject to, but not limited to, the following impacts: <ul style="list-style-type: none"> • Changes in the community landscape; • Changes in the sound and lighting environments; • Changes in ambient air quality due to the emission of gaseous contaminants, particulate matter, and metals into the air; • Alteration of surface water, drinking water, and groundwater quality; • Disturbance in population behaviour; • Sensory disturbances (noise, vibration, light).
Comment regarding the impacts on the town of Chibougamau: its tranquility, its natural environment, and its scenery. Comment mentioning that the project would be too close to the town of Chibougamau and to sites used by residents for many years (impacts on tranquility).
Comment expressing a deep disappointment that the residents of the Camping Cigam, Ile Marguerite, and Baie Machin, as well as users of the Pomerleau outfitter, would not be able to enjoy the peace and quiet they enjoy today for the next twenty years.
17. Current Use of Lands and Resources for Traditional Purposes by Indigenous Peoples
Need for information on the project's impacts on the lands used by Indigenous peoples.
Comment mentioning that the proposed project would be located outside the Nitassinan of Mashteuiatsh, but that it would nonetheless be adjacent to this ancestral territory and could have impacts on it.
Comment mentioning that the Canadian National (CN) railroad runs on two sections: the Cran section to Saint-Félicien, and the Roberval section from Saint-Félicien. This railway crosses the territory of Mashteuiatsh (or Innu Assi of Mashteuiatsh), which will become the full property of Pekuakamiulnuatsh Takuhikan ³ upon signing of the treaty. The Innu Assi of Ashuapmushuan, an integral part of Mashteuiatsh's cultural heritage (cemetery, archaeological sites, etc.), is located in the wildlife reserve of the same name. The reserve is crossed by this railroad over a distance of around 15 kilometres. The railroad also crosses around 15 Mashteuiatsh Innu Assi traplines. These traplines are characterized by the presence of numerous camps and traditional camps in sensitive areas, and other territories of interest for their traditional practices.
Comment pointing out that in Mashteuiatsh, the railroad runs right through the heart of the community and close to the houses. In the space of just a few kilometres, there are eleven level crossings, five of which are on main tracks. A passing train has a major impact on traffic, especially when it is of a certain length, not to mention the risks of rolling over, derailments, or accidents.
Comment from Mashteuiatsh indicating that the increase in the number of daily trains passing through the community would have an impact on the free movement of people at the territory's level crossings.

³ Political and administrative organization of the Pekuakamiulnuatsh First Nation (Mashteuiatsh).

<p>Comment from Mashteuiatsh concerning the impacts of the higher number of trains passing through, in particular the increase in noise pollution that could affect wildlife and, consequently, the practice of Innu Aitun.</p>
<p>Comment from Essipit concerning the increase in shipping traffic (estimated at 2 ships per month according to the proponent) and the risk of accidents and spills, which could jeopardize the ability of Essipit Innu First Nation members to use the area for subsistence fishing (for food, social, and ceremonial purposes), mollusk gathering, and migratory bird and seal hunting. Any accident or spill would significantly affect the use of the site by members of the Essipit Innu First Nation.</p>
<p>Comment regarding the mitigation measures that could be implemented by the proponent to reduce the project's impacts on the current use of lands and resources for traditional purposes by Indigenous peoples. For example, the proponent could consider discussing measures to be implemented with tallymen so as not to affect traditional activities, such as annual hunting seasons.</p>
<p>Need for information on mitigation measures, e.g. a commitment to develop a plan or strategy to maximize access to traditional foods, medicinal plants, plants used for spiritual purposes, etc.</p>
<p>Comment suggesting that the proponent commit to involving communities in short- and long-term environmental follow-up, as well as in communicating the results of this follow-up.</p>
<p>Concerns about the project's impacts on Cree camps in or near the project area and their possible relocation due to mining activities.</p>
<p>Concerns about post-mining restoration and the fact that the site would never again be used for traditional activities, since the Cree would have no confidence in the safety of the site (fears of contaminants or animals falling into the pit).</p>